

Local Authority Self-Assessment for Active Travel

Section 1: Background

Question 1. Are you submitting a response for the first time?

Answer: Yes

Question 2. What is the name of your Authority?

Answer: Worcestershire County Council

Question 3. Please provide your contact details

Question 4. What is the approximate total budget your authority holds for transport this financial year? This includes capital and revenue funding.

Answer: £133,000,000

Question 5a. We recognise that many schemes you deliver will have elements of active travel alongside other areas of focus such as maintenance. In that context:

What is the approximate total funding your authority expects to invest in Active Travel initiatives this financial year? In addition to dedicated active travel budgets, you should include funding from cross-modal schemes, other DfT sources of funding and non-DfT sources.

Answer: £29,469,254

Question 5b- Over the past five years, approximately what proportion of s106 and s278 transport contributions have been spent on active travel? Please provide a percentage.

Answer: 33%

Question 5c. What is the approximate total dedicated active travel budget your authority holds in this financial year? You should only include DfT active travel grants, and any local funds specifically committed to active travel.

Answer £20,276,324

Question 6. Please use this box to share any further relevant information in relation to the headcount and budget questions.

Answer: Overall transport budget is £133,000,000 which includes £11.432m revenue budget and £121,56m capital funds.

Minus £20,276,324 dedicated to Active Travel Schemes leaves a total overall budget for maintenance, transport etc. less active travel schemes £112,723,676 9% of total overall budget (assumed to support active travel) £9,192,930.84 plus dedicated active travel schemes £20,276,324

Total Active Travel funds are £29,469,254, Worcestershire is a rural region and 22% of overall budget is spent on active travel

Question 7. Are there any funds that you have received from DfT for Active Travel Fund 2 (ATF2) that are not yet contractually committed.

Answer: No

Section 1: Background

Question 8. What is the approximate total headcount working on transport at your authority? Please provide the full time equivalent (FTE), including any contingent labour / temporary additional resource.

Answer: 330

Question 9. What is the approximate total headcount working on active travel at your authority? Please provide the full time equivalent (FTE), including any contingent labour / temporary additional resource.

Answer: 58.5

Section 1: Delivery of Schemes to date

Question 10. Which of the following schemes have you delivered in the past 3 years or are in the process of delivering? Tick all that apply.

- New segregated cycleway (permanent) - Tick
- New permanent footway - Tick
- New shared use (walking & cycling) facilities - Tick
- Improvements to make an existing walking/cycle route safer - Tick
- Provision of secure cycle parking facilities - Tick
- New road crossings - Tick

Question 11. Which of the following schemes have you consulted on over the past 12 months or have plans to consult on? Tick all that apply.

- New junction treatment- Tick
- New permanent footway- Tick
- New shared use (walking & cycling) facilities - Tick
- Improvements to make an existing walking/cycle route safer - Tick
- Provision of secure cycle parking facilities - Tick
- New road crossings - Tick
- School streets - Tick

Question 12. Since the publication of LTN 1/20 guidance, have you installed or proposed any new infrastructure which is not LTN 1/20 compliant?

Answer: Yes

Question 13. Do you agree that no scheme, now or in the future, will be removed prematurely? The Network Management Duty requires real-world feedback to be taken account. This means schemes should be retained and adjusted to make them work. Schemes should not be removed unless there is substantial evidence to support this.

Answer: Yes, I agree to the above statement

Section 2: Local leadership and support

Question 14. This question seeks to understand how supportive your leaders and elected members are of active travel. Please review the criteria for each of the levels and consider which of the criteria your authority satisfies, and which are yet to be met. It is likely that your authority will not fit neatly into one level, so please select the one that best reflects your authority.

Answer: Level 1

Local leadership and support - Level 1

Question 15. You have selected Level 1 as being the most suitable for your Authority for local leadership and support.

Please select from the following statement which criteria your authority meets or exceeds.

- Members (including leader and transport portfolio lead) in my authority are supportive of active travel.
- Members (including leader and transport portfolio lead) in my authority are committed to increasing active travel in line with the government vision set out in Gear Change.
- My authority does not have a significant track record on road space reallocation schemes, but other schemes have been delivered.
- There are public commitments to high quality schemes and/or reallocation of road space.
- My authority has fewer than 5 of the policies listed in place.

Local leadership and support - Level 2

Question 16. You have selected Level 2 as being the most suitable for your Authority for local leadership and support. Please select from the following statement which criteria your authority meets or exceeds.

- Members (including leader and transport portfolio lead) in my authority are highly supportive of active travel.

- Members (including leader and transport portfolio lead) in my authority are committed to increasing active travel in line with the government vision set out in Gear Change.
- My authority has a track record of completing ambitious, LTN 1/20 / MfS compliant active travel schemes.
- My authority has recognised the need to adopt new approaches to planning such as 'Decide and Provide' and in adoptable standards by adopting LTN1/20 / MfS documentation to help support the position in insisting but is yet to do so.

Section 2: Local leadership and support

Question 17. Select from the list below the evidence you are submitting. Tick all that apply
Statements and manifesto commitments from mayors, local authority leaders or executive members, showing support for proposed schemes, local networks, and strategies

- High proportion of local transport funding allocated to active travel schemes (15% or more)
- Details of roles and types of resource dedicated to active travel.
- Track record of effective and coherent funding bids under ATF and other funding initiatives, keeping schemes in place until they have properly bedded in before making modifications or removals (with nil removals unless backed by robust evidence over a minimum 12-month operating period).
- Strong highway authority leadership and evidence of collaboration with constituent authorities (e.g., boroughs and districts) and National Parks etc to deliver local schemes and initiatives, as evidenced by MoUs and other joint working agreements such as design assurance processes.
- Development management approaches that support active travel, e.g., planning committees / officers shown to have a track record of testing [and applying conditions] to improve provision of cycling and walking.

Question 18. Briefly describe what supporting evidence you have available to justify why you have selected the level.

Answer: Members including the leader and CMR are highly supportive of active travel. We have linked below letters of support from Simon Geraghty Leader of Worcestershire County Council and Cabinet Members, Cllr Mike Rouse with responsibility for Highways & Transport and Cllr Mark Bayliss with responsibility for Infrastructure who have provided recent support to the Shrub Hill Levelling Up bid which includes key active travel links. Also, an additional letter of support from the Leader supporting an earlier Capability Fund bid.

WCC has set out its support for active travel in both strategies and the delivery of schemes. LTP4 adopted in 2017 at Cabinet for 2018-2030 promotes travel choice including the importance of walking and cycling for short journeys to address congestion, but also to promote healthier lifestyles, including sedentary lifestyles and for the environmental benefits including air quality.

LTP4 includes a suite of 28 strategic active travel corridors connecting the key settlements within the semirural county of Worcestershire, plus routes within the settlements linking the key trip attractors such as schools, retail, employment areas.

There is also a suite of Transport Policies in LTP4, seven of which are specifically related to walking and cycling. They cover a range of topic from cycle parking to surfacing. WC1 being the most relevant policy, Infrastructure and other measures for pedestrians and cyclists.

LTP 4 was adopted prior to Gear Change. Further work being undertaken includes development of LCWIP's:

- Evesham (public consultation winter 21/ 2022, document currently being revised)
- Redditch to commence autumn 2022

Active travel is also included in our MRN bids for A38 BREP with schemes being delivered already as part of the early works which are fully LTN 1/20 complaint.

This is also included in proposals for NWWC and A44/ A4538 corridors.

The LUF 1 and 2 bids for Shrub Hill also included active travel. letters of support have been included in the bid from Leader and 2 x CMR which include specific significant support for active travel. The Leader also wrote to DfT in 2021 expressing his high level of support for active travel as part of our active travel fund bid.

Since the publication of Gear Change, we have:

- Delivered the A38 BREP complaint schemes
- Developing the LCWIP for Evesham
- Due to commence development of a further LCWIP
- Proposed Kepax and Hampton bridges (compliant but in parts to the lower range of LTN1/20 standards).

These are part of a strategic investment which will be delivered in phases

- Propose significant active travel investment as part of MRN corridor enhancements including the A38 BREP which has outline business case approval from DfT with early delivery as outlined above. NWWC and A44 currently in development of SOC will include active travel improvements
- LUF2 bid for Shrub Hill submitted, which includes active travel routes to and from Shrub Hill station to the rural villages around Worcester.
- Developed further plans to extend the Worcester to Powick corridor with Sustrans.
- Although as a two-tier county, we are not responsible for the development of local plans we are working with the district and city councils to ensure that proposals for growth are sustainable including policies for new settlements based on walking and cycling in South Worcestershire. There will also be 20-minute neighbourhoods with integration of rail and public transport.

WCC do not have MoU's with district councils over travel matters but work collaboratively with them as evidenced by local plan reviews, information to the Chief Executives briefing, Scrutiny Panel etc.

Question 19. Please provide links to any supporting evidence here.

- LTP4 Transport Policies
[Link to Worcestershire County Councils- Local Transport Plan 4 \(LTP4\) Transport Policies](#)
(Page 25 onwards)
- LTP4
[Link to Worcestershire County Councils- Local Transport Plan 4 \(LTP4\)](#)
(Strategic active travel corridors)

Question 20. If you have unpublished evidence you want to submit, please upload here. You can upload up to 10 files. Maximum file size per file is 10MB.

- File: Response from Cllr Simon Geraghty Worcestershire County Council (002).pdf
- File: Appendix 3f - Leader of WCC LoS.pdf
- File: Appendix x - WCC CMR Cllr Bayliss.pdf
- File: WCC LUF2 CMR MR v4.docx
- Section 3: LCWIP Maturity

Section 3: LCWIP Maturity

Question 21. This question seeks to understand how developed your Local Cycling and Walking Infrastructure Plans (LCWIPs), or equivalent, are, including their coverage and status of delivery. Please review the criteria for each of the levels and consider which of the criteria your authority satisfies, and which are yet to be met. It is likely that your authority will not fit neatly into one level, so please select the one that best suits your authority.

Answer: Level 1

Section 3: LCWIP Maturity

Question 22. You have selected Level 1 as being the most suitable for your authority for LCWIP maturity.

Please select from the following statement which criteria your authority meets or exceeds.

- Started development and have mature drafts of LCWIP(s) for all major population centres.
- Already produced and agreed LCWIP(s) which cover multiple major population centres.
- Started delivering some elements of the LCWIP(s) we have produced.
- Commenced developing a 10-year pipeline of active travel interventions that includes consideration of the types of infrastructure required to help unlock development sites.

Section 3: LCWIP Maturity

Question 23. Select from the list below what evidence you are submitting. Tick all that apply.

- Development of plans – in progress or finalised LCWIP setting out proposed 10-year pipeline, with reference to agreement by Council transport portfolio leads and Council leaders, with document published and integrated into wider Local Transport Plans.
- Stakeholder engagement – extent to which other experts and stakeholders have been involved in LCWIP development, breadth of engagement with local residents, businesses, road users, emergency services, disabled persons groups etc.

Question 24. Briefly describe what supporting evidence you have available to justify why you have selected the level.

Answer: We are providing a link to the draft LCWIP in its original format and the online content available to the public, stakeholders and user groups. Also, twitter posts that demonstrate a social media campaign alerting residents and users to the engagement exercise.

From the outset, the Evesham Transport Stakeholder group was set up to support the development and delivery of the Evesham Transport Strategy. This group, which has elected members from the County, District and Town Councils, as well as members representing local businesses, the Ramblers, Cycle Evesham Vale and the Vale of Evesham Civic Society, has also approved the network proposed in this LCWIP.

The LCWIP for Evesham is under re-development following consultation with key stakeholders and the public, the wide-ranging feedback from the public and partners such as Living Streets and Cycling UK has enabled us to identify areas for reshaping the document.

Due to the anticipated levels of re-drafting within the document, we will re-consult before the final draft is adopted. The Evesham LCWIP consultation was conducted in tandem with a public engagement exercise for Hampton Bridge, the proposed pedestrian and cycle bridge will cross the River Avon, linking Hampton and Evesham.

During November 2021 WCC held 2 face to face drop in sessions at separate locations in Evesham and Hampton, all of the consultation material was provided on our website which was further publicised via social media channels.

Further work being undertaken includes the development of

- Redditch LCWIP to commence autumn 2022

In addition, WCC are looking to identify funds for the development of LCWIP's for the following key towns:

Droitwich

Malvern

Kidderminster

Bromsgrove

Question 25. Please provide links to any supporting evidence here.

- Evesham LCWIP
[Link to Evesham Local Cycling and Walking Infrastructure plan](#)
[Link to Hampton Pedestrian and Cycling Bridge](#)
[Link to WCC Twitter 1](#)
[Link to WCC Twitter 2](#)
[Link to WCC Twitter 3](#)

Section 4: Schemes Delivered

Question 26. This question seeks to understand your track record for delivering capital and revenue active travel schemes, and the level of complexity of schemes delivered. Please review the criteria for each of the levels and consider which of the criteria your authority satisfies, and which are yet to be met. It is likely that your authority will not fit neatly into one level, so please select the one that best suits your authority. Please refer to Annex A when answering this question.

Answer: Level 2

Section 4: Schemes Delivered

Question 27. You have selected Level 1 as being the most suitable for your authority for scheme delivery. Please select from the following statement which criteria your authority meets or exceeds.

- My authority has delivered a number of LTN1/20-compliant low complexity active travel infrastructure schemes (see Annex A).
- My authority meets the minimum statutory duty for consultation before implementing schemes.
- My authority has delivered schemes that are not part of an integrated network.
- My authority has delivered a small proportion of capital schemes on time.
- My authority is delivering revenue schemes, some of which are on track to be delivered on time.

Section 4: Schemes Delivered

Question 28. You have selected Level 2 as being the most suitable for your authority for scheme delivery. Please select from the following statement which criteria your authority meets or exceeds.

- My authority has delivered a high number of LTN1/20-compliant low complexity schemes.
- My authority has also delivered a small number of medium complexity schemes.
- My authority meets at least the minimum statutory duty for consultation before implementing schemes, with more comprehensive consultation for some schemes.
- My authority is beginning to deliver an integrated network, and this includes requiring developers to fund and contribute to this network through the planning process.
- My authority has delivered some capital schemes on time.
- My authority is delivering revenue schemes, most of which are on track to be delivered on time.

Section 4: Schemes Delivered

Question 29. Select from the below list the evidence you are submitting. Tick all that apply.

- Evidence of delivering to time and budget, as set out in bids. This includes schemes funded through the following mechanisms: Active Travel Fund (Emergency Active Travel Funding, Active Travel Fund Tranche. 2), Capability Fund, Transforming Cities Fund (TCF), City Regional Sustainable Transport Settlements (CRSTS), Levelling Up Fund (LUF) and other projects.
- Number (quantity and/or route length km) and type of schemes in progress and being delivered (including level of complexity).
- Evidence of scheme quality, e.g., compliance with LTN1/20 and other guidance.
- Enabling building out of town or city-wide networks and key rural routes e.g., between villages or to green spaces.

Question 30. Briefly describe what supporting evidence you have available to justify why you have selected the level.

Answer: Bromsgrove Route Enhancement Programme (BREP) A38 improvements.

This package of schemes outlined below 2a,2b and scheme 4 all meet LTN1/20 compliance in, schemes 2 a&b deliver on a fully segregated pedestrian and cycle way connecting into a shared use path at the junction of A38 and Charford Road to accommodate onward travel. Scheme b focused on a shared use path connecting to a new Toucan Crossing, this serves 2 high schools along Charford Road and a first school along Lyttleton Avenue.

- Scheme 2a - Complexity Low - 0.5km – complete. This element of the scheme focused on delivering a pedestrian and cycle bridge linking segregated cycle and pedestrian path (5.5m) away from the A38 linking into routes on the north/south sides of Sugar Brook via a new bridge to Harvington Road. The project was delivered to budget and only 1 month late despite concrete shortages.
- Scheme 2b - Complexity Medium – complete. The scheme focused on the delivery of a Toucan Crossing and widened footways to accommodate shared use, this scheme also links into scheme 2a, this is further supported by earlier traffic calming measures introduced to bring the speeds along Charford Road down to 20mph. The infrastructure connects directly to 2 schools situated along Charford Road and a first school in Lyttleton Avenue.
- Scheme 4 - Complexity Medium – complete. Toucan Crossing addresses severance issues connecting to Heart of Worcester College.

Emergency Active Travel:

- Wyre Road Walking and Cycling improvements - Complexity Low/Medium - 0.8km This scheme focused on creating a key rural link for pedestrians and cyclists between the Village of Pinvin and the Town of Pershore.
- Redditch Arrow Valley Park Path - Complexity Low - 0.5km – complete

This project saw the widening of a well-used path along the norther end of Arrow Valley lake from a width of 2.5m to 4m. The route was undulating with differences in levels found across the same cross section with areas of pooling evident after rain events. Widening and resurfacing of the path has achieved LTN1/20 compliance for shared use and offers a smooth and comfortable journey with no pooling, even surfaces and gradients lowered to become Equalities Act compliant. As well as improvement to non British Standard bollards which were removed and replaced with BS EN Passive safety posts. Lighting along the route was upgraded to be more energy efficient with the fitting of LED lighting heads and ecology was also improved by the spreading of wildflower seeds for pollinators.

- Worcester Canal Towpath improvements - Complexity Low – complete. This scheme, in conjunction with Canal and Rivers Trust (CRT), saw the widening and resurfacing of the Birmingham and Worcester canal towpath between Friesland Close and Blackpole Road (Bridge 16-19). The works included the widening and resurfacing of the towpath to create a sealed surfaced path suitable for use all year round. The previous surface was a stone composition which had become eroded and left large areas of pooling after rain events. The path provides better connectivity to industrial estates on the peripheries of the City and also opens up green spaces such as Perdiswell Park.
- Kidderminster Canal Towpath improvements - Complexity Low - 1km. This scheme in conjunction with CRT enabled us to widen and resurface 1km of the Staffordshire and Worcestershire canal towpath. Previously a stone surface with large areas of rutting which, after rain events, left some sections of the canal almost impassable, WCC were able to install a sealed surface from Park Butts Ringway to Oxbow Way. This now provides a year-round

usable path connecting the northern areas of Kidderminster into the Town Centre. Alternatively, it also give residents coming from the Town Centre access into the wider Countryside and Springfield Park.

- Southern Link Road (SLR4) - Complexity High - 2km. Work on the Southern Link Road duelling scheme has seen a number of improvements for active travel including a total of 4 new road crossings:
 - Broomhall Way pedestrian and cycle bridge
 - Crookbarrow Way pedestrian and cycle bridge
 - Hams Way pedestrian and cycle bridge
 - Fully lit underpass at the Ketch roundabout
 - Share use path - Complexity Low/Medium - 2km

The latest active travel improvements within delivery phase 4 have seen a 2km 3.5m wide shared use path run alongside this interurban arterial road, the opening of this link has proved very popular with the local cycling community. In this instance we are confident that compliance to LTN1/20 is achieved due to low pedestrian flows.

- Hams Way pedestrian and cycle bridge - Complexity High . The bridge has a peak hour 2 way cycle flow of less than 300 and has a clear width between inside of handrails of 3.5m, and a maximum gradient of 1:20. It was designed to meet the standards in place at the time.

Question 31. Please provide links to any supporting evidence here.

- Bromsgrove Route Enhancement Programme (BREP) A38 Scheme 2a,2b and scheme 4
[Link to WCC A38 Bromsgrove Improvement Scheme Progress](#)
- EATF
https://www.worcestershire.gov.uk/info/20055/strategies_plans_and_bids/2248/emergency_active_travel_fund_corridors
[Link to WCC Emergency Active Travel Fund Corridors](#)
[Link to WCC Wyre Road, Walking and Cycling Improvements Now Complete](#)
[WCC Link to Redditch Park Walking and Cycling Improvements Now Complete](#)
[WCC Link works to start on the Canal Towpath Resurfacing](#)
- Southern Link Road (SLR4)
https://www.worcestershire.gov.uk/info/20623/the_a4440_worcester_southern_link_road_improvements
[Link to Worcestershire Gov- A4440 Worcester Southern Link Road Improvements](#)
[Link to WCC- Worcester News Cyclists Celebrate Opening New Carrington Bridge Cycle Lane](#)
[Link WCC To Twitter Worcs Travel](#)
[Link to Malvern Observer News for Walking and Cycling Bridge Officially Opened On Southern Link Road](#)
[Link to Worcester News for Hams Way Footbridge Wins National Award Project Success](#)

Question 32. If you have unpublished evidence you want to submit, please upload here. You can upload up to 10 files. Maximum file size per file is 10MB.

Answer: File: 19082022 Roles and Resource v1.xlsx

Finish

Question 33. If there is any other relevant information that you want to share, and have not had the opportunity to share through the above questions, please do so below.

Answer: The link below provides active travel information/progress and upcoming schemes reviewed by the Economy and Overview Scrutiny Panel in May 2022.

[Link to Worcestershire Modern Gov- Public Reports-13th-May 2022 Economy and Environment Overview and Scrutiny](#)

T=10

Examples outlining WCC's commitment to delivering integrated networks, requiring developers to fund and contribute to this network.

WCC secured £4m for Hampton Bridge from a 300-dwelling development at Hampton to provide a bridge across the River Avon and an active travel route from the site to the bridge to enable direct access to Evesham town centre and the railway station. Construction of the bridge is due to commence in 2023.

The South Worcester Urban Extension (SWUE) is a development of up to 2,500 dwellings. A 5m active travel route is being provided through the site which links to a new active travel bridge across the A4440.

The bridge was constructed by the County Council using s106 monies secured from the SWUE and adjacent developments. The bridge provides direct connectivity for pedestrians and cyclists from the SWUE and wider communities to Worcester City.

Perryfields 16/0335

Outline application for the phased development of up to 1,300 dwellings (C3); up to 200 unit extra care facility (C2/C3); up to 5HA employment (B1); mixed use local centre with retail and community facilities (A1, A2, A3, A4, A5, D1); first school; open space, recreational areas and sports pitches; associated services and infrastructure (including sustainable drainage, acoustic barrier); with matters of appearance, landscaping, layout and scale (including internal roads) being indicative and reserved for future consideration, except for details of the means of access to the site from both Kidderminster Road and Stourbridge Road, with associated highway works (including altered junctions at Perryfields Road /Kidderminster Road and Perryfields Road / Stourbridge).

Works were secured via planning condition to enhance a section of NCN Route 5 by upgrading the existing footways on Stourbridge Road and the off-road section of the NCN Route 5:-

- Extension of the existing footway on the western edge of the carriageway to 3m wide between the new
- footway/cycleway from the site and the existing segregated footway/cycleway in proximity to the roundabout junction with Barnsley Hall Road.
- Extension of the existing footway on the western edge of the carriageway to 3m wide between the segregated footway/cycleway and the motorway bridge.
- Extension of the existing footway on the eastern edge of the carriageway to 3m wide between the motorway bridge and the existing off-road section of NCN Route 5; and
- A new Toucan crossing providing a connection to the improved footway/cycleways on both sides of the carriageway in proximity to the motorway bridge

This provides an enhanced vital connection from the Development site towards the Town Centre, as a potential attractive alternative to the higher trafficked Kidderminster Road. In addition to the

above, WCC secured further investment to maximise opportunities for walking and cycling. A contribution of £381,000.00 to sustainable infrastructure improvements across Bromsgrove town centre was secured via S106 contribution. As part of the upgrades proposed by the Developer links from and to NCN 5 and to NCN46 and LCN1 and LCN 2 are required so the contribution sought will seek to:-

- Upgrade the route between Melbourne Road south via Broad Street, Willow Gardens, Rowan Close connecting to Kidderminster Road and Sanders Park NCN46 and LCN 1. This provides an unfettered route between the upgraded NCN 5 and the Kidderminster Road.
- A walking link between Sanders Park and Lynden Close will require signage and dropped kerbs and tactile on this north to south alignment utilising a new Puffin Crossing on the A448 Kidderminster Road near to Dawson Rd.
- Providing a link via Stourbridge Road going east on to LCN2 at the eastern side of Barnsley Hall Drive and the PROW footpath that needs widening to a bridle way and converting to allow cycling that provides a link to all the shops in Birmingham Road, and the Heart of Worcester College.
- Associated signage, additional drop kerbs and cycle parking will be also provided. The upgrading of routes towards the Town Centre strengthens the package of measures. Contributions and the work undertaken by the County Council to date continues to promote attractive walking and cycling routes.

The Bromsgrove Route Enhancement Programme Scheme (BREP) will deliver a major upgrade of the A38 corridor, (a key part of the MRN network in Worcestershire), between the junction of the A38 Eastern Bypass with the B4094 Worcester Road to the south, and M5 Junction 4 to the north. 2 BREP scheme 3, the proposed new bridge at Old Station Road over the A38, is a vital component of this route to ensure it is genuinely attractive for that purpose. Overcoming the major severance issue posed by this strategically important highway is fundamental to providing attractive and direct routes for residents to Bromsgrove's rail station, as it provides essential access to employment opportunities provided in the West Midlands Conurbation. A contribution of £1,000,000.00 was secured towards walking and cycling infrastructure schemes part of A38 business case.

Question 34. If there is any other relevant information that you want to share, and have not had the opportunity to share through the above questions, please do so below.

Answer: Land at Whitford Road 16/113

Outline Planning Application for: Site A (Land off Whitford Road) Provision of up to 490 dwellings, Class A1 retail local shop (up to 400 sqm), two new priority accesses onto Whitford Road, public open space, landscaping and sustainable urban drainage; and Site B (Land off Albert Road) Demolition of Greyhound Public House, provision of up to 15 dwellings, new priority access onto Albert Road, landscaping and sustainable drainage

- Town Centre Active Travel Infrastructure £148,282.55 aligned to the works listed above.
- Whitford Road Cycle Route £560,000.00 and the works linked to the following to enhance working and cycling:-
 - A new signal-controlled crossing will be provided on the A448 near Dawson Road. This is required to provide pedestrian crossing facilities to the primary school at Sidemoor and the proposed school under the Perryfields Road site .By providing such a route it will encourage walking trips rather than car trips.
 - A new signal-controlled crossing will be provided on Whitford Road near Timberhonger Lane. This will provide access to two key routes. Firstly, to the primary schools on

Perryfields Road as mentioned above and secondly to Sanders Park and onwards to Bromsgrove Town Centre, which also provides for wider transport interchange. The crossing will form part of the developers access strategy which will be provided before any dwelling occupied, however the exact location of the crossing is to be confirmed so that it can tie into the proposed walking and cycle links through Sanders Park.

Question 35. Do you have any feedback on this self-assessment that you would like to share?

Answer: It is easier to use online surveys than paper-based documents.

Question 36. Has this self-assessment been agreed by the Senior Responsible Officer for the? cycling and walking programme?

Answer: Yes

Question 37. Are you happy to submit your responses?

Answer: Yes