



Bordesley Park Technical Note – TN01

To: Worcestershire County Council Highways
From: Matt Grist
Date: 14th December 2012
Project: Bordesley Park, Sustainable Urban Extension, Redditch
Subject: Key Transport Conclusions

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This note sets out the key transport findings of initial work undertaken to assess the impact of the proposed Bordesley Park Urban Extension:-

- The site has very good potential for bus accessibility, the loop nature of the internal roads will offer short walk distances to stops whilst the significant additional patronage for buses will support enhanced services to the north of Redditch. These enhancements potentially to services 52 or 61 will not only benefit the residents of the Urban Extension but also users of the Abbey Stadium and other developments to the north of the town. The delivery of the Bordesley Bypass will result in a reduction in delays for buses passing along the Birmingham Road and at the Dagnell End Road/Birmingham Road junction in particular. This reduced journey time, improved timetable reliability and enhanced service frequency will make bus travel an attractive option for residents of the proposed urban extension and other residents of north Redditch.
- The delivery of the Bordesley Bypass will offer opportunities to downgrade the Birmingham Road through Bordesley and between the Dagnell End Road and the southern junction of the bypass. The ability to narrow the carriageway and to provide enhanced pedestrian and cycle facilities along this route will act as a catalyst for greater walking and cycling to the north of Redditch. These enhanced facilities will make cycling between the site and the village of Bordesley to Redditch town centre an attractive option for commuting and leisure purposes.
- Based upon pre recession traffic flows through the village of Bordesley from 2007, which we consider to be the most robust figures to use, combined with predicted traffic growth up to 2026 it is clear that peak hour traffic flows will exceed the maximum recommended flows for a road of the standard of A441 through Bordesley. Using the DMRB TA79/99 UAP3 7.3m standard it is clear that traffic flows through the village will exceed the recommended 1300 vehicles per hour within the next few years and that a bypass is needed to resolve this.
- The delivery of the Bordesley bypass will resolve the longstanding concerns of the residents of Bordesley regarding the impact that traffic has through the village on Birmingham Road. The delivery of the bypass will also unlock the longstanding bottleneck that the A441 creates through the village. Access to Redditch from the north and M42 will be enhanced.

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- Detailed junction capacity assessments based upon robust assessments of the development's trip generation have shown that the Bordesley Urban Extension can be delivered on the existing highway network with junction improvements at the following junctions:-
 - Dagnell End Road/Birmingham Road – conversion from traffic signals to a roundabout
 - A441/Redditch Road – amendments to the existing roundabout
 - A441/Windsor Road roundabout – amendments to the existing roundabout
- In addition to the junction improvements the Urban Extension can assist with the delivery of the Bordesley Bypass and it is anticipated that this will be delivered at some point during the build out of the urban extension.
- In summary the Bordesley Urban Extension can be delivered without any detriment to the transport network and if implemented will significantly enhance sustainable transport provision in the north of Redditch and will resolve the longstanding Bordesley Bypass issue.