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**LAND AT FOXLYDIATE LANE,  
WEBHEATH,  
REDDITCH**

**Heyford Developments Ltd**

**TRAFFIC AND HIGHWAY UPDATE NOTE**

**JULY 2013**

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## **1.0 INTRODUCTION**

- 1.1 Discussions and consultations are ongoing in respect of the Councils' preferred locations for future housing growth in Redditch. The results of the consultations are due to be reported to Committee in September.
- 1.2 This Note is intended to update officers on the consideration of the traffic and highway aspects of the potential development of land at Foxlydiate Lane.
- 1.3 At a meeting with the Councils on the 20<sup>th</sup> June 2013 officers asked for information relating to:
- Road safety in Webheath
  - Potential "rat-running" traffic in Webheath
  - Transportation improvements & the Infrastructure Delivery Plan
  - Principal considerations for the site accesses.

## **2.0 ROAD SAFETY IN WEBHEATH**

- 2.1 Webheath consists of a network of predominantly residential roads and 5 collector roads that distribute the traffic through the area. A 30mph speed limit applies throughout the area. The majority of the roads are designed to a modern standard with footways and street lighting. The older roads that predate the development of Webheath such as Church Road and Foxlydiate Lane have a more rural feel with intermittent footways in places.
- 2.2 Traffic speeds within Webheath are generally in the region of the speed limit. Speeds within cul de sacs are lower. Cycle facilities are generally



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not provided within the area with the exceptions being Church Road and Birchfield Road. Local schools are located on Downsell Drive.

- 2.3 Specific injury accident data has not been available through Worcestershire County Council within the timeframe for the preparation of this Note. However, **APPENDIX 1** includes an extract from the “Crashmap” website which shows reliable up to date injury accident statistics. The map shows where injury accidents have occurred within the 3 years to 2011. Yellow markers indicate “slight” accidents, red markers are “serious” accidents and black are fatalities.
- 2.4 There are no clusters of accidents that would warrant particular attention. Birchfield Road has suffered 2 serious accidents close to junctions. This could be related to speed given the straight alignment of the road.
- 2.5 The way forward as part of the Foxlydiate site is to obtain the accident data and make a causal assessment of the accidents. This will enable a view to be taken on whether the traffic from the development is likely to have a material impact on the accident rates in Webheath. A view can then be taken on how future accidents can be prevented. It is important to note that the Foxlydiate Lane development will not result in traffic increases on all the roads on which accidents have occurred.
- 2.6 It is generally good practice to undertake accident remedial works on a corridor or area basis rather than concentrating on isolated sites. As the development traffic is likely to be concentrated on the collector roads it is these corridors that would be the focus of any road safety study.



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### **3.0 POTENTIAL “RAT – RUNNING” TRAFFIC IN WEBHEATH**

- 3.1 The main collector roads within Webheath that take local traffic to and from the wider highway network (Bromsgrove Highway and Windmill Drive) are:
- Birchfield Road
  - Middle Piece Drive
  - Heathfield Road
  - Church Road
  - Foxlydiate Lane
- 3.2 Representations by residents in Webheath (and the Webheath Action Group) during the consultations have highlighted a fear that a large residential development to the west of Webheath will result in significant traffic increases in extraneous traffic passing through Webheath rather than using the main transport corridor of the Bromsgrove Highway.
- 3.3 A detailed traffic modelling exercise will be undertaken by Halcrow on behalf of Worcestershire County Council. The modelling will quantify the traffic movements from the development and the main distribution pattern throughout the road network. The modelling has not yet taken place and so it is not possible to accurately predict the level of traffic movements that could migrate between Webheath and the site.
- 3.4 The Foxlydiate site will provide a new road link between the Church Road/Cur Lane roundabout and the Foxlydiate junction on the Bromsgrove Highway. The highway authority considers this link to be a considerable benefit that will flow from the development. Discussions with WCC have highlighted that at least 50% of the existing traffic flows on Foxlydiate Lane will divert to the new road which will be designed to a suitable distributor road standard. This predicted diversion of traffic



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reflects the convenience and attraction of the new road. This will have 2 effects, namely, that other traffic from within Webheath will find the new link to be a more convenient route to the wider road network than the lesser collector roads in Webheath, and, that the development traffic will not see the need or advantage of taking the longer route through Webheath. Clearly, there will be some traffic from the development that will have destinations that are better reached via Webheath and some drivers will always try and find alternative routes for various reasons.

- 3.5 The development will include a new primary school and a local centre. These elements will assist in “internalising” some peak hour traffic movements, particularly those associated with the morning school trips. They will also create a destination for existing residents in Webheath who may have children at the new school or who will want to make use of the local centre.
- 3.6 The above are issues that the modelling exercise will take into account in generating a traffic distribution model for the development. The likelihood is that traffic movements through Webheath will change as part of the development but all the changes will not necessarily be due to “new” traffic but rather a redistribution of some existing traffic movements. These changes will be concentrated on the collector roads as identified above.
- 3.7 The consequences of changes in traffic movements and distribution will need to be modelled in detail. At this time, it does not appear that junctions along the collector roads suffer significant congestion or delay. Traffic surveys at the appropriate time will collect site specific data on the collector roads and at junctions in order to record the existing situation and to enable assessments of how the junctions will operate in the future. The most important issue is whether changes in traffic flow and distribution will impact upon the junctions in such a way



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as road safety is compromised. If this is found to be the case then alterations to the junctions can be designed and delivered as part of the development. A secondary consideration is whether the changes in traffic flow would result in unacceptable levels of queuing. There is a correlation between delays at junctions and road safety but it will not be strategically acceptable to improve junctions along the collector roads to such an extent that they become a more attractive route than the new link road through the development site. This would have the effect of drawing further traffic from the development through Webheath.

- 3.8 As with accident remedial schemes the preferred approach is to consider traffic capacity schemes on a corridor basis. This can only take place after the traffic modelling has been issued by WCC/Halcrow.

#### **4.0 TRANSPORTATION IMPROVEMENTS**

- 4.1 The development will deliver a range of transport improvements both site specific and on the wider transport network. Discussions have taken place with WCC regarding the level of provision for bus services for the development.
- 4.2 WCC sees the need for a new site specific bus service to link the development to Redditch town centre. The service would have an ultimate frequency of 10 minutes which would reach this level during the phased occupation of each area of the development. The bus service will be implemented as early as practical during the build out of each area. The initial frequencies will be perhaps 20 to 30 mins and this will increase as the level of occupancy increases and the higher frequencies become more financially viable. The development will be laid out to enable full penetration of the bus service.



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- 4.3 The routing of the new service has not been determined. At the very least the routes will be close to the eastern boundary of the site so as to be within convenient walking distance for many existing Webheath residents. The detailed location of the routes could, potentially, include the western portions of Webheath. WCC requires a 20 year business plan to support the provision of the bus service.
- 4.4 The intention is that the infrastructure for the bus service will be to the WCC “gold” standard and the eventual routing will ensure that all new dwellings are within 250m of a bus stop.
- 4.5 WCC has produced “*Transport Network Analysis and Mitigation Reports*” (May 2013) for Bromsgrove and Redditch Councils. These reports identify the likely development schemes throughout the administrative areas and the transport interventions that are considered to be required in order to mitigate the cumulative impacts of the developments. As the reports consider ALL likely development sites within the respective Local Plans it is not possible at this stage to identify specific interventions that will be generated by individual sites. These details will emerge from detailed modelling exercises.
- 4.6 On subjects such as public transport and cycling the cumulative assessment enables network and route improvements to be funded by developments and then delivered by the highway authority.
- 4.7 Discussions will be needed with the Authorities in order to better define the level of impact and therefore mitigation that will accrue from the Foxlydiate Lane site. It is correct to state at this time that the development of the site will have an impact on the wider transport network and interventions will flow from the development either as discrete improvements to junctions, provision or upgrading of bus services, cycle facilities and pedestrian routes. Any improvements will



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need to be justified in terms of the tests in the Community Infrastructure Levy Regulations 2010.

## **5.0 PRINCIPAL CONSIDERATIONS FOR SITE ACCESSES**

- 5.1 The main site access has always been accepted as being via the Foxlydiate junction on the Bromsgrove Highway. This would be the northern point of a new link road that will join Cur Lane/Church Road possibly at the existing roundabout or at a point along Cur Lane.
- 5.2 The southern area of the site will require a spine road that could form the southern “leg” of the link road and perhaps to the common boundary with the “ADR” site on the south west side of Church Road.
- 5.3 The precise detailed layout of the Foxlydiate junction cannot be assessed until the WCC/Halcrow modelling exercise has been completed. It is accepted that capacity improvements are likely to be needed at Foxlydiate. There are significant areas of highway verge around the junction and these will be sufficient to enable the improvements to be provided without requiring third party land.
- 5.4 The site has a significant frontage to Cur Lane and should it be necessary to undertake improvements to the lane in order to provide direct frontage access or to provide a connection between the north and south sections of the link road then these improvements can be undertaken without requiring third party land. Clearly, it will be important to respect and retain as much of the existing hedgerows and trees as possible as part of any scheme of improvements.
- 5.5 The eastern boundary of the site is formed by Foxlydiate Lane. It is unlikely that any improvements will be required to the lane due to the fact that the link road will reduce traffic flows on the lane by up to 50%. It may be beneficial to the overall layout of the development to provide





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some direct access to Foxlydiat Lane for small parcels of the site.  
This is a matter for detailed consideration.