

Holly Martin

Subject: FW: Land West of Hither Green Lane, Redditch, Worcestershire (21/01830/FUL)

From: Gorski, Nigel <NGorski@worcestershire.gov.uk>

Sent: Monday, October 31, 2022 4:43 PM

To: Josh Norris <joshnorris@modetransport.co.uk>

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Josh,

Thank you for your email and for the LinSig models.

We have undertaken a review of the technical note (TN002) and our comments are set out below.

The development proposals (current full application submission) comprise a residential site of 216 units comprising mix of private, social and affordable housing and replace the north-western parcel of the existing golf course located to the west of Hither Green Lane and include a new T junction access from Hither Green Lane.

Utilising a LinSig model for the Dagnell End Road / A441 Birmingham Road signal junction, that now closely resembles that previously agreed by the Highway Authority for the Brockhill Phase 3 application, it is acknowledged that in 2030 (the end of the Local Plan period), the junction would be operating over capacity during weekday peak hours in all scenarios. The scenarios include the inclusion of a left-turn filter and the activation of the pedestrian crossings.

Just to recap, the Brockhill Phase 3 proposals, in effect provide for the delivery of two strategic allocations contained within the Bromsgrove District Plan and Redditch Local Plan (set out in Policies RCBD 1 and Policy 46 respectively). As an allocation within two Local Plans, the proposals did fully meet their obligation to the Infrastructure Development Plan (IDP) in that, amongst other wider highway contributions and improvements, they identified an improvement scheme for the Dagnell End Road / A441 Birmingham Road signal junction. Whilst the junction remains busy, the improvement scheme currently due to be implemented, includes a scheme that is able to off-set the proposed development traffic impacts of the Brockhill Phase 3 proposals in this location. It also provides wider pedestrian benefits, as the scheme now incorporates a pedestrian crossing.

The Hither Green Lane proposals, which do not form a strategic allocation within the adopted Redditch Local Plan (2011-2030), have the effect of further reducing capacity at the Dagnell End Road / A441 Birmingham Road signal junction, with queues and delays added on all approaches. For the 'no peds' scenario, vehicle queues more than double on the A441 (N) and Dagnel End Road approaches in the AM peak and close to double in the PM peak. For the 'with peds' scenario, in the AM peak, queues increase by A441 (N) +28, Dagnel End Road +16 and A441 (S) +22. In the PM peak, queues increase by A441 (N) +40, Dagnel End Road +20 and A441 (S) +25. There is also a considerable increase in delay on each approach in both peak hours and overall junction performance (PRC values) are reduced.

The Highway Authority does not accept that the proposed development traffic results in a 'slight increases in queues and delay at the junction'. The increase in queues and delays could risk safety at the junction, with frustrated motorists taking more risks, going through on a red light.

It is acknowledged that the Dagnell End Road / A441 Birmingham Road junction currently operates under MOVA control, and this will continue to be the case following its upgrade. Whilst outside the peak hours, there is potential

for some additional capacity to be gained from what LinSig might report, this will not be realised during the weekday peak hours when there is heavy demand for 'green time' on all junction approaches. During the weekday peak hours, the signal timings will effectively operate on fixed stages with green times being run at maximums. Therefore, there are no additional capacity benefits to be gained during the weekday peak hour periods modelled.

It is accepted that there will always be some variation in traffic volumes that will travel through the junction each day, but these variations will be higher as well as lower. A daily variation argument is rejected.

We have checked and note that your proposed development traffic flows are correct in the LinSig models, which matches the trip generation set out in the TA. That said, we had previously requested clarification and further supporting information on development traffic distribution and assignment, and this remains outstanding. This, along with other information, was requested in the Highways Authorities first formal highways response. We do still need this evidence to ensure the distribution and assignment of trips is accurate. At present, 94% of development trips generated by the proposals will travel through the Dagnell End Road / A441 Birmingham Road junction, with the majority travelling to and from the north.

As previously discussed, the Dagnell End Road / A441 Birmingham Road is located on a primary route connecting Redditch to the wider areas to the north, including Birmingham and access to the M42. Based on the results presented, without mitigating measures, the Highway Authority is of the opinion that the proposals place a severe / significant impact on the highway network.

If you would like to discuss further, please do not hesitate to contact me.

Regards
Nigel

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Please note that I only work on Mondays and Thursdays, and therefore contactable on these days only.

Advice relating to the Pre Application process, the Streetscape Design Guide and the Construction Specification can be found on the Transport Guidance for Developers page on Worcestershire County Councils website which can be accessed here:

http://www.worcestershire.gov.uk/info/20007/travel_and_roads/284/transport_guidance_for_developers

