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Date: 12 June 2023
Your ref: 21/01830/FUL
Ask for: Nigel Gorski

Dear Paul Lester,

TOWN AND COUNTRY PLANNING ACT 1990
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015
ARTICLE 18 CONSULTATION WITH HIGHWAY AUTHORITY

PROPOSAL: Residential development (Class C3) with a vehicular access point onto Hither Green Lane, play areas, public open space including footways and cycleways, sustainable urban drainage systems and all other ancillary and enabling infrastructure

LOCATION: Land West of Hither Green Lane, Redditch, Worcestershire

APPLICANT: Mr. A. Rowan

Worcestershire County Council acting in its role as the Highway Authority has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals [and the additional information which has been submitted] the Transport Planning and Development Management Team Leader on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure)(England) Order, 2015 has **no objection subject to conditions and financial obligations.**

The Highway Authority has undertaken a review of the Transport Assessment (TA) dated October 2021, as prepared on behalf of the applicant by Mode Transport Planning (Mode). The Highway Authority has held regular discussions with the applicant team, over emails, through the submission of technical notes and as part of online meetings, seeking to appraise and shape the site in a way that meets with transport policy requirements and design criteria set out within the WCC Streetscape Design guide. We have now reached a position where the proposals are acceptable to the Highway Authority, subject to conditions and financial obligations. Our comments are set out below.

Planning context

It is understood that this application site does not form a strategic allocation within the adopted Redditch Local Plan (2011-2030), and as such, the principle of development in this location is not established and remains untested.

The Highways Authority has however continued to review the proposals in highways terms, primarily in relation to NPPF. This includes predominantly NPPF paragraphs 110 to 112, for which similar policy themes are also included in the Redditch Local Plan, in policies 19 and 20 concerning general transport and sustainable transport and accessibility requirements.

Development proposals

The development proposals include a residential site of 216 units, comprising private, social and affordable housing. The planning application form identifies the proposals to include no.81 x 3 bedroom private dwellings, no. 70 x 4 plus bedroom private dwellings, no. 26 x 2 bedroom social dwellings, no. 4 x 2 bedroom social flats, and no. 3 x 3 bedroom social dwellings. The site will also include no. 6 x 2 bedroom affordable dwellings and no. 17 x 3 bedroom affordable dwellings.

The proposals will replace the north-western parcel of the existing Abbey golf course located to the west of Hither Green Lane.

Access

A single point of vehicular access is to be created to serve the site, which forms a priority crossroads junction with Hither Green Lane. This junction also includes an unnamed access road serving the existing Abbey golf club on the opposite side of the carriageway. The access junction includes a 5.5m width carriageway, with 10m corner radii and 2m wide footways on either side. Appropriate visibility splays have been provided at the site access in accordance Manual for Streets requirements.

Visibility splays of 2.4m X distance and a Y distance of 43m are shown to be achievable at the access junction, based on the higher values of the speed limit of Hither Green Lane and recorded 85th percentile speed surveys.

Internal site design

The Highway Authority has held discussions with the applicant on the internal design of the site, with a number of revised layouts and masterplan options having been considered.

The final internal site design has been provided in accordance with the WCC Streetscape Design Guide, with 5.5m carriageways and 2m footways provided

throughout. For roads designated a future bus route, a carriageway width of 6.1m is provided. Appropriate junction radii and visibility requirements are provided and vehicle tracking has been presented for an appropriately sized refuge vehicle and fire tender. The site design is deemed to be functional, whilst seeking to minimise the scope for conflicts between pedestrians, cyclists and vehicles.

Parking provision has been provided in accordance with standards set out in the Streetscape Design Guide. A small number of additional on-street visitor parking spaces have also been provided.

Vehicle trip generation

Mode originally presented vehicle trip rates derived from TRICS in the TA, but these were not accepted by the Highway Authority. The trip rates presented were believed to be too low, when compared to our own TRICS comparisons.

The trip rates utilised for the nearby Brockhill Phase 3 proposals were instead agreed, The Highway Authority accepts that the proposals would generate 152 two-way trips (AM) and 162 two-way trips (PM) during weekday peak hours, based on two-way vehicle trip rates of 0.706 (AM) and 0.750 (PM).

Trip distribution / assignment

Vehicle trip distribution has been utilised from the TA that accompanies the previously agreed Brockhill Phase 3 proposals, which utilises Journey to Work census data, with traffic assignment based on a combination of Google Maps, local knowledge and online journey planning software. The Highway Authority accepts these results.

Network safety

Collision data has been obtained from WCC's Traffic and Accident Data Team for the most recent five-year period available (2015 - 2020). The findings indicate a total of 11 collisions were recorded within the study area between 2015 and 2020, with 9 recorded as 'slight' and 2 recorded as 'serious' in severity.

Two of the collisions occurred close the Dagnell End Road junction in 2017 and 2019, but this junction is identified for improvement in the near future.

A small cluster of three slight collisions was recorded on the A441 (southern) approach to the Millrace Road / B4184 / A441 roundabout. All of these collisions were attributed to driver error and are not therefore considered to represent a highway safety issue that would likely be exacerbated by the development.

Traffic Impact

Capacity assessments have been undertaken for the access junction onto Hither Green Lane, the Hither Green Lane / Dagnell End Road junction, and the Dagnell End Road / A441 Birmingham Road signal junction.

The capacity assessment results for the Site Access / Hither Green Lane junction and the Hither Green Lane/ Dagnell End Road junction, show these junctions operate well within capacity for a worst-case traffic scenario, for the assessment year of 2030. The Highway Authority accepts these results.

Dagnell End Road signal junction

Regarding Dagnell End Road Signal Junction, a committed improvement scheme is identified for the Dagnell End Road / A441 Birmingham Road signal junction, linked to planning permission granted for the hybrid Brockhill Phase 3 proposals (App Ref: 19/00976/HYB and 19/00977/HYB). This scheme is to be delivered as part of a S278 Agreement for the Brockhill application and constructed in phase with the developments build out.

Mode first attempted to reproduce the LinSig model created for the Brockhill Phase 3 proposals, but later updated the model with new traffic surveys collected on Tuesday 15th November 2022, covering weekday peak periods between 0700–1000 and 1600–1900. Background traffic has been growthed using TEMPro to obtain a 2030 future year, consistent with the end of the current Redditch Local Plan period. Committed development trips include the Webheath, Foxlydiate and Brockhill East Phase 3 proposals.

The junction modelling also indicates that the junction will operate within its practical reserve capacity during a 2030 baseline traffic scenario, and this will continue to be the case following the additional traffic associated with proposed development. These results form an updated position to what was originally included in the Mode TA.

The traffic modelling results indicate that the junction now experiences an improved level of operation, when compared to the modelling results first presented in the TA that accompanied the Brockhill Phase 3 application.

Compared to the background traffic flows surveyed and used in the LinSig model for the Brockhill Phase 3, traffic flows have since slightly reduced post-covid and this has been confirmed by the Highway Authority's own permanent traffic counter, which is positioned on the A441 to the north of the Dagnell End Road junction (the northern arm of the junction). Several months' worth of data was obtained to verify this.

As the junction technically remains within capacity, and is shown to operate at greater capacity, with committed development traffic and the committed improvement scheme included, than was previously accepted by the Highway Authority for the Brockhill Phase 3 proposals, the Highway Authority accepts that further mitigation measures are not warranted. The capacity results also do not take account of any mode shift potential from travel planning and public transport measures.

Sustainable transport links

Whilst it is accepted that the development site is not situated in a highly sustainable location, it does benefit from some local amenities being located within a recommended walking distance.

In terms of sustainable development, paragraph 105 of NPPF states that *'the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'*

NPPF accepting that developments *'can be made sustainable'* and which offer a *'genuine choice of transport modes'* should be accepted, the Highway Authority has helped to steer the application site in this direction. As such, sustainable transport measures have been requested over and above those typically requested for a site of this limited size, to ensure it meets with NPPF and Local Plan policy requirements.

The aim is for the site to provide *'attractive and well-designed walking and cycling networks'* (NPPF Paragraph 106) and as per paragraph 112 of NPPF, developments should *'(a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use'*

Pedestrian / cycle access

The Brockhill Phase 3 proposals (committed development) are to provide pedestrian enhancements to the Dagnell End Road signal junction, incorporating a pedestrian crossing operated by a push button on a walk-with basis. This will connect to a new footway provided along the southern side of Dagnell End Road, which will extend towards the Hither Green Lane site. This will provide safe pedestrian infrastructure for residents to access the M&S petrol filling station store located a short distance to the

north of the junction. The Hither Green application site will extend this footway further east along Dagnell End Road, with a pedestrian/cycle link connecting into the site.

The M&S petrol filling station store, complete with Wild Bean café, the Abbey hotel spa and golf course, with three restaurant / bars open to the general public, and the Meadow Farm public house and accommodation are all located within 450m of every part of the site.

Pedestrian connections to the southwest of the site are however more important, with this route providing connections to existing bus stops on the A441, the Abbey Stadium and onward to the large Sainsburys and Home Bargains stores located at the Abbey Retail Park. Beyond this is Redditch town centre. The town centre is located a walk distance of 2.2km from the centre of the proposed site and the Abbey Retail Park at 1.3km.

The applicant team identify improvements to connect the site to A441 in the TA, significantly upgrading the walk route that currently runs alongside the River Arrow to the south of the site. Whilst the final details of the improvement are still to be agreed, these form a planning condition on any planning permission granted. An improvement to these routes will need to include a 3m width bound surface route, that is lit, and which can be used for pedestrian / cycle access to the A441. This will provide an direct route towards the town centre, via Bordesley Lane and Birmingham Road.

Public transport access

The nearest marked bus stops to the site are positioned on the A441, which are currently in excess of 700 metres from the centre of the proposed development site. Parts of the development would be more than 800 metres away from these stops. Given this distance, it difficult to accept that public transport would offer a 'genuine choice' for some of the site's future occupants.

The bus stop on the A441 is served by Diamond bus services 182 and 183, although the service frequency is known to be limited and unlikely to be attractive at encouraging residents to use public transport over private car. A further school bus also serves the nearby Abbey hotel.

To meet with NPPF and Local Plan policy requirements, a new bus service is proposed. It has been agreed that the Diamond 62 Service will be routed into the site, as the 63 Service.

Due to the current uncertainties around commercial bus services and the complexities of conformance with public sector procurement regulations, Worcestershire County Councils policy is to request contributions towards bus services, using this to provide

a stand-alone service. The intended route will travel internal to the site, routing within a short distance of all future site occupiers and offer an hourly frequency service to Redditch bus station and wider town centre. This will cover typical AM and PM commuter periods and be available Monday to Saturday all day and into the evening.

The bus will not only benefit new site residents but provide a wider opportunity for mode shift in surrounding residential sites. Access to Redditch Railway Station will now also be possible through the provision of this bus.

This forms a S106 requirement in this response.

School / Community Transport

Although Hither Green Lane is on the edge of Redditch, secondary schools for the catchment area are: North Bromsgrove High School (approx. 17km), South Bromsgrove High School (approx. 13.5 km), Alvechurch Middle School (approx. 4.9km). These distances necessitate the use of a vehicle as they are not within reach for active travel. The primary school within the catchment is the Beoley First School, which is approximately 2.5 km from Hither Green Lane.

The statutory duty to provide free home to school transport is detailed in guidelines issued annually by DfE as required under the Education Act 1995. Worcestershire County Council puts these guidelines into effect through its Transport and Travel Policy, which is revised annually. This is a statutory provision related to the duty to provide school places and is required for the development to proceed as the development will cause the County Council to incur costs as a direct result of the distance between the proposed development and one or more designated schools.

Normally children living in Worcestershire are expected to attend the appropriate designated school for the children's age and address. Where places are not available in the designated school, the children may be assigned to another school or re-designated school.

Regarding community contributions, under the 1985 Transport Act, WCC has a duty to consider the transport needs of elderly and disabled residents. A service must be provided for all elderly and disabled residents unable to access a bus due to disability. WCC analyses this using historic trip need, DfT mileage rates and census data based on five years calculated cost. The service provides access to vital services, particularly acute health, where it is no longer policy to offer appointments at the nearest facility to the resident's home address.

School and community S106 contributions are requested in this response.

Summary

Noting that the proposals for 216 dwelling are not a particularly large site, the Highway Authority has sought to improve sustainable transport accessibility at the site, so that there is a 'genuine choice of transport modes' to access local amenities and the wider town centre.

Travel planning

The Highway Authority has undertaken a review of the Residential Travel Plan (RTP) and acknowledges that the applicant has put forward a range of measures to encourage and promote sustainable journeys to and from the site, in addition to the physical infrastructure previously identified. Key measures include:

- A Travel Information Pack will be produced and disseminated to residents, detailing the opportunities for sustainable travel to and from the site, including a potential range of incentives and the promotion of regional and national car share websites
- Use of public transport will be encouraged with up-to-date public transport timetables, bus maps and ticket information disseminated to the residents. The possibility of offering residents with discounted bus vouchers/passes with local operators will also be investigated.
- Personalised Travel Planning (PTP) will allow residents to contact the TPC and arrange a meeting (either face-to-face or via email/telephone) to discuss their individual circumstances with the TPC who will assist in tailoring a travel plan specific to that resident, incorporating sustainable travel modes as much as possible.

The RTP seeks to achieve a mode shift reduction in single occupancy car trips of 5% (from baseline surveys) over a period of 5 years. A planning condition is included with this response to ensure appropriate commitment and measures are implemented.

Conclusion

The Highway Authority has undertaken a robust assessment of the planning application. Based on the analysis of the information submitted, the Highway Authority concludes that there would not be a severe impact and therefore there are no justifiable grounds on which an objection could be maintained, subject to conditions.

Financial Obligations

Bus Service Strategy

Specific Purpose – The Diamond bus 62/63 service to be diverted into site serve the wider areas, terminating at Redditch Town Centre.

Contribution – £439,576.80. Costs for the Diamond bus 62/63 service to be diverted into site.

Trigger – To be determined by the Highway Authority / Prior to occupation.

Bus Service Infrastructure – Check if this is needed

Specific Purpose – Based on 2 flag pole bus stops internal to the site

Contribution – £10,000

Trigger – To be determined by the Highway Authority / Prior to occupation.

School Transport

Specific Purpose - Despite the proximity of this site to Redditch the designated schools for this site are all in the Bromsgrove School pyramid due to the established catchment areas. However, the existing service does not have the capacity to transport the number of additional children generated by this development. A new service will need to be created to transport children for this proposed development. A contribution would be required to cover the cost of transporting children from this development for a five-year period.

Contribution – £918,073.00

Trigger – To be determined by the Highway Authority / Prior to occupation.

Community Transport

Specific Purpose – Under the 1985 Transport Act WCC has a duty to consider the transport needs of elderly and disabled residents. A service must be provided for all elderly and disabled residents who are unable to access a bus due to disability. WCC analyses this using historic trip need, DfT mileage rates and census data based on five years calculated cost. The service provides access to vital services, particularly acute health where it is no longer policy to offer appointments at the nearest facility to the resident's home address.

Contribution – £22,037.00.

Trigger – To be determined by the Highway Authority / Prior to occupation.

Conditions

Off-site Infrastructure improvements (Dagnell End Road)

The development hereby approved should not be occupied until the highway improvements to the Dagnell End Road / A441 Birmingham Road junction as shown in the PJA Drawing Ref: 2809 P 12 Rev P4, or similar scheme acceptable to the

Highway Authority, has been approved in writing and completed to the satisfaction of the Local Planning Authority (in consultation with the Highway Authority) and is open to traffic. The junction is to include Microprocessor Optimised Vehicle Actuation (MOVA) signal control.

REASON: To ensure the safe and free flow of traffic onto the highway.

Off-site Infrastructure improvements (River Arrow Walk Route)

The Development hereby approved shall not be occupied until details of a joint pedestrian / cycle route, running close to the River Arrow, has been approved in writing and completed to the satisfaction of the Local Planning Authority (in consultation with the Highway Authority) and is open to pedestrians / cyclists. This is to include a lit route, with a 3m width bound surface, connecting the proposed site to the A441.

REASON: To ensure safe and accessible pedestrian / cyclist movements to and from the site.

Conformity with Submitted Details

The Development hereby approved shall not be occupied until the access, parking and turning facilities have been provided as shown in the Urban Design drawing titled 'Proposed Site Plan' Ref: ME-24-21Z

REASON: To ensure conformity with submitted details.

Vehicular visibility splays

Development shall not begin until access visibility splays are provided from a point 0.6m above carriageway level at the centre of the access to the application site and 2.4 metres back from the near side edge of the adjoining carriageway, (measured perpendicularly), for a distance of 43 metres in each direction (for residential access onto Hither Green Lane) measured along the nearside edge of the adjoining carriageway and offset a vertical distance of 0.6m from the edge of the carriageway. Nothing shall be planted, erected and/or allowed to grow on the triangular area of land so formed which would obstruct the visibility described above.

REASON: In the interests of highway safety.

Electric vehicle charging point

The Development hereby permitted shall not be first occupied until the proposed garage / dwelling(s) have been fitted with an electric vehicle charging point. The charging points shall comply with BS EN 62196 Mode 3 or 4 charging and BS EN 61851 and the Worcestershire County Council Streetscape Design Guide. The electric vehicle charging points shall be retained for the lifetime of the development unless they need to be replaced in which case the replacement charging point(s) shall be of the same specification or a higher specification in terms of charging performance.

REASON: To encourage sustainable travel and healthy communities.

Cycle parking

The Development hereby permitted shall not be first occupied until sheltered and secure cycle parking to comply with the Council's adopted highway design guide has been provided in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority and thereafter the approved cycle parking shall be kept available for the parking of bicycles only.

REASON: To comply with the Council's parking standards.

Residential Travel Plan (Plan Approved)

The Residential Travel Plan hereby approved, shall be implemented and monitored in accordance with the regime contained within the Plan. As a minimum, this should include:

- A Travel Information Pack will be produced and disseminated to residents, detailing the opportunities for sustainable travel to and from the site, including a potential range of incentives and the promotion of regional and national car share websites
- Use of public transport will be encouraged with up-to-date public transport timetables, bus maps and ticket information disseminated to the residents. The possibility of offering residents with discounted bus vouchers/passes with local operators will also be investigated and provided.
- Personalised Travel Planning (PTP) will allow residents to contact the Travel Plan Coordinator (TPC) and arrange a meeting (either face-to-face or via email/telephone) to discuss their individual circumstances with the TPC who will assist in tailoring a travel plan specific to that resident, incorporating sustainable travel modes as much as possible.

In the event of failing to meet the targets within the Plan, a revised Plan shall be submitted to and approved in writing by the Local Planning Authority to address any shortfalls, and where necessary make provision for and promote improved sustainable forms of access to and from the site. The Plan thereafter shall be implemented and updated in agreement with the Local Planning Authority and thereafter implemented as amended.

REASON: To reduce vehicle movements and promote sustainable access.

Construction Environmental Management Plan

The Development hereby approved shall not commence until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include but not be limited to the following:

- Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the public highway;

- Details of site operative parking areas, material storage areas and the location of site operatives facilities (offices, toilets etc);
- The hours that delivery vehicles will be permitted to arrive and depart, and arrangements for unloading and manoeuvring.
- Details of any temporary construction accesses and their reinstatement.
- Details of any changes to construction vehicle routing and site management following the Weights Lane connection to the site being made.
- A highway condition survey, timescale for re-inspections, and details of any reinstatement.

The measures set out in the approved Plan shall be carried out and complied with in full during the construction of the development hereby approved. Site operatives' parking, material storage and the positioning of operatives' facilities shall only take place on the site in locations approved by in writing by the local planning authority.

REASON: To ensure the provision of adequate on-site facilities and in the interests of highway safety.

Informatives

Section 278 Agreement Informative

The granting of this planning permission does not remove any obligations on the applicant to undertake a technical design check of the proposed highway improvement works with the Highway Authority (Worcestershire County Council, WCC), nor does it confirm detailed design approval by the Highway Authority until the design check process has been concluded. Upon the satisfactory completion of the technical check the design would be suitable to allow relevant conditions imposed under this permission to be discharged but works to the public highway cannot take place until a legal agreement under Section 278 of the Highways Act 1980 has been entered into to allow the works and the applicant has complied with the requirements of the New Roads and Streetworks Act 1991 (NRSWA) and Traffic Management Act 2004. The person or organisation shall follow the necessary procedure by applying to WCC Streetworks Team for road space for a period to be agreed.

WCC normally use Section 278 to allow the developer to employ a contractor and for that contractor to work on the existing public highway in the same way as if WCC were conducting the works. When any work is undertaken by a party acting on behalf of a developer on the existing adopted highway it will also be necessary to electronically provide notices to WCC (start date, location, workspace area) to allow these works to take place in accordance with NRSWA. Also, details regarding temporary traffic management controls for works in the public highway are to be submitted to WCC for approval using the online application process.

The applicant is urged to engage with WCC as early as possible to ensure that the approval process is started in a timely manner to achieve delivery of the highway works in accordance with the above-mentioned conditions.

The term “highway improvement works” includes, but is not limited to, a proposed junction or access arrangement, highway drainage, street lighting, structures in or adjacent to highway, and any necessary traffic regulation orders or statutory notice.

Section 38 Agreement Details

If it is the applicant's intention to request the County Council, as Highway Authority, to adopt the proposed roadworks as maintainable at the public expense, then details of the layout and alignment, widths and levels of the proposed roadworks, which shall comply with any plans approved under this planning consent unless otherwise agreed in writing, together with all necessary drainage arrangements and run off calculations shall be submitted to the County Council's Network Control Manager, Worcestershire County Council, County Hall, Spetchley Road, Worcester, WR5 2NP. No works on the site of the development shall be commenced until these details have been approved by the County Council as Highway Authority and an Agreement under Section 38 of the Highways Act, 1980, entered into.

Protection of Visibility Splays

The applicant's attention is drawn to the need to ensure that the provision of the visibility splay(s) required by this consent is safeguarded in any sale of the application site or part(s) thereof.

Temporary Direction Signs to Housing Developments

This consent does not authorise the erection of temporary direction signs on the public highway. Should the applicant wish to direct traffic to the development site they should seek the consent of the Highway Authority. All temporary directional sign proposals should be submitted to the Network Control Manager, Worcestershire County Council, County Hall, Spetchley Road, Worcester, WR5 2NP. No signs should be erected without the consent of the Highway Authority.

Construction Environmental Management Plan (CEMP)

It is expected that contractors are registered with the Considerate Constructors scheme and comply with the code of conduct in full, but particular reference is made to "respecting the community" this says:

Constructors should give utmost consideration to their impact on neighbours and the public

- Informing, respecting and showing courtesy to those affected by the work.
- Minimising the impact of deliveries, parking and work on the public highway.
- Contributing to and supporting the local community and economy.
- Working to create a positive and enduring impression, and promoting the Code.

The CEMP should clearly identify how the principle contractor will engage with the local community, this should be tailored to local circumstances. Contractors should also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues.

Contractors should ensure that courtesy boards are provided and information shared with the local community relating to the timing of operations and contact details for a site coordinator in the event of any difficulties.

This does not offer any relief to obligations under existing Legislation.

Travel Plan Requirements

Worcestershire County Council has published guidance on how it expects travel plans to be prepared, this guidance is freely available from the County Councils Travel Plans Officer. As part of this process the applicant must register for Modeshift STARS and ensure that their targets have been uploaded so that progress on the implementation of the Travel Plan can be monitored. Worcestershire County Council can assist applicants with this process should they need.

Modeshift STARS is a nationally accredited scheme which assists in the effective delivery of travel plans, applicant can register at www.modeshiftstars.org

Yours Sincerely

Nigel Gorski

Development Control Engineer

On behalf of Karen Hanchett, Transport Planning and Development Management
Team Leader