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1. Introduction

- 1.1 The public consultation for the proposed improvements to Bromsgrove Railway Station building & Car Park commenced 7th January 2013 and over a ten week period sought to embrace a number of methods to obtain feedback on the proposed scheme. This included Worcestershire County Council and local Member liaison in the early stage, followed by a ten week Public and Stakeholder consultation from 7th January to 17th March 2013. See Appendix A for the Public consultation Plan
- 1.2 The main aim of the consultation was to present and inform on the preferred scheme at a concept outline design stage before applying for the necessary planning permission to enable construction of the car park and station building. Participants were invited to make comment in order to inform the detailed design for the project or identify future works.
- 1.3 The exercise was also a useful tool to build relationships and test public reaction to the development of the railway station.
- 1.4 The messages/themes to promote the station included:
- A car park with approximately 350spaces designed to current standards in terms of security, lighting, ticketing, customer facilities and information. Parking charges will be similar to today.
 - A modern station building with toilets, ticket desk and a retail facility.
 - Four platforms connected by a covered footbridge and lifts. This will be designed so that all people can fully access the station.
 - Secure covered cycle storage, motor cycle parking, electric car parking and charging points.
 - Direct access to local bus services through a bus: rail interchange.
 - A taxi rank and drop off / pick up point.

To improve access and the local road network, a number of changes are proposed:

- Alterations to New Road to remove parking from the west side to improve bus access to the new station.
- New access road to the station directly from Stoke Road.
- Restrictions on parking on streets close to the station

1.5 The purpose of this report is to support the planning application and feedback the results to all participants as well as interested parties.

- *Section 2 summarises the outcomes of the consultation and the recommendations of this report,*
- *Section 3 covers the methodology,*
- *Section 4 details the results of the exercise.*
- *Section 5 contains any relevant appendices.*

2. Summary

2.1 522 survey responses, with over 1000 comments and these can be seen in Appendix B together with their respective responses. 70% specifically stated their strong support for the project with a further 22% supporting. Only 8% opposed the scheme.

In reference to the facilities that could be introduced to the building design the views of the respondents were that the top 6 important features were:

1. A travel information screen (77%),
2. Covered waiting area by station building (63%),
3. Secure station status (60%)
4. approx. 335 Car park spaces (57%),
5. Rail tickets machine (57%)
6. Drop off/ Pick up point (57%).

Least important was Electric car points (9%) and Secure motorbike parking (18%).

A pick up / drop off parking area and sheltered waiting area for the bus service were agreed as important as was designing the new station car park and platforms within modern safety levels and limited light pollution.

Respondents agreed with the removal of contaminated waste from the land and 71% agree to the proposed restricted parking.

The spread of respondents was encouraging.

89% already used the train service from Bromsgrove and 52% were from the Aston Fields or Breme Park area, so it is felt that local views have been reflected in this report.

59% were male and there was an even spread of age groups of 11% under 30, 22% in their 30's, 20% in their 40's and 23% in their 50's, with 27% over 60.

May we thank everyone for their time and effort, which has contributed towards this being a valuable, strong response and report.

2.2 The Bromsgrove District Council, West Mercia Police, Bromsgrove Civic society, Sustrans, Worcester Association of Service users (WASU), Bromsgrove Rail User Group (BRUG) and Bromsgrove Cycle Club responded positively to the scheme.

3. Recommendations

3.1 The Consultation report for the Bromsgrove Railway Station Improvements recommends that:

- *All the information contained in this report is shared with the participants*
- *That the report is used to inform the Project Team Worcestershire County Council and Centro with regards to next steps.*
- *That all participants are informed of any decisions taken and updated accordingly throughout the process via the Website.*

That included in the design should be:

- *A travel information screen*
- *Covered waiting area by station building*
- *Secure station status*
- *approx. 335 Car park spaces*
- *Rail tickets machine*
- *Drop off/ Pick up point*
- *Lighting should be there for safety but not so intrusive as to spoil people's enjoyment of their properties.*
- *On street parking needs further investigation to ensure safety and people's enjoyments of their properties is not compromised.*
- *Local businesses should not be affected detrimentally by the increased railway station use but enhanced.*

4. Methodology

4.1 Consultation Material

4.1.1 User friendly artist's impressions of the proposals were used to promote the scheme. In the consultation material The same drawings were utilised for the production of the Leaflet, the exhibition boards, pull ups and the website, www.worcestershire.gov.uk/Bromsgrovestation.

4.1.2 The branding of the material reflected the marketing identity of the Local Transport Plan for Worcestershire County Council "Brand book" guidelines. Copies of the public consultation materials are provided in the appendices as follows:

- *Appendix C – A copy of the Leaflet*
- *Appendix D – Copy of the Exhibition Boards*
- *Appendix E – Copy of the pull ups*

4.1.3 The consultation process was listed on the Worcestershire County Council Transport website, incorporating an online survey to encourage response.

4.2 The Leaflet

4.2.1 3000 FREEPOST Leaflets were produced for residents and commuters to return to FREEPOST Worcestershire County Council with their views. The leaflet was the main feedback method used to gather views on the proposed scheme and was used in conjunction with the material that was produced for the exhibitions. This leaflet was:

- *Circulated at the exhibitions and existing station*
- *Available at the Library and HUB plus other Public Offices*
- *Distributed to commuters on the platforms*
- *Distributed to people living in the immediate vicinity of Bromsgrove railway Station – see appendix B for distribution zone*
- *Replicated on line so that participants could respond electronically via the website.*

See Appendix C for an example of the Leaflet

4.3 Exhibition

The project team joined rail users at the station to raise awareness of the proposals and answer any questions – the table below sets out the times of the exhibitions.

| Dates | Locations | Times | Locations | Times | Locations | Times |
|---------------------------------------|----------------------------|------------|-------------|---------------|--|-------|
| Tuesday 15 th January 2013 | Bromsgrove Railway Station | 7 – 9.30am | High Street | 10am – 3.30pm | Bromsgrove Railway Station | 4-6pm |
| Wednesday 16 th January | Bromsgrove Railway Station | 7 – 9.30am | High Street | 10am – 3.30pm | Bromsgrove Railway Station and Council House | 4-6pm |
| Tuesday 29 th January | Bromsgrove Railway Station | 7 – 9.30am | High Street | 10am – 3.30pm | Bromsgrove Railway Station | 4-6pm |
| Wednesday 30 th January | Bromsgrove Railway Station | 7 – 9.30am | High Street | 10am – 3.30pm | Bromsgrove Railway Station | 4-6pm |

There was an exhibition of the plans displayed in the Library for the duration of the public Consultation period. See Appendix D for the four poster boards used for the exhibitions.

4.4 The Website

4.4.1 The WCC website carried the plans on www.worcestershire.gov.uk/Bromsgrovestation where people could comment on them using LTP3@worcestershire.gov.uk.

4.5 Press Releases

4.5.1 Central Communications Team, Worcestershire County Council was sent information on the exercise; see Appendix G, resulting in Press releases to local media.

4.6 Target Audience and Methods

4.6.1 The area targeted was specific to Bromsgrove residents and commuters of Bromsgrove Railway Station.

4.6.2 Various methods were adopted to ensure that the consultation process was as inclusive as possible whilst retaining significance to the stakeholder. This mix of methods ranged from individual meetings, presentations, exhibitions, response Leaflets and website.

4.7 Members of Parliament

- 4.7.1 The local MP was made aware of the Station Plans for Bromsgrove, through regular briefings during 2012. A meeting took place, on 9th December 2011, to discuss the development of the scheme itself. Further discussions and updates have continued during 2012/13.
- 4.8 Worcestershire County Council and Councillors
 - 4.8.1 Worcestershire County Councillors were consulted in 2010-11 on the proposed Full Local Transport Plan 3 (LTP3) See Appendix H for a copy of the relevant page on the Bromsgrove Railway Station Improvements. The recommendations from the consultation on the LTP3 were included in the Local Transport plan 3 (2011-2025).
 - 4.8.2 Worcestershire County Council councillors attended a meeting to discuss scheme specifics and its development, during September 2012.
- 4.9 Bromsgrove District Council
 - 4.9.1 Bromsgrove District Council were involved with the initial discussions concerning the plans to date. They have been fully involved with the developments throughout..
 - 4.9.2 There has been a series of meetings 2012 and 2013 with various Officers to understand the planning, technical and environmental consideration associated with the redevelopment proposals.
- 4.10 Statutory and Local Stakeholders
 - 4.10.1 106 Stakeholders including Bromsgrove District Council, Centro, Network Rail, London Midland, West Mercia Police, Bromsgrove Civic Society, BRUG and Sustrans were approached in January 2013 for their views on the proposed plans and sent an explanation of the plans, pro-forma reply form, as shown in Appendix I.
- 4.11 Local Residents and Users
 - 4.11.1 Before applying for planning permission, the views of the public were sought during January.
 - 4.11.2 To compliment other methods, Railway Station users were involved in the Consultation

5. Results

5.1 Members of Parliament

- 5.1.1 The local MP, Sajid Javid, was in support of the scheme and has been in contact with WCC Officers during the consultation period with enquiries and endorsing the proposals.

5.2 Worcestershire County Council and Councillors

- 5.2.1 Worcestershire County Council Cabinet endorsed the scheme both via the adoption of Local Transport 3 (7th February 2011) and permitting the public consultation process to be delivered. The Council to agree the adoption of the full Local Transport Plan 3 (LTP3) 2011-2026 for Worcestershire. The Minutes from 7th February 2011 Cabinet endorsing the Local Transport Plan 3 are available on line at: www.worcestershire.gov.uk/cms/democratic-services/minutes-and-agendas.aspx

- 5.2.2 Following further discussions the plans were developed during 2011 and 2012.

Bromsgrove District Council members were generally in support of the scheme.

5.3 Bromsgrove District Council

The District Council very much supports the new station but obviously wishes to reserve detailed comments until the full plans and associated documentation have been submitted for consideration. The District Council looks forward to further discussions on the proposed layout in due course.

5.4 Local Government Officers

- 5.4.1 Local Government Officers were involved with the initial discussions concerning the budget and plans. They have been fully involved with the developments throughout and support the scheme

5.5 Statutory and Local Stakeholders

- 5.5.1 Stakeholders were approached in January 2013 for their views on the proposed plans and sent an explanation of the plans, pro-forma reply form, as shown in Appendix I. Their responses were positive, for example:

- ***Dodford with Grafton Parish Council*** - *We support the new Bromsgrove rail interchange and in so doing would recommend to WCC that parking charges should be kept to a minimum to encourage commuters.*
- ***West Mercia Police*** - *We have no objection to the proposals in principal however are sure you will appreciate that they are unable to offer further comments until more detailed proposals are available.*
- ***Bromsgrove Rail User Group*** – *Wholeheartedly support the new station proposals*

5.6 Local Residents and Users

5.6.1 Before applying for planning permission in the autumn 2013, the views of the public were sought during January. Their comments are analysed in Appendix A.

5.6.2 The events at the Station were useful with the majority of feedback being very positive and only 8% opposing the scheme.

5.6.3 In total, the 522 respondents made around 1,000 comments and suggestions on the Station proposals. A summary of the main and recurring comments made is listed below in Table 5.1.

5.6.4 A total of 262 Freepost and 260 on line responses were returned and 14 stakeholders/ residents sent individual / a series of letters or emails.

5.6.5 Of the suggestions, there were 39 comments about the scheme improving the profile of Bromsgrove. 36 referred to parking charges and 15 staffing related issues which will be passed on to Bromsgrove District Council and London Midlands who are responsible for such issues. 52 comments concerning the disabled and prams facilities which will be looked at by the project team and Halcrow in the detailed plans

5.7 Common Themes for Suggestions

- *"We think parking should be free at this station in Bromsgrove. Congestion is now appalling in Aston Fields"*
- *"A small taxi rank could usefully be incorporated in the car park plans".*
- *"High time we had toilets, maybe to be locked overnight"*
- *"Bromsgrove Station does need to be staffed"*
- *"Not enough cycle facilities on platform 2"*

5.7.1 The comments made from respondents are listed in appendix A.

Table 5.1 - Summary Table of Responses

| | |
|--|-----|
| Support | 92% |
| Not Supported | 8% |
| | |
| Travel information screens | 77% |
| Covered waiting area by station building | 63% |
| Secure station status | 60% |
| Drop off / Pick up point | 57% |
| Toilets | 57% |
| Rail tickets machine | 57% |
| Staffed ticket office | 54% |
| Seating on platforms | 46% |
| Covered footbridge to platforms | 42% |
| Two bus stops with shelters | 41% |
| Disabled parking | 39% |
| Secure undercover cycle storage | 33% |
| Retail facility (e.g. a shop or café) | 22% |
| Car share car parking spaces | 20% |
| Secure motorbike parking | 18% |
| Electric car charging points | 9% |

Appendices

Appendix A – Consultation Plan

CONSULTATION PROJECT PLAN

DETAILED PLANNING OF CONSULTATION ACTIVITY

Bromsgrove Railway Station

| TASK | ACTION / EVIDENCE |
|---|--|
| What specifically is the decision being sought? | <i>How to progress the various elements of the new station and related measures</i> |
| Total Budget Estimate for this consultation exercise (using higher distribution numbers and including all contingency) | £10,000 |
| Has funding been identified for this consultation? – state from where | Development Costs £1.25m, split 50/50 between Centro and WCC 10 k of this towards the consultation programme. |

| TASK | ACTION / EVIDENCE |
|--|--|
| Staff Resources | <p>Ian Frostick – Project Manager CENTRO</p> <p>Ian Walters – CENTRO</p> <p>Ian Saunders (Architect)</p> <p>David Brazier – Principal Commissioner CENTRO</p> <p>Matt Finn – Centro Marketing</p> <p>Stephen Harrison – WCC</p> <p>Hayden Thomas (Motts)</p> <p>David Balme – Project Manager</p> <p>Michele Jones – WCC Consultation Officer</p> <p>Nicky Fletcher - WCC</p> <p>Andy Baker – Sustainable transport Manager</p> <p>Tom Delaney – WCC Rail</p> <p><i>Paul Whittaker - Press</i></p> |
| Is this a strategic consultation exercise? | <p>Yes</p> <p>Submission to Cabinet not required.</p> |
| Cabinet Member with responsibility | John Smith/Simon Geraghty - on-going briefings |

| TASK | ACTION / EVIDENCE |
|---|---------------------|
| Have we entered this into the Cabinet Forward Plan? | Yes |
| When does this exercise need to be completed? | Jan/Feb 2013 |
| WHAT ARE YOU CONSULTING ABOUT | |

| TASK | ACTION / EVIDENCE |
|------|--|
| | <ul style="list-style-type: none"> • Secure covered cycle storage, motor cycle parking, electric car parking and charging points. • Direct access to local bus services through a bus: rail interchange. • A taxi rank and drop off / pick up point. <p>To improve access and the local road network, a number of changes are proposed:</p> <ul style="list-style-type: none"> • Alterations to New Road to remove parking from the west side to improve bus access to the new station. • New access road to the station directly from Stoke Road. • Restrictions on parking on streets close to the station <p>What areas will be affected?</p> <p>Residents and businesses in the areas of Aston Fields and Breme Park are likely to see some changes to the local road network to access the station. This is because of higher expected traffic flows to the new station. There will be no access to the station or car park from South Road. The only access to the station or car park from Garringtons Road will be for cyclists or pedestrians. On street parking management will be significantly improved in the local area, which will benefit residents and businesses.</p> <p>New Road (between Ladybird Inn and Existing Station)</p> <p>New Road will continue to be the main approach to the railway station and will need to accommodate the forecast increase in road traffic and bus services. For these reasons it is proposed to remove the existing build out on New Road close to the Ladybird Inn and the existing 'pay and display' on street car parking between the Ladybird Inn and the existing station car park. A No Waiting At Any Time restriction is proposed. The existing station car park will be retained for use by visitors to local shops and the existing car parking on the Co-op side of New Road will also be retained.</p> |

| TASK | ACTION / EVIDENCE |
|------|--|
| | <p>South Road</p> <p>There may be some changes to South Road, dependent on the outcomes of local consultation, but the existing pedestrian connection to Garringtons Road will continue to be available.</p> <p>Stoke Road</p> <p>The existing access road from Stoke Road to Busy Bees Nursery will be expanded to form a second entrance and exit to the new station. This will include provision of a footpath alongside the new access road. For safety reasons, one limited waiting bay on the south side of Stoke Road will need to be removed. This will remove a possible obstruction to visibility for drivers leaving the new station and will assist with traffic flow along Stoke Road.</p> <p>Garringtons Road</p> <p>There are no changes planned to Garringtons Road. It will not be possible to drive from Garringtons Road into the new station, however direct access will be provided for cyclists and pedestrians.</p> <p>Parking Controls</p> <p>To protect the quality of life for people living close to the new station, it is proposed to introduce new parking management in the Aston Fields and Breme Park areas. There are three options for this currently. These are described below:</p> <ul style="list-style-type: none"> • Controlled Parking Zone – parking would not be allowed on the streets within the zone between certain times expect for permit holders. For example between 08:00 and 17:30 parking would not be permitted except for those holding permits. • Residents Parking Zone – parking would not be allowed on the streets within the zone, except for residents with permits. • Waiting Time Limits - Parking would be allowed on the streets within the zone, but only for short periods during certain times of the day. |

| TASK | ACTION / EVIDENCE |
|------|---|
| | <p>Once the preferred approach has been agreed, then a more detailed exercise will begin to decide the exact scope of the proposed parking controls. These will be enforced by Bromsgrove District Council, once Civil Parking Enforcement is fully in operation in the Bromsgrove District.</p> <p>What other impacts are there?</p> <p>Environmental Impact</p> <p>Station site</p> <p>The station is to be built on the site of a former oil terminal. Remediation will be undertaken to remove contaminants from the site before construction begins. A full Environmental Impact Statement is being produced. Ecological and Arboriculture (tree) surveys are being undertaken to establish the requirements for dealing with protected species such as badgers and bats. The station building has been designed to reduce its environmental impact.</p> <p>Existing Trees and Shrubs</p> <p>There will be a need to remove some of the trees and bushes that have grown on the disused site especially close to Garringtons Road.</p> <p>Lighting</p> <p>The station platforms and car park will be lit during hours of darkness. The lighting design has considered how to reduce light spilling into surrounding areas. The lighting will also be reduced when the station is not operating.</p> <p>Noise Levels</p> <p>Noise levels are currently being investigated, however the change of use will bring changes to noise levels and steps will be taken to manage the level of change as far as possible.</p> |

| TASK | ACTION / EVIDENCE |
|--------------------------------|--|
| <p>Benefits</p> <p>Funding</p> | <p>Existing Station</p> <p>The existing station will remain in use until the new station opens. It is not expected that passengers will notice any change to their journeys until the new station is complete. The existing station car park is operated by Bromsgrove District Council and they intend to continue to operate the car park for use by local people visiting local businesses.</p> <p>During Construction</p> <p>We recognise that there may be some inconvenience to local people and businesses during construction. We will seek to minimise this disruption as much as possible. There will need to be access for construction traffic bringing plant and materials to site. Some work, principally construction of the platforms and the new footbridge will need to take place at night and during weekends to minimise the disruption to train services. We will provide information in advance of when this is expected to take place.</p> <p>Provides the necessary infrastructure for increased train service in association with Network Rail Electrification Project</p> <p>Provides longer platforms to accommodate longer trains Provides increased car parking to Park Mark standard.</p> <p>Allows for future electrification of Barnt Green to Bromsgrove</p> <p>Development Costs £1.25m, split 50/50 between Centro and WCC</p> <p>Project Costs – subject to confirmation of the land remediation costs and the overall estimate is currently under review by Atkins and Network Rail and so is subject to change. The cost of the station building is about £487,000 and the overall construction cost is around £15m but I suggest we do not provide this until the work currently underway by Atkins and Network Rail is complete. This should be available by the end of next week. but still needs to include the caveat that the cost for the land</p> |

| TASK | ACTION / EVIDENCE |
|---|---|
| | <p>remediation is only indicative as this point in time.</p> <p>The construction costs are split 70% Centro, 30% WCC</p> |
| <p>What are the constraints?</p> <p>What is open to change and what is not? This needs to be clearly set out in our consultation material</p> | <ul style="list-style-type: none"> • Environmental risks • To continue to ensure member/political support. • Public opposition • Set design for junction so few options for modification • Availability of alternative car parking <p><i>It will be made clear to the participants that a 'do nothing' scenario will not be an option. It is unlikely that modifications can be made to the junction as this depends upon a technical spec – however there will be options based on car parking alternatives.</i></p> <p>Ensure that the latter point is clearly stressed in the consultation material</p> |
| <p>Have we explained our objectives to all staff involved?</p> | <p>No</p> <p>A general briefing was held on w/c 15th October, 2012.</p> |
| <p>Do staff have the necessary skills to carry out this consultation?</p> | <p>Yes. Staff/consultants have the appropriate skills to carry out the consultation</p> |

| TASK | ACTION / EVIDENCE |
|---|--|
| <p>How will our objectives to consultees be set out?</p> | <p>To ensure that objectives, opportunities and constraints are clear and expectations are managed, all consultation material will include:</p> <ul style="list-style-type: none"> Clear statement of objectives Information on the issue that is being consulted about. any constraints and a clear explanation of choices /opportunities for influence How views will be taken account by whom and by when A contact point The consultation timescales Date responses needed by How feedback will be provided Where to find further information Opportunities for people to evaluate our consultation, comment / complaint on process |
| <p>DECIDING WHO TO CONSULT</p> | |
| <p>Who are the stakeholders?</p> | <p>See Excel Spreadsheet</p> |

| TASK | ACTION / EVIDENCE |
|--|---|
| How will local councillor/s be informed | <p>Local Councillors:</p> <p>Simon Geraghty – 3rd September</p> <p>Local WCC councillors 14th September</p> <p>District Councillors – Briefing Note</p> <p>Savid Javid MP: Briefing Note.</p> |
| What opportunities are available to local councillors to be involved in this consultation? | <p>To ensure that their community leadership role is recognised and met the local members and Cabinet Member with Responsibility will be asked to attend the local Community events during October 2012.</p> <p>The Cabinet Member with responsibility will be asked to ‘Forward’ the consultation material (to agree with Centro)</p> |
| Consider now how you will deal with conflicting views from stakeholders / weight the views you receive | <p>The views of the members will be given relevant weighting as they represent the residents within their area (including the hidden minorities or people who will not speak out). User Groups also represent many people and will be weighted accordingly.</p> |
| Can you use existing groups and forums for your consultation? | <p>Highways Forum (26th September) – David Balme to attend</p> <p>Accessibility Group</p> <p>Disability Group (Fiona Scott)</p> <p>Any from Centro</p> |

| TASK | ACTION / EVIDENCE |
|---|---|
| Was this consultation identified in your Directorate Performance Plan? | Yes |
| When do the results of your consultation need to be available in order to inform our decision? | February 2013 |
| Are there any opportunities for joining up with other consultations during your timeframe | <i>No. This consultation process will be specific and cannot be linked to another exercise.</i> |

| TASK | ACTION / EVIDENCE |
|------------------------|---|
| Resources Financial | <p>The costs of the exercise will be £10k for project management, and production and distribution of materials etc.</p> <p>The costs of the exercise will mostly be for the printing and distribution of materials.</p> <p>Design work £1,000</p> <p>Printing leaflets and questionnaires: £2,000</p> <p>Distribution £1000 (TBA in-house)</p> <p>Event material printing £500 (TBA Halcrow)</p> <p>Board Hire £200</p> <p>Bus Hire £200</p> <p>Evaluation of questionnaires and responses £1,100</p> <p>Advertisement costs £500</p> <p>Attendance by technical staff at events £2,000</p> <p>Area identification £500</p> <p>Contingency £1,000</p> <p><i>Total £10,000</i></p> |
| | |

| TASK | ACTION / EVIDENCE |
|--|--|
| Timelines | <ul style="list-style-type: none"> • Member Consultation: September 2012 • Public Consultation: January to February 2013 <p style="text-align: center;">Public Exhibitions: Exhibitions will be held at the following locations in January 2013 at Bromsgrove High Street and Station</p> <ul style="list-style-type: none"> • Planning Application Submission March 2013 • Planning approval June 2013 • Outline Design finalised August 2013 • Tender documentation issued for design and build contract October 2013 • Start of construction July 2014 • New Station Opens/ Old Station closed May 2015 |
| How long before our exercise starts do you plan to publicise your consultation? | December 2012 |
| How long will we give consultees to respond to your consultation? . | 4 weeks |
| Additional time build in: | <ul style="list-style-type: none"> • Analyse the results and prepare the necessary reports – February 2013 • Allow results to be considered by Project Team – February 2013 • Scheme alignment by: February 2013 • Provide feedback (plus prepare any material): March 2013 • Evaluate the consultation: March 2013 |
| HOW TO CARRY OUT YOUR CONSULTATION | |
| Are we using external consultants? | Not directly, although: Motts will support the exhibitions Carter Graphics will design the exhibition material |

| TASK | ACTION / EVIDENCE |
|---|---|
| <p>What methods will we use to carry out your consultation?</p> | <p>To enable a quantitative and qualitative approach</p> <ul style="list-style-type: none"> • One to one meetings and presentations (members) • Briefing notes • Group presentations (Highway Forum/Access Groups) • Leaflet and Questionnaire (Public/users) – Centro/WCC 2,500 copies <p>1700 to be distributed to households within the buffer zone (arrange personal delivery) and also libraries etc.</p> <p>Arrange pull up to promote scheme</p> <p>w/c 7th January 2013</p> <ul style="list-style-type: none"> • Localised advertising (for events).- See above • Media/Press – Discuss PW • Posters: WCC- Poster design/distribution plan • A Boards (Centro) • Website (list on Consultation Portal) – WCC • Exhibitions (bus from Centro) – Display Boards – WCC/ Rota required WCC • Letter to stakeholders (see list) WCC • Reserve an Andy Loo – WCC |
| <p>Survey/Questionnaire</p> | <p>Make Contact with Research and Intelligence – book in time to discuss and formulate September 2012</p> |

| TASK | ACTION / EVIDENCE |
|---|---|
| <p>Set out in an accessible way the main information and competing arguments relevant to whatever options are possible?</p> | <p>Leaflet/display board/web/questionnaire/poster copy</p> <p>Proposed site plan 1</p> <p>Car park visual x 1</p> <p>Building visual x 2</p> <p>Junction proposals x 1</p> <p>Any constraints and a clear explanation of choices /opportunities for influence</p> <p>How views will be taken account by whom and by when</p> <p>A contact point</p> <p>A data protection Statement</p> <p>The consultation timescales</p> <p>Date responses needed by</p> <p>How feedback will be provided</p> <p>Where to find further information</p> <p>Reference to the councils good practice principles</p> <p>Opportunities for people to evaluate our consultation, comment / complaint on process</p> |

| TASK | ACTION / EVIDENCE |
|---|---|
| We must include a Data Protection Act statement on your consultation material – has this statement been included? | Yes – see above |
| Do we need to translate your material to accessible formats? | Check area |
| Feedback | <p>Feedback will be provided initially via letter and a report of the consultation process and findings. The results will also be available on the Web and via Consultation Portal.</p> <p>All respondents will be entered on a date-base for future updates as the project progresses.</p> |
| 9. STAGE 6 – ANALYSING THE RESULTS | |
| How will you analyse the data that you collect? | <p>Quantitative questionnaires will be coded internally and possibly outsourced for imputing. The information from that process will be analysed internally.</p> <p>Qualitative results will be evaluated by matrix according to comment where possible and via minutes of meeting and written responses.</p> |
| 10. SEND THIS PLAN TO YOUR MANAGER / CONSULTATION COMMISSIONER FOR APPROVAL – ONCE APPROVED SEND THE DETAILS OF THIS CONSULTATION TO THE PUBLIC SITE OF THE ASK ME CONSULTATION PLANNER AND FINDER | |

Prepared by: Michele Jones

Evaluation

What went well?

- *The Centro exhibition bus was an excellent facility.*
- *People in Bromsgrove are interested in their town and its future.*
- *The leaflets were attractive, easy to hand out and to use.*

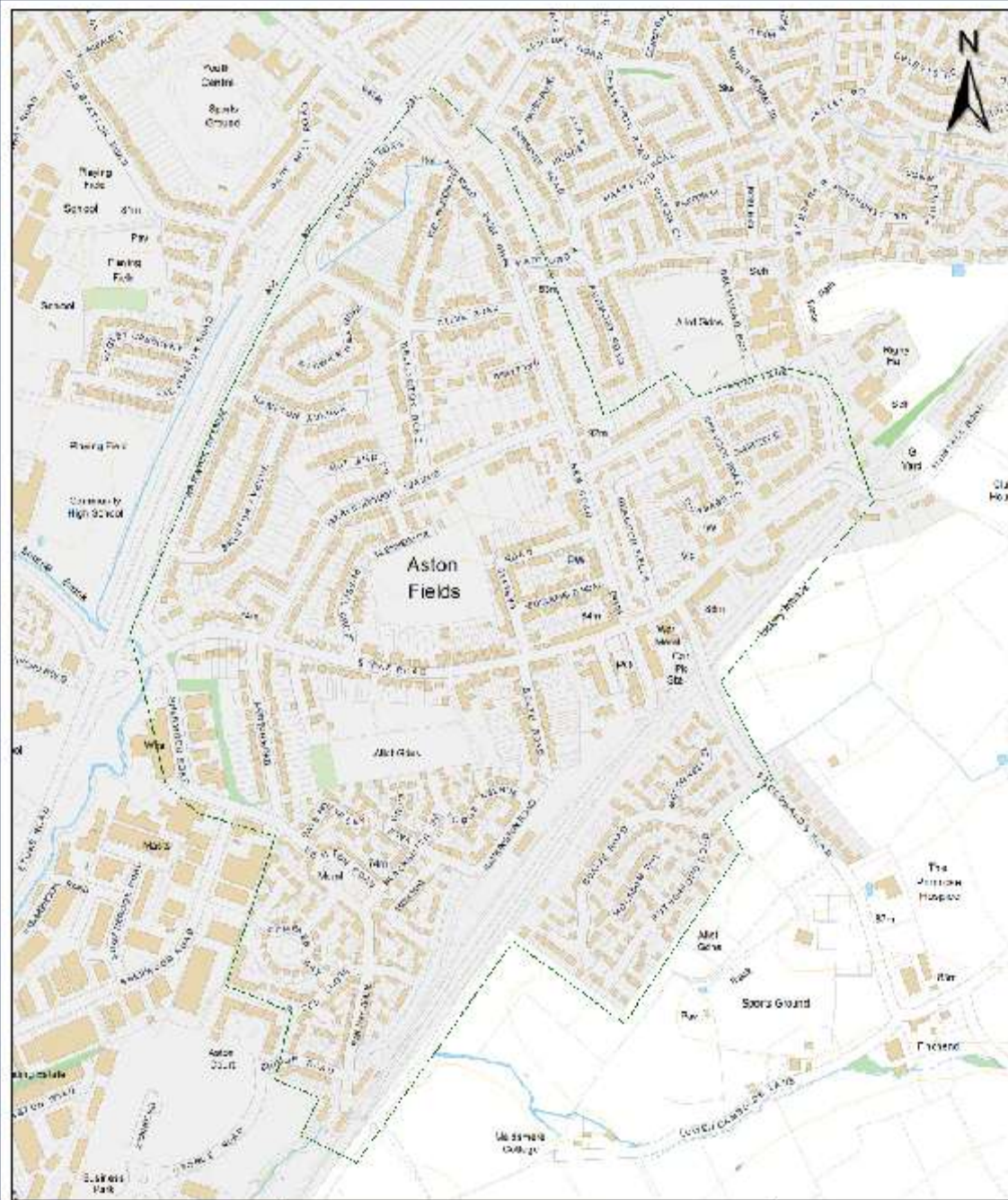
Lessons learnt for next time:

- *Placing the pull ups in the foyers of both High Schools created interest from the younger generation of local residents.*

Result of campaign (measured by objectives):

- *Approx.400 people attended the public events*
- *xx Hits to website*
- *Approx. 150 Letters/emails were sent*
- *522 Hard copy responses*

The New Bromsgrove Rail Interchange Local Engagement Area

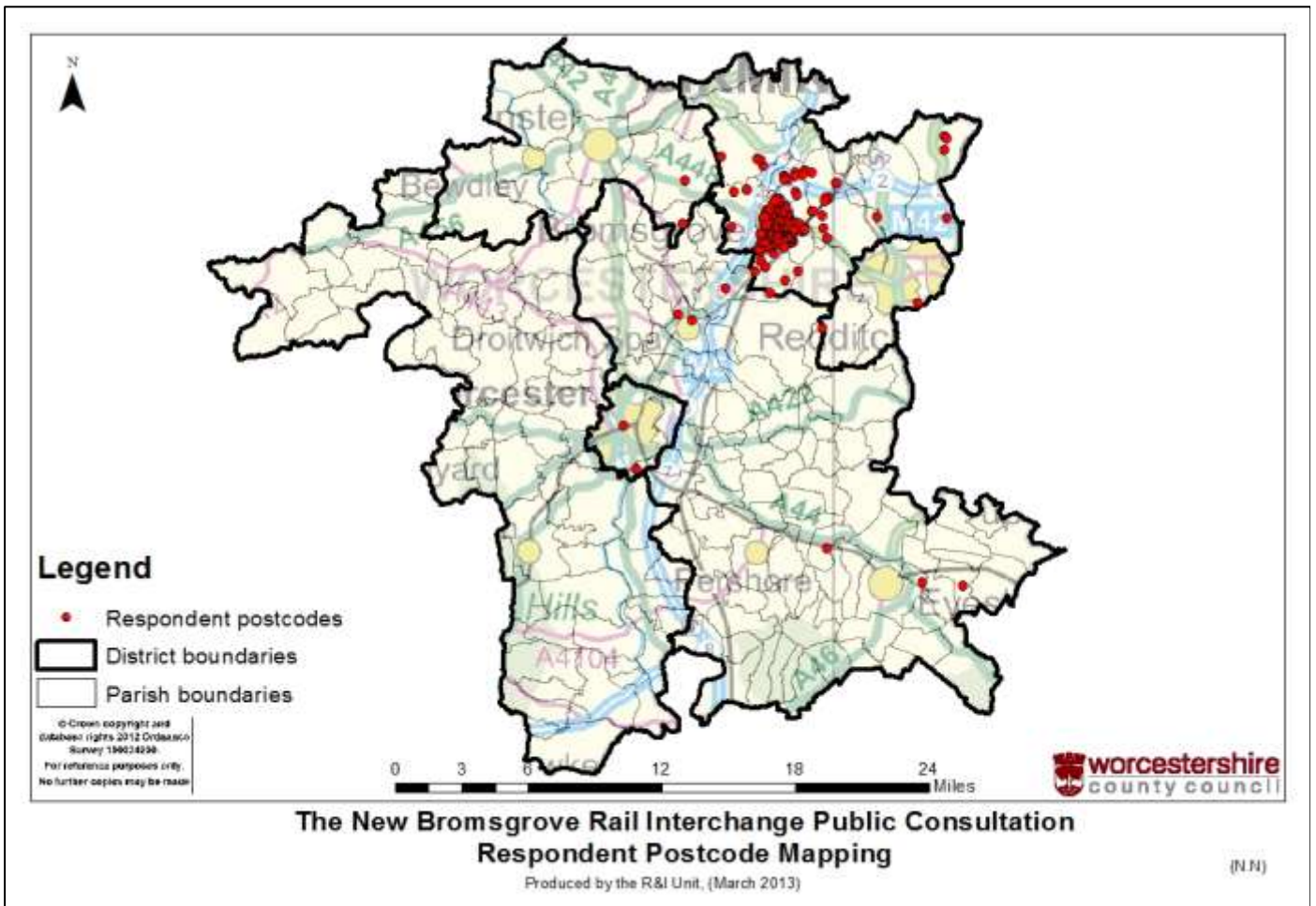


Find out more online:
www.worcestershire.gov.uk/bromsgrovestation

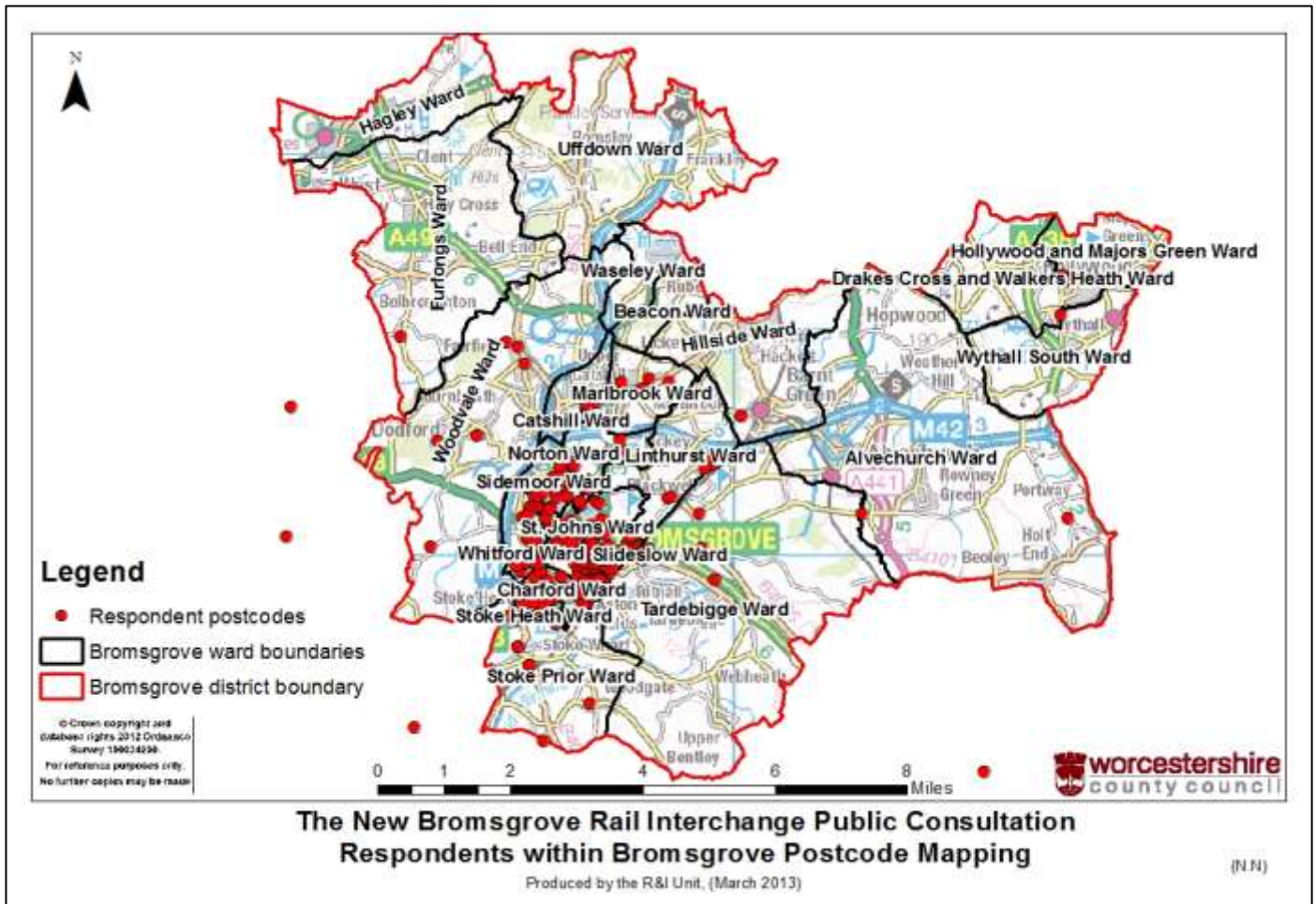


522 survey responses from online and paper surveys were received in response to this survey

459 respondents provided valid Worcestershire postcodes. These postcodes have been mapped below:



A more detailed map showing the postcodes of respondents living within Bromsgrove is provided below. There is a particularly high concentration of respondents living in Charford and Slideslow wards.



| 1 | What is your overall view on the proposal to replace the existing Bromsgrove railway station with a new station on the disused oil terminal site? | |
|---|---|--------------------------|
| | 70% | Strongly support |
| | 22% | Support |
| | 3% | Oppose |
| | 5% | Strongly Oppose |
| | 1% | Not concerned either way |

Base: 514

| 2 | To what extent do you agree that the opening of the new station will benefit you personally? | |
|---|--|----------------------------|
| | 44% | Strongly agree |
| | 35% | Agree |
| | 12% | Neither agree nor disagree |

| | | |
|--|----|-------------------|
| | 4% | Disagree |
| | 5% | Strongly disagree |

Base: 510

| | | |
|----------|--|----------------------------|
| 3 | To what extent do you agree that the opening of the new station will benefit Bromsgrove residents and businesses? | |
| | 60% | Strongly agree |
| | 26% | Agree |
| | 8% | Neither agree nor disagree |
| | 3% | Disagree |
| | 2% | Strongly disagree |

Base: 515

| 4 The station building, car park and cycle parking have been designed to meet current national recommendations on size, access and facilities. Please rate the following aspects of the station plans according to what you consider important (1 being most important and 5 being least important). | | | | | | |
|---|--|-----------------------------|------------|------------|------------|------------------------------|
| | | 1 (Most Important) % | 2 % | 3 % | 4 % | 5 (Least Important) % |
| | Approx. 335 general car parking spaces | 57 | 21 | 10 | 5 | 7 |
| | Car share car parking spaces | 20 | 24 | 22 | 15 | 20 |
| | Two bus stops with shelters | 41 | 31 | 16 | 5 | 6 |
| | Covered footbridge to platforms | 42 | 25 | 18 | 7 | 8 |
| | Covered waiting area by station building | 63 | 22 | 8 | 2 | 4 |
| | Disabled parking | 39 | 25 | 20 | 6 | 10 |
| | Electric car charging points | 9 | 14 | 23 | 18 | 36 |
| | Rail tickets machine | 57 | 25 | 10 | 2 | 6 |
| | Retail facility (e.g. a shop or café) | 22 | 26 | 22 | 9 | 21 |
| | Seating on platforms | 46 | 29 | 16 | 4 | 5 |
| | Secure station status | 60 | 20 | 11 | 3 | 6 |
| | Secure motorbike parking | 18 | 19 | 28 | 14 | 21 |
| | Secure undercover cycle storage | 33 | 24 | 25 | 7 | 11 |
| | Drop off / Pick up point | 57 | 28 | 8 | 3 | 4 |
| | Staffed ticket office | 54 | 20 | 14 | 6 | 7 |
| | Travel information screens | 77 | 15 | 4 | 1 | 4 |
| | Toilets | 57 | 20 | 12 | 4 | 7 |

| 5 The scheme proposes to improve access to the station. | | | | | | |
|--|--|------------------|---------|------------------------------|------------|---------------------|
| To what extent do you agree or disagree with the following changes to the local road network? | | | | | | |
| | | Strongly agree % | Agree % | Neither agree nor disagree % | Disagree % | Strongly disagree % |
| | New access direct from Stoke Road | 48 | 31 | 14 | 3 | 5 |
| | Pick up / drop off parking area | 58 | 34 | 6 | * | 1 |
| | Removal of parking from west side of New Road approach | 29 | 24 | 29 | 11 | 8 |
| | Sheltered waiting area for the bus service | 54 | 32 | 12 | * | 1 |

| 6 The new station car park and platforms will be lit to meet current design standards for safety and to limit light pollution. The lighting is likely to be reduced when the station is not operating (e.g. at night after the last train). To what extent do you agree or disagree that this is sensible? | |
|---|----------------------------|
| 61% | Strongly agree |
| 29% | Agree |
| 5% | Neither agree nor disagree |
| 3% | Disagree |
| 1% | Strongly disagree |

Base: 506

| | | |
|----------|---|----------------------------|
| 7 | There will be noise associated with the new station, such as announcements and noise created by the trains and vehicles using the car park. To what extent do you agree or disagree that this is acceptable? | |
| | 24% | Strongly agree |
| | 43% | Agree |
| | 18% | Neither agree nor disagree |
| | 8% | Disagree |
| | 7% | Strongly disagree |

Base: 510

| | | |
|----------|--|----------------------------|
| 8 | The new station will involve removing contamination from the site and developing a piece of waste land. To what extent do you agree or disagree that this will benefit the local environment? | |
| | 55% | Strongly agree |
| | 28% | Agree |
| | 13% | Neither agree nor disagree |
| | 2% | Disagree |
| | 2% | Strongly disagree |

Base: 509

| | | |
|----------|---|---|
| 9 | The scheme proposes restricting parking on streets close to the new station. Having read the information provided, which is your preferred approach? | |
| | 19% | Controlled Parking Zone |
| | 53% | Residents Parking Zone |
| | 17% | Limited Waiting Restrictions |
| | 12% | No change to existing car parking regulations |

Base: 495

A breakdown of responses to this question by ward is provided below for wards where the number of respondents was greater than 30:

| 9a | Ward | Number of Respondents | Controlled Parking Zone | Residents Parking Zone | Limited Waiting Restrictions | No change to existing car parking regulations |
|-----------|-------------|------------------------------|--------------------------------|-------------------------------|-------------------------------------|--|
| | Charford | 147 | 17% | 73% | 5% | 5% |
| | Slideslow | 88 | 19% | 43% | 25% | 13% |
| | St Johns | 37 | 24% | 30% | 22% | 24% |
| | Tardebigge | 46 | 28% | 46% | 20% | 7% |

| 10 | Having looked at the map provided do you agree with the areas proposed for restricted parking as described in question nine? | |
|-----------|---|-----|
| | 71% | Yes |
| | 29% | No |

Base: 471

| 11 | Are you a user of the existing railway services from Bromsgrove? | |
|-----------|---|-----|
| | 89% | Yes |
| | 11% | No |

Base: 510

| 12 | If Yes, how often do you travel by train from Bromsgrove? | |
|-----------|--|-----------------|
| | 22% | Daily |
| | 17% | Weekly |
| | 27% | Monthly |
| | 35% | Less frequently |

Base: 486

| 13 | Do you live in the Aston Fields or Breme Park areas? | |
|-----------|---|-----|
| | 52% | Yes |
| | 48% | No |

Base: 510

| | | |
|-----------|--|------------|
| 14 | Do you think you will travel from the station more or less in the future after the new station opens? | |
| | 62% | More |
| | 35% | Don't Know |
| | 3% | Less |

Base: 497

About You

Your connection to the area.

Are you.. (select all that apply)

Local resident: 462 (89%)
 Local business: 25 (5%)
 Rail User: 251 (48%)
 Other: 22 (4%)

| | | |
|--|-----------------------|---------|
| | Your Age Group | |
| | 2% | 16 – 19 |
| | 9% | 20 – 29 |
| | 22% | 30 – 39 |
| | 20% | 40 – 49 |
| | 21% | 50 – 59 |
| | 19% | 60 – 69 |
| | 8% | Over 70 |

Base: 509

| | | |
|--|--------------------|--------|
| | Your Gender | |
| | 59% | Male |
| | 41% | Female |

Base: 495


| Which of these activities best describes what you are doing at present? | |
|--|--|
| 52% | a) Employee in full-time job (30 hours plus per week) |
| 9% | b) Employee in part-time job (under 30 hours per week) |
| 6% | c) Self-employed full or part-time (run my own business from home) |
| 4% | d) Self-employed full or part-time (at business premises) |
| * | e) On a government supported training programme |
| 3% | f) Full-time education at school, college or university |
| 1% | g) Unemployed and available for work |
| 1% | h) Permanently sick/disabled |
| 21% | i) Wholly retired from work |
| 2% | j) Looking after the home |
| 1% | k) Doing something else (write in below) |

Base: 509

| How did you find out about the survey? (select all that apply) | |
|---|----------------------------|
| 18% | <i>Website</i> |
| 25% | <i>Exhibition</i> |
| 14% | <i>Word of mouth</i> |
| 51% | <i>Other - Posters etc</i> |

Appendix C – A Copy of the Consultation Leaflet

Worcestershire Local Transport Plan 3

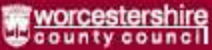


Artist's impression

**The New Bromsgrove
Rail Interchange Public Consultation**

Closing Date: 17th March 2013

Find out more online
www.worcestershire.gov.uk/transport



worcestershire
county council

Background

Worcestershire County Council and Centro are jointly funding a new railway interchange in Bromsgrove to replace the existing station. This is being done in partnership with the Department for Transport and Network Rail.

The current proposal would see the station moved further south to allow Network Rail to electrify the line from Barnt Green to Bromsgrove. This strategic project will also allow the train companies to increase the frequency of the rail service between Bromsgrove and Birmingham.

Improved facilities and better integration with local bus services will make it more attractive for people to use the train to travel between Bromsgrove and Birmingham and Worcester, reducing congestion, carbon emissions and making it easier to access the town. This will make the local area more attractive for businesses and will encourage job creation in the Bromsgrove area.

What is proposed?

The current aspiration for the new station includes:

- A car park with approximately 850 spaces designed to current standards in terms of security, lighting, ticketing, customer facilities and information. Parking charges will be similar to today.
- A modern station building which may include toilets, ticket desk and a retail facility
- Four platforms connected by a covered footbridge and lifts, designed to be fully accessible for all
- Secure covered cycle storage, motor cycle parking, electric car parking and charging points
- Direct access to local bus services through a bus / rail interchange
- A taxi rank and drop off / pick up point

To improve access and the local road network, a number of changes are proposed, including:

- Alterations to New Road to remove parking from the west side to improve access to the new station
- New access road to the station directly from Stoke Road
- Restrictions on parking on streets close to the station

1

South Road

Dependent on the outcomes of local consultation, there may also be some changes to parking on South Road but the existing pedestrian connection to Garrington Road will remain.

Stoke Road

The existing access road from Stoke Road to Busy Bees Nursery will be improved to form a second entrance and exit to the new station. This will include provision of a footpath alongside the new access road. For safety reasons, one limited waiting bay on the south side of Stoke Road will need to be removed. This will eliminate a possible obstruction to visibility for drivers leaving the new station and will assist with traffic flow along Stoke Road.

Garrington Road

There are no changes planned to Garrington Road. However, direct access to the station will be provided for cyclists and pedestrians.

Parking Controls

To protect the quality of life for people living close to the new station, it is proposed to introduce new parking management in the Aston Fields and Breme Park areas. There are currently three options for this. These are described below:

- **Controlled Parking Zone** – parking would not be allowed on the streets within the zone between certain times, except by permit holders. For example, between 08:00 and 17:30 parking would not be permitted except for those holding permits
- **Residents Parking Zone** – parking would not be allowed during daytime on the streets within the zone, except for residents with permits
- **Waiting Time Limits** - Parking would be allowed on the streets within the zone, but only for short periods during certain times of the day

Once the preferred approach has been identified as a result of consultation, a more detailed exercise will begin to decide the exact scope of the proposed parking controls. These will be enforced by Bromsgrove District Council once Civil Parking Enforcement is fully in operation in the Bromsgrove District.

3

What areas will be affected?

Residents and businesses in the areas of Aston Fields and Breme Park are likely to see some changes to the local road network to access the station. This is because of expected higher traffic flows to the new station.

There will be no access to the station or car park from South Road. The only access to the station or car park from Garrington Road will be for cyclists or pedestrians. On-street parking management will be significantly improved in the local area, which will benefit residents and businesses.

New Road (between Ladybird Inn and the Existing Station)

New Road will continue to be the main approach to the railway station and will need to accommodate the forecasted increase in road traffic and bus services. To help accommodate this we are planning to remove the existing build out on New Road close to the Ladybird Inn and the current 'Pay and Display' on-street car parking between the Ladybird Inn and the existing station car park. A 'No Waiting At Any Time' restriction is proposed. The existing station car park will be retained for use by visitors to local shops and the existing car parking on the Co-op side of New Road will also be retained.

What other impacts are there?

Environmental Impact

Station site

The station is to be built on the site of a former oil terminal. Work will be undertaken to remove contaminants from the site before construction begins. Ecological and Arboriculture (tree) surveys are being undertaken to establish the requirements for dealing with protected species such as badgers and bats. The proposed new station building has been designed to reduce its environmental impact.

Existing Trees and Shrubs

There is a requirement to remove some of the trees and bushes that have grown on the disused site, especially close to Garrington Road. Where possible, the removal of trees and shrubs will be minimised.

Lighting

The station platforms and car park will be lit during the hours of darkness. The lighting design has considered the use of lighting which minimise light pollution. We are also exploring using timers, so that lighting levels are reduced when the station is closed.

Noise Levels

Noise levels are currently being investigated. However, the change of use is likely to affect noise levels. Steps will be taken to manage the levels as much as possible.

Existing Station

The existing station will remain in use until the new station opens. It is not expected that passengers will notice any change to their journeys until the new station is complete. The existing station car park is operated by Bromsgrove District Council and they intend to continue to operate the car park for use by local people visiting local businesses and as a car park for people travelling by train.

During Construction

We recognise that there may be some inconvenience to local people and businesses during construction. We will seek to minimise this disruption as much as possible. There will need to be access for construction traffic bringing plant and materials to

2

4



site. Some work, principally construction of the platforms and the new footbridge, will need to take place at night and during weekends to minimise the disruption to train services. We will provide information in advance of when this is expected to take place.

What happens next?

The Public consultation will run until 17th March 2013.

We welcome feedback and invite you to take part in this consultation. Please let us know your views about the proposals by completing and returning the free of charge questionnaire (either online or hard copy) or by writing to:

Freeport RSGG-HSZK-HSGL
 Worcestershire County Council
 Transport Policy & Strategy Team
 County Hall
 Spetchley Road
 Worcester, WR5 2NP

To complete an online questionnaire and to read more information about the proposals please see: <http://www.worcestershire.gov.uk/bromsgrovestation>

LOOK OUT FOR THE EXHIBITION BUS IN JANUARY 2013

Exhibitions will be held at the following locations on Tuesday 15th, Wednesday 16th (see Bromsgrove Council House listing below) Tuesday 29th and Wednesday 30th January.

Bromsgrove station High Street, Bromsgrove
 7am – 9.45am and 4pm – 6pm 10.30am – 3.30pm

Bromsgrove Council House (Wednesday 16th January only)
 There will also be an exhibition at Bromsgrove Council House from 4pm – 6pm

We will use your input to finalise the design. This will be submitted for planning approval in Autumn 2013. Should the scheme be approved we hope to start construction of the new Bromsgrove Railway Station in 2014. The new station is scheduled to open in Summer 2015.

BROMSGROVE STATION QUESTIONNAIRE

1. What is your overall view on the proposal to replace the existing Bromsgrove railway station with a new station on the disused oil terminal site?
- a) Strongly support
 - b) Support
 - c) Oppose
 - d) Strongly oppose
 - e) Not concerned either way

Please explain why?

2. To what extent do you agree that the opening of the new station will benefit you personally?
- a) Strongly agree
 - b) Agree
 - c) Neither agree nor disagree
 - d) Disagree
 - e) Strongly disagree

3. To what extent do you agree that the opening of the new station will benefit Bromsgrove residents and businesses?
- a) Strongly agree
 - b) Agree
 - c) Neither agree nor disagree
 - d) Disagree
 - e) Strongly disagree



4. The station building, car park and cycle parking have been designed to meet current national recommendations on size, access and facilities. Please rate the following aspects of the station plans according to what you consider important (1 being most important and 5 being least important).

| Facilities | 1 | 2 | 3 | 4 | 5 |
|--|---|---|---|---|---|
| Approx. 335 general car parking spaces | | | | | |
| Car share car parking spaces | | | | | |
| Two bus stops with shelters | | | | | |
| Covered footbridge to platforms | | | | | |
| Covered waiting area by station building | | | | | |
| Disabled parking | | | | | |
| Electric car charging points | | | | | |
| Rail tickets machine | | | | | |
| Retail facility (e.g. a shop or café) | | | | | |
| Seating on platforms | | | | | |
| Secure station status | | | | | |
| Secure motorbike parking | | | | | |
| Secure undercover cycle storage | | | | | |
| Drop off / Pick up point | | | | | |
| Staffed ticket office | | | | | |
| Travel information screens | | | | | |
| Toilets | | | | | |

Do you have any further comments on the station building design and facilities?

5. The scheme proposes to improve access to the station. To what extent do you agree or disagree with the following changes to the local road network?

| Facilities | Strongly agree | Agree | Neither agree or disagree | Disagree | Strongly disagree | Don't know |
|--|----------------|-------|---------------------------|----------|-------------------|------------|
| New access direct from Stoke Road | | | | | | |
| Pick up / drop off parking area | | | | | | |
| Removal of parking from west side of New Road approach | | | | | | |
| Sheltered waiting area for the bus service | | | | | | |

6. The new station car park and platforms will be lit to meet current design standards for safety and to limit light pollution. The lighting is likely to be reduced when the station is not operating (e.g. at night after the last train). To what extent do you agree or disagree that this is sensible?

- a) Strongly agree
- b) Agree
- c) Neither agree nor disagree
- d) Disagree
- e) Strongly disagree

7. There will be noise associated with the new station, such as announcements and noise created by the trains and vehicles using the car park. To what extent do you agree or disagree that this is acceptable?
- Strongly agree
 - Agree
 - Neither agree nor disagree
 - Disagree
 - Strongly disagree

8. The new station will involve removing contamination from the site and developing a piece of waste land. To what extent do you agree or disagree that this will benefit the local environment?
- Strongly agree
 - Agree
 - Neither agree nor disagree
 - Disagree
 - Strongly disagree

9. The scheme proposes restricting parking on streets close to the new station. Having read the information provided, which is your preferred approach?
- Controlled Parking Zone
 - Residents Parking Zone
 - Limited Waiting Restrictions
 - No change to existing car parking regulations

10. Having looked at the map provided do you agree with the areas proposed for restricted parking as described in question nine?
- Yes
 - No

If no, please explain why?

11. Are you a user of the existing railway services from Bromegrove?
- Yes
 - No

12. How often do you travel by train from Bromegrove?
- Daily
 - Weekly
 - Monthly
 - Less frequently

13. Do you live in the Aston Fields or Breme Park areas?
- Yes
 - No

14. Do you think you will travel from the station more or less in the future after the new station opens?
- More
 - Don't know
 - Less

About You

15. Are you (tick all that are appropriate)
- A local resident
 - A local business
 - A rail user
 - Other (please specify)

16. What is your postcode?

17. What is your age group?
- 18-19
 - 20-29
 - 30-39
 - 40-49
 - 50-59
 - 60-69
 - Over 70

18. Are you male or female?
- Male
 - Female

19. Which of these activities best describes what you are doing at present?

- Employee in full-time job (30 hours plus per week)
- Employee in part-time job (under 30 hours per week)
- Self-employed full or part-time (run my own business from home)
- Self-employed full or part-time (at business premises)
- On a government supported training programme
- Full-time education at school, college or university
- Unemployed and available for work
- Permanently sick/disabled
- Wholly retired from work
- Looking after the home
- Doing something else (write in below)

20. How did you find out about the survey?

- Website
- Exhibition
- Word of mouth
- Other - Posters etc...

9

10



Freepost RSGG-HSZK-HSGL
Worcestershire County Council
County Hall
Spetchley Road
WORCESTER
WR5 2NP

please fold

Appendix D – Copy of the Exhibition Boards and Exhibition Bus Locations



Bromsgrove North High School Exhibition



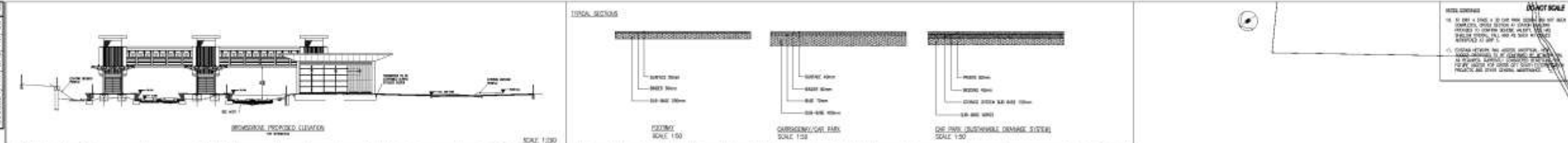
CENTRO Exhibition Bus in Bromsgrove High Street and the display inside the bus





CENTRO Exhibition Bus at Bromsgrove Railway Station

Appendix E – Copy of the Detailed Drawing



REVISIONS

| NO. | DESCRIPTION | DATE |
|-----|-------------------|------------|
| 1 | ISSUED FOR PERMIT | 10/20/2014 |
| 2 | ISSUED FOR PERMIT | 10/20/2014 |
| 3 | ISSUED FOR PERMIT | 10/20/2014 |
| 4 | ISSUED FOR PERMIT | 10/20/2014 |
| 5 | ISSUED FOR PERMIT | 10/20/2014 |
| 6 | ISSUED FOR PERMIT | 10/20/2014 |
| 7 | ISSUED FOR PERMIT | 10/20/2014 |
| 8 | ISSUED FOR PERMIT | 10/20/2014 |
| 9 | ISSUED FOR PERMIT | 10/20/2014 |
| 10 | ISSUED FOR PERMIT | 10/20/2014 |

ATKINS
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Network Rail

**WESTERN TERRITORY
BIRMINGHAM STATION RELOCATION**

**OPP 4
CAR PARK GENERAL ARRANGEMENT**

1471504

5063334/ATK/DRG/PH/001

Thu 17/01/2013

Exhibitions underway for new Bromsgrove Railway Interchange



Bromsgrove resident Steph Boulter hears about the new Bromsgrove railway interchange project from Centro project manager Ian Frostick, left, and Worcestershire County Council transport planning officer David Balme.

Exhibitions outlining a new £14.4 million railway interchange for Bromsgrove are underway.

Representatives from Worcestershire County Council and Centro, the region's transport authority, have been gathering the views of people in the town centre and commuters using the current station.

The public consultation will run until March 17 and people's views will be incorporated as far as possible into the design of the proposed new station, which will be built about 400m south from the existing one in Aston Fields.

The scheme will be jointly funded by the county council and Centro, working in partnership with the Department for Transport and Network Rail.

Work is due to start in spring 2014 and is scheduled for completion in autumn 2015.

The new interchange will include a station building, four platforms connected by a footbridge and lifts, and a 350-space car park.

The station project will facilitate electrification of the line between Barnt Green and Bromsgrove by Network Rail.

The electrification project is due for completion in autumn 2016 and will allow increased frequency of trains between Bromsgrove and Birmingham.

Worcestershire County Council's Cabinet Member for transport, Cllr John Smith OBE, said: "This new rail station for Bromsgrove is a great boost for the town and will greatly improve transport choice and connections for residents travelling from and to the town.

"I hope everyone will take the opportunity to give us their feedback on the plans, which will help to ensure the new station is indeed the right station for Bromsgrove."

Centro chairman Cllr John McNicholas said: "This is an exciting development for Bromsgrove which will bring great benefits to the town and I would urge people to give us their views."

An exhibition bus will be at Bromsgrove railway station between 7am-9.45am and 4pm-6pm and in Bromsgrove High Street between 10.30am-3.30pm on January 29 and 30.

People can also give their views by filling in an online questionnaire at www.worcestershire.gov.uk/bromsgrovestation or by writing to Freepost RSGG-HSZK-HSGL, Worcestershire County Council, Transport Policy & Strategy Team, County Hall, Spetchley Road, Worcester, WR5 2NP.



INSIDE

Glimpse of the station's future



■ Top award
Recognised in the
New Year's Honours
— page 4



■ Heritage
On the trail of
the S&K King
— page 5



■ Got it
All set for fun
and fitness
— page 20

By Sam Grootway

THE multi-million pound translocation of Bromsgrove's railway station is being planned following the search of a new public consultation on the ambitious proposals.

New artists' impressions have been released showing how the long-awaited Action Fields-based station could look.

Last spring the Advertiser reported that an agreement on funding for the station, estimated to be around £13 million, had been reached between Worcestershire County Council, Centro and the West Midlands Passenger Transport Executive and a charity.

Finding the funds had previously been the major stumbling block delaying the scheme.

The county council says planning approval will be sought next autumn and, if given the green light, construction work could begin in 2014 in time for a summer 2015 opening.

The current plan is for the station to be built 200yds south of the existing one on the site of the old Goods Yard, allowing the works to be carried out in a phased manner.

The new station will increase the number of trains to and from Bromsgrove and Birmingham, potentially to an extra three per hour.



■ New station: Artists' impressions have been released showing how the town's potential multi-million pound new railway station could look. **Artz**

The plans include a four-level car parking with charging points, bicycle racks, a covered footbridge and lifts.

The station will include a ticket desk, toilets, a shop and a bus stop and drop-off point.

A 250-space car park is proposed, as well as cycle storage, motorbike parking and electric

charging points.

The road network around the station would also be revamped under the scheme.

Station Approach, New Road, will continue to be the main access road to the station, but the existing road off Stoke Road will

be improved, becoming a roundabout, with additional

access for pedestrians and cyclists would be available off

changes to journey times.

Two additional bus layovers

the plans as part of a three-month consultation running

from January 7.

The existing station would

remain in use throughout construction, with commuters

being told not to expect any

changes to journey times.

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changes to journey times.

Two additional bus layovers

the plans as part of a three-month consultation running

from January 7.

Station's future

Continued from page one. On January 15, 16, 29 and 30 an exhibition has will be at Bromsgrove station from 10.30am and 4.45pm and in High Street between 11.30am and 3.30pm. The exhibition will also be at the Council House, Burcot Lane, from 4.45pm on January 16. For more details, or to take part in an online survey, see www.actionfields.gov.uk/bromsgrove proposal is moving ahead.

"It is something people here talked about for years," the MP said. "When the funding was secured it meant moving on to the next important stage - planning. I would encourage all those people who use the station to take part in the consultation and give their views."

For more details, or to take part in an online survey, see www.actionfields.gov.uk/bromsgrove proposal is moving ahead.

BROMSGROVE STANDARD – FRIDAY JANUARY 4TH 2013

PAGE FOUR

Station views can have impact

BROMSGROVE Rail User Group (BRUG) has urged everyone in the district to have their say on the plans for the new station when the latest consultation gets underway on Monday (January 7).

Mike Ponsoby, BRUG's chairman, said: "The new station is the most important infrastructure development in the town for the last 150 years.

"The whole population of Bromsgrove should have their say."

The three-month consultation runs until March 17, giving people plenty of chance to submit views at exhibitions and by filling in surveys.

The proposal, funded by Worcestershire County Council and Centro, will see a new station built to the south of the current one to allow full electrification of the line between the town and Barnt Green.

The project, also backed by the Department for Transport and Network Rail, would see



an expanded service with more trains running between Bromsgrove and Birmingham.

It is hoped the improved accessibility between the two locations, as well as Worcester, will bring more business and jobs to the town.

Coun John Smith, Worcestershire County Council's cabinet member for highways and transport, said the scheme was great news for Bromsgrove residents and

local businesses and urged as many people as possible to get involved and have their say.

Informative leaflets on the proposal will be delivered to homes near the current station in January and will be available in the town centre Hub, Bromsgrove Library and exhibition buses.

Residents can view the plans and speak to representatives from the organisations involved on exhibition buses when it comes to Bromsgrove Railway Station between 7am and 9.45am and from 4pm to 6pm on January 15, 16, 29 and 30.

Alternatively, the bus will be parked up on the High Street on those days, between 10.30am to 3.30am.

Bromsgrove District Council house on Burcot Lane will also host an exhibition on January 16 between 4pm and 6pm.

Visit www.worcestershire.gov.uk/bromsgrovestation to fill in the questionnaire online.

An artist's impression of the new Bromsgrove Station. s

BBC News - Bromsgrove railway station: Views sought over plans - Windows Internet Explorer provided by Worcestershire County Council

NEWS HEREFORD & WORCESTER

7 January 2013 Last updated at 10:13

Bromsgrove railway station: Views sought over plans

Residents and businesses are being asked for their views on plans for a £10m Worcestershire railway station.

A public consultation will run until 17 March over the proposed new Bromsgrove station in the Aston Fields area, about 100m from the current one.

It would include four platforms and a 350-space car park.

Business leaders welcomed the move and said the new station, due to open in 2015, would make it easier for visitors to access the town.


Work on the station, which involves Worcestershire County Council, Network Rail, the Department for Transport and West Midlands transport authority Centro, is expected to start next year.

The county council said the total project would cost more than £10m, but the exact costs would not be known until after the finalisation of designs following the consultation.

The current proposal would see the station moved further south to allow full electrification of the line from Baint Green to Bromsgrove, the council added.

'Only be good'

Mike Ashton, chief executive of Herefordshire and Worcestershire Chamber of Commerce, said they were still talking to their members about



The new station would include a car park with 350 spaces

Top Stories

- Alghan army gunman kills UK soldier
- MP 'held to ransom' in flag row
- Earth-sized planets 'number 170'
- MPs to vote on 1% benefits cap
- Network Rail unveils £37.5bn plan

Features

- Fame v infamy: How do Americans feel about Kim Kardashian?
- In pictures: 135 widows are threatening homes in south-east Australia
- Le chap: PG Wetherhouse and his French connection
- For the record: Can living one second every day change your life?

Most Popular

Shared Read Video/Audio

Bromsgrove Advertiser

Wednesday, January 16, 2013 Incorporating the Bromsgrove Messenger 65p where sold

INSIDE Electrification is key project

Badge of honor
Tristan bags away badge in the cubs - page 3

Missing man
Concern after man goes missing - page 5

Carling
Pylons and hotline books - page 8



Consultation: Project manager Ian Frostick and David Balma, of Worcestershire County Council, talk to Bromsgrove resident Steph Boulter about Bromsgrove's new railway station.

The electrification of the line to Bromsgrove railway station has been identified as one of Network Rail's key projects as part of its £25 billion investment in regional rail infrastructure. Electrification of the line is crucial as it will enable an increase to three trains per hour running between Redditch, Bromsgrove and Birmingham New Street and support the multi-million pound planned modernisation of the Aston Fields-based station.

Funding for the electrification of the line had previously been secured, but Network Rail has reaffirmed its commitment and announced that the work, costing £2 million, is a scheme forming part of its £2.5 billion plan to develop the UK's railway infrastructure - making it one of its priorities. Under the work, the southern end of the Cross City Line between Baint Green and Bromsgrove would be electrified. There is also a proposal for the laying of a new section of line between Abchurch and Redditch with a second platform and footbridge at Abchurch railway station.

Network Rail says the scheme would be delivered between 2014 and 2016, though electrification work could be carried out during the early part of this period, especially as the new station is earmarked for a 2015 opening.

Dylan Crowther, Network Rail's managing director, said: "Our route plan sets out the investment we are making for the future with particular focus on electrification to help create a bigger, better railway."

"In just seven years' time we will have a dramatically improved rail network between the key towns and cities of the West Midlands enabling the provision of more train services to help drive economic growth."

Meanwhile, an exhibition bus - giving Bromsgrove residents the opportunity to help shape the future of the town's new railway station - has launched.

The bus has been at Bromsgrove railway station and parked at the top of the high street, giving commuters and shoppers the chance to see the current proposals, and give their opinions on the changes suggested.

It is part of a 10-week consultation period on proposals for the new state-of-the-art station which would include four platforms connected by a covered walkway, new direct access to local bus services and approximately 350 parking spaces.

Continued on page 10.

Electrification of the rail line is key project

Continued from page one.

The new development will mean more trains can stop at Bromsgrove, rather than just effecting a stop at Redditch to serve Aston Fields and Severn Park because of necessary changes to the local road network improving access to the new station. Residents are being asked for their overall view on the plans, as well as more specific information about their travel habits and whether they think the new station will benefit them directly. To take part in the consultation, which ends on Sunday, March 17, visit worcestershire.gov.uk/transport.



Existing times: An artist's impression of Bromsgrove's new railway station.

Appendix G – Media Request Form

Before you complete this template please remember the three c's of communications:

- Information must be **Current** (ideally, please alert the communications unit to events before they have taken place)
- It must be **Comprehensive** (we need times and dates, any costs please)
- Photos must include a **Caption** (we need the full name of the people pictured and in the case of children, ages too)

11. What do you want the media release to publicise and why?

The New Bromsgrove Station and Car Parking Scheme

To make the public aware of the scheme in January to March 2013 with the exhibitions in January.

12. If it is an event, when is it happening and who has organised it?

Exhibition Dates:

| Dates | Locations | Times | Locations | Times |
|------------------------------|-------------------------------|------------|--|-------|
| Tuesday 15th January 2013 | Bromsgrove Railway Station | 7 – 9.30am | Bromsgrove Railway Station | 4-6pm |
| Wednesday 16th January | Bromsgrove Railway Station | 7 – 9.30am | Bromsgrove Railway Station and Council House | 4-6pm |
| Tuesday 29th January | Bromsgrove Railway Station | 7 – 9.30am | Bromsgrove Railway Station | 4-6pm |
| Wednesday 30th January | Bromsgrove Railway Station | 7 – 9.30am | Bromsgrove Railway Station | 4-6pm |

Questionnaires available at:

Council House, Library, HUB and High Schools

Organiser (if it is a partnership project, please give details):

Centro (Ian Frostick) and David Balme/ Michele Jones

Cost?

Free use of the Centro Exhibition bus

Free printing of the leaflet (courtesy of Centro)

13. Is this a countywide initiative? Please give full details of the background to the scheme.

No

How can people find out more? (please include website address, contact name, number and/ or email address). Please note that if you are mentioning the Worcestershire Hub, you will need to speak with Carole Thatcher in advance on 01905 766 641.

www.worcestershire.gov.uk/bromsgrovestation

David Balme/ Tom Delaney/ Michele Jones/ Nicky Fletcher

Please identify a relevant spokesperson and if possible include a quote on their behalf. Please ensure any quotes are approved prior to submitting this form.

David Balme or Peter Blake or Ian Frostick (Centro)

Would you like the communications team to invite the press to take photos? If so, please give details of what the photo will involve – who, when it will be held, time, location, etc.

Have you attached an image with this request? This can help you to get more media coverage. It is ESSENTIAL that you include the full names of people pictured. Please confirm you have appropriate written consent and include below the names, their job title (if appropriate), location the image was taken at and details of any activities shown. Please follow this link for handy photo guidelines:

<http://sid/cms/pep/marketing-and-communications/useful-information.aspx>

How is the Local County Councillor or Cabinet Member involved? Local members should be invited to all events in their division and the Cabinet Member included for strategic work and events from their portfolio. The Chairman also represents the County Council at civic and public events. Contact the Marketing and Communications Unit if you need further advice.

Do you want the release sent to Trade Media? (If so, please list the publications)

No

Please return this form to the commsunit@worcestershire.gov.uk email address.

Please bear in mind weekly papers have their deadline around 3 days before they are published so to ensure it gets to them in time send in your information early, **two weeks before you want it to appear in the media.**

Appendix H –

Page 56 of the Local Transport Plan 3

The Bromsgrove Urban Package

This package is expected to include (subject to definition):

| ID | SCHEME NAME | POTENTIAL FUNDING SOURCES | DESCRIPTION | COST | RISK TO WORCESTERSHIRE COUNTY COUNCIL | RISK DETAIL | TIMESCALE |
|------------|--------------------------------------|----------------------------------|---|------|---------------------------------------|---|-----------|
| BRI | BROMSGROVE New Station Scheme | The Rail Industry / LTP / CENTRO | This proposed scheme would involve the development of new station for Bromsgrove to the south of the existing site. This scheme would include the provision of a purpose built interchange building, new platforms, bus, taxi and community transport interchange facilities, up to 350 car parking spaces and would be fully | HIGH | MEDIUM | Risk associated with managing the impacts on local highway network, | SHORT |

[http://www.worcestershire.gov.uk/cms/pdf/LTP3 MAIN DOC PUBLIC FINAL.pdf](http://www.worcestershire.gov.uk/cms/pdf/LTP3_MAIN_DOC_PUBLIC_FINAL.pdf)

Appendix I – Stakeholders details, letter and pro-forma form

Friday, 10 May 2013

Dear Stakeholders,

The New Bromsgrove Rail Interchange Public Consultation

Until 17th March 2013, we are asking local Bromsgrove Stakeholders and residents their points of view, on the proposed new Bromsgrove Rail Interchange. Please find enclosed a leaflet, for reference, about the proposals which include:

- A car park with approximately 350 spaces.
- A modern station building
- Four platforms connected by a covered footbridge and lifts
- Secure covered cycle storage, motor cycle parking, electric car parking and charging pints
- Direct access to local bus services
- A taxi rank and drop off/ pick up point

Please send your responses or comments to:-

FREEPOST RSGG-HSZK-HSGL, Worcestershire County Council, Transport Consultation Team, County Hall, H1 Pavilion, Spetchley Road, Worcester, WR5 2NP , or email us on : WTS@worcestershire.gov.uk , by **17th March 2013**.

Further details and updates can be found on the website:

www.worcestershire.gov.uk/bromsgrovestation

What will happen next?

The results of the consultation will be evaluated and recommendations will be made to Worcestershire County Council Project Team for a decision to be taken. The outcome of this, along with a summary of responses will be published on Worcestershire County Council's website in due course.

Yours sincerely,

Michele Jones
Transport consultation

Bromsgrove Railway Station Improvements

List of Stakeholders

| Job title | Organisation |
|----------------------|---|
| | Action Group for Older People |
| Office Manager | Age Concern – Bromsgrove and District |
| General Manager | AMS Group Limited |
| | Assoc. of British Drivers |
| General Manager | AT&T |
| Parish Clerk | Belbroughton Parish Council |
| Parish Clerk | Bentley Paucefoot Parish Council |
| Head Teacher | Blackwell First School |
| Head Teacher | Blessed Edward Oldcorne Catholic College |
| Parish Clerk | Bournheath Parish Council |
| The General Manager | British Waterways |
| | Bromsgrove Bus & Coach. Ltd. |
| | Bromsgrove DC |
| Manager | Bromsgrove Library |
| Chairperson | Bromsgrove Older person Forum |
| Chairman | Bromsgrove Rail Users Group |
| | BT |
| Local Representative | Bus Users UK |
| | Caribbean Roots Connection |
| Parish Clerk | Catshill & North Marlbrook Parish Council |
| Head Teacher | Catshill First School and Nursery |
| Manager | Catshill Library |
| Head Teacher | Catshill Middle School (SEN) |

Bromsgrove Railway Station Improvements

| | |
|-------------------------------|--|
| | Central Technology Belt |
| Business Development Director | Central Trains |
| Head Teacher | Chadsgrove School SEN |
| Head Teacher | Charford First School |
| Office Manager | Citizens Advice Bureau |
| Parish Clerk | Cofton Hackett Parish Council |
| Parish Clerk | Cookhill Parish Council |
| Head Teacher | Dodford First School |
| Parish Clerk | Dodford with Grafton Parish Council |
| | English Heritage |
| Manager | EPIC (Empowering People In Communities |
| Head Teacher | Fairfield First School |
| Team Leader | Faith at Work in Worcestershire |
| Head Teacher | Finstall First School |
| Parish Clerk | Finstall Parish Council |
| Commercial Director | First Midland Red Buses Limited |
| Network Manager | First Midland Red Buses Limited |
| General Manager | FW Thorpe plc - Thorlux Lighting |
| General Manager | GKN plc |
| | H&W Fire & Rescue Service |
| General Manager | Halfords |
| Head Teacher | Hanbury CE First School |
| Manager | Headway NE Worcestershire Ltd |
| | Herefordshire and Worcestershire Chamber of Commerce |
| | Herefordshire and Worcestershire Chamber of |

Bromsgrove Railway Station Improvements

| | |
|---------------------------------------|--|
| | Commerce |
| Head Teacher | Hunters Hill School SEN |
| General Manager | Johnson Controls Autmotive (UK) Ltd |
| General Manager | Kimal plc |
| General Manager | LG Harris & Company Ltd |
| Head Teacher | Lickey End First School |
| Parish Clerk | Lickey End Parish Council |
| Head Teacher | Lickey Hills Primary School |
| Head Teacher | Linthurst First School |
| Head Teacher | Meadows First School |
| | MENCAP |
| General Manager | Mettis Aerospace Group |
| Head Teacher | Millfields First School |
| | MS Society |
| Head Teacher | N. E. Worcs. College (Bromsgrove Campus) |
| Head Teacher | N. E. Worcs. College (Redditch Campus) |
| Head Teacher | N.E.W College, Inkberrow Design Centre |
| | National Probation Service |
| Environment Planner | Natural England |
| Principal | New College (for the blind) Worcester |
| General Manager | Newsquest Midlands South Ltd |
| Head Teacher | North Bromsgrove High School |
| Vice Principal Strategy & Development | North East Worcs. College |
| | nPower |
| General Manager | Oakland International |

Bromsgrove Railway Station Improvements

| | |
|--------------------------------|--|
| Head Teacher | Parkside Middle School SEN |
| MP for Bromsgrove | Parliament |
| Operations Officer for England | Passenger Focus |
| Local Strategic Partnership | Redditch Borough Council |
| | Redditch Borough Council |
| | Redditch Dial-A-Ride |
| Head Teacher | Rigby Hall School SEN |
| Chairman | Royal National Institute for Deaf People |
| Head Teacher | Sidemoor First & Nursery School |
| Head Teacher | South Bromsgrove Community High School |
| Head Teacher | St. Augustine's Catholic High School |
| Head Teacher | St. Peter's RC First School |
| | Stagecoach |
| Parish Clerk | Stock & Bradley Parish Council |
| Head Teacher | Stoke Prior First School |
| Parish Clerk | Stoke Prior Parish Council |
| Head Teacher | Tardebigge C.E. First School |
| Commercial Manager | The Diamond Bus Company |
| Office Manager | The Home-Start North East Worcestershire |
| Manager | Tourist Information Centre |
| Parish Clerk | Tutnall & Cobley Parish Council |
| Operator | Veolia Transport England PLC |
| Senior Transport Planner | Warwickshire County Council |
| Head Teacher | Webheath First School |
| Traffic Management Advisor | West Mercia Police |
| Bus Network Manager | West Midlands PTE (Centro) |
| Federation Chairman | Women's Institute |

Bromsgrove Railway Station Improvements

| | |
|------------------|--|
| | Worcestershire Association for the Blind |
| Chairman | Worcestershire Association of Service Users |
| | Worcestershire Health Authority |
| Chairman | Worcestershire Lifestyles |
| Chairman | Worcestershire Racial Equality Council & Rainbow One World Group |
| | Worcestershire Wildlife Trust |
| Head of Services | Worcs. & Hfds. Youth Offending Service |

Bromsgrove Railway Station Improvements

Appendix J – Supporting letters from Stakeholders

Bromsgrove Railway Station Improvements

SAJID JAVID MP



HOUSE OF COMMONS

LONDON SW1A 0AA

Mr Peter Blake,
Head of Integrated Transport,
Worcestershire County Council,
County Hall,
Spetchely Road,
Worcester,
WR5 2NP:

27th March 2013

Dear Peter,

Please accept this letter as my submission to the public consultation on the proposed new railway station for Bromsgrove.

I wholeheartedly support this development. The relocation and expansion of Bromsgrove Railway Station is something that people throughout Bromsgrove have wanted for many years now, and I have no doubt that this vital infrastructural improvement will be a significant boon to both Bromsgrove and the wider region. It will spur economic growth and prosperity, and it will benefit residents, commuters, businesses and the environment.

Judging by the correspondence that I have received on this matter, residents throughout Bromsgrove welcome plans for the new station. I also look forward to more progress being made and to work on the new station starting in full, and I will continue to do all I can to support this important project.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'S. Javid'.

Bromsgrove Railway Station Improvements

THE NEW BROMSGROVE RAIL INTERCHANGE - PUBLIC CONSULTATION

I refer to your letter dated 18th December 2013 seeking the Chief Constables views as a stakeholder in respect of a public consultation document regarding the New Bromsgrove Rail Interchange. Although the document was dated as above it was only received here on 15th January, therefore I am only now able to respond.

I have no objection in principle to the proposed rail interchange; however I am sure you will appreciate that I am unable to offer further comment at this point in time until I have site of more detailed proposals relating to the location, vehicle and pedestrian access and other issues such as waiting restrictions.

Yours sincerely,

Mike Digger
Traffic Management Advisor to the Chief Constable
(Worcester City, Wychavon & North Worcestershire)
& Safer Roads Partnership team

Bromsgrove Railway Station Improvements

Date: 29 November 2012

Dear Mr Morris

ADDENDUM REPORT (CONCEPTUAL MODEL RISK ASSESSMENT AND REMEDIAL STRATEGY REPORT) FOR PROPOSED RELOCATION OF BROMSGROVE STATION, INCLUDING A NEW STATION BUILDING AND CAR PARK AT THE FORMER OIL DEPOT, ASTON FIELDS, BROMSGROVE

Overall position

Thank you for providing additional information to address our queries regarding residual environmental risk which might arise from the proposed station redevelopment. Following a review of the additional information provided in the Addendum Report (5 Oct 2012) to support the Conceptual Site Model and Preliminary Risk Assessment for the site, as well as subsequent telephone discussions, our initial concerns have been addressed and on the basis of the information to date, we do not anticipate having an objection in principle to the proposed redevelopment.

If a planning application is submitted based on the information provided in the pre application discussions, we would anticipate being able to recommend to the local planning authority that the following planning conditions be applied to any permission that they may be minded to grant to ensure adequate control of risk to the environment.

For your background information it should be noted that if the risks are not dealt with under the planning system, the local authority could determine the site as contaminated land under Part 2A. We also have the powers to serve an anti-pollution works notice.

Given that there are potential sources scattered across much of the site, additional site investigation to support the planning application will be required to demonstrate that the conceptual model that has been put together using historic data is still representative for the current site conditions.

A design for the investigation should be submitted for approval prior to works being undertaken. This should include the number and location of boreholes and trial pits, and the construction of monitoring boreholes. Details of sampling and laboratory analysis should also be provided. The additional investigation can be used to refine and validate the existing conceptual model. It should also enhance the existing ConSim risk assessment which has been run only as a simplistic model. It should therefore also include testing for site specific physical parameters that can be used in the updated assessment.

Additional monitoring of groundwater and surface water should be undertaken as soon as possible across the site to establish a representative dataset (including seasonal fluctuations) and baseline conditions prior to redevelopment, and to validate the risk assessment.

Detailed points

A number of points will need to be clarified by the applicant following the additional work in order to satisfy potential planning requirements / conditions. These are detailed below:

1. A location in the north of the site (TP10) is shown with very high TPH concentrations on Figure 4, but has not been identified as a source area on Figure A1. Atkins have suggested that this may be because only soil contamination was detected but not backed up by contamination in the groundwater in that area. It has been agreed that this will be marked on the plan as a tentative source area for now, to be confirmed when further investigation is undertaken.
2. Conversely, the source in the central area of the site does not appear to have any elevated TPH concentrations indicated on Figure 4. Atkins have suggested that this is because only contamination in the groundwater was detected with no corresponding soil source. As with the point above, this will need to be clarified by further investigation.
3. The additional two red lined areas on Figure A1 covering the railway tracks (the new platform areas) will also need to be investigated and, if necessary, remediated.

Bromsgrove Railway Station Improvements

4. The assumption that groundwater flow is to the south-west is not wholly supported by some of the previous contour plots, which show flow to the south and south-east in places. This will need to be clarified as part of the further investigation.
5. We consider that the Manganese concentrations previously reported (1500-9880 µg/l) are unlikely to be background levels as our Groundwater Quality Monitoring Network boreholes elsewhere in the aquifer have concentrations of <10µg/l and <1.5µg/l. Iron levels are also considerably elevated (54,500µg/l max). These contaminants will require assessment as part of the additional investigation.
6. TPH Aromatics C5-7 and C7-8 fractions should be added to the risk assessment, as well as testing for BTEX on every sample that is tested for TPH.
7. Details of site drainage (existing and proposed) should be provided with reference to potential preferential pathways and connections to the culvert.

It has been agreed with Atkins that the following points will be resolved immediately by them:

1. Only the WSP data for TPH is shown on Figure 4 (Total TPH Soil Concentrations – WSP 2007). The more recent Atkins data (2008) has been omitted. The plot will be amended to include this data as well.
2. The Level 1 screening exercise will include additional detail on the method used and values obtained.
3. The values for hydraulic conductivity given in ‘the physical properties of major aquifers in England and Wales’ for the Bromsgrove Sandstone range from 2.6×10^{-4} m/d to 16.4m/d from core data (silty sands to coarse sands) and 0.014-486m/d for bulk values from pump testing. The value used in the assessment of 5.0×10^{-6} m/s (0.432 m/d) is on the low side. Borehole logs have referred to medium sandstone for the bedrock. Further clarification will be provided for the selected value.

Possible conditions

To assist the progression of the proposed development and to aid project management, the planning conditions relating to groundwater which we are likely to seek, based on information to date, are given below so that they can be scoped into the applicants Supporting Statement. Please note that we are also likely to seek other conditions in relation to drainage (such as development to be in accord with the FRA produced by Atkins July 2012 and the use of Class 1 interceptors etc). These are likely to be in addition to other conditions which the Council may see as necessary in relation to other material planning issues. Please note that the information below is without detriment to our response on any actual planning application submitted to the local planning authority.

Condition: No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:
 1. all previous uses
 2. potential contaminants associated with those uses
 3. a conceptual model of the site indicating sources, pathways and receptors
 4. potentially unacceptable risks arising from contamination at the site.
5. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
6. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
7. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Bromsgrove Railway Station Improvements

Reasons: To protect controlled waters. The site is a former oil depot and goods yard alongside the existing railway line, and is located on a Principal Aquifer (Bromsgrove Sandstone) within the Source Protection Zone for the Sugarbrook Public Water Supply boreholes. There are no superficial deposits overlying the bedrock. Significant oil and fuel-related contamination has been detected in the soil and groundwater at the site by previous investigations.

National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution. Government policy also states that planning policies and decisions should also ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

Condition: No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reasons: To protect controlled waters. Significant oil and fuel-related contamination has been detected in the soil and groundwater at the site by previous investigations, and given the sensitivity of the site setting, it is particularly important that remediation works are verified to demonstrate there are no unacceptable risks remaining to controlled waters.

Condition: No development shall take place until a long-term monitoring and maintenance plan in respect of contamination including a timetable of monitoring and submission of reports to the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.

Reasons: To protect controlled water. Groundwater contamination has previously been identified at the site, and given the sensitivity of the site setting it is important to ensure that any remediation works undertaken have been successful, and there is no significant rebound of contamination to unacceptable levels.

Condition: If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reasons: To protect controlled water. The former use of the site for an oil depot means there are numerous potential sources of contamination scattered across much of the site, and even a robust investigation could reasonably miss an area of contamination.

Condition: No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reasons: To protect controlled water. Soil and groundwater contamination have already been identified at the site, which is in a sensitive setting with respect to controlled waters. Therefore, any infiltration from drainage could lead to increased mobilisation of contaminants.

Condition: Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been

Bromsgrove Railway Station Improvements

demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect controlled water. The site is located on a Principal Aquifer within a Groundwater Source Protection Zone. Piling or any other foundation designs using penetrative methods can result in risks to potable supplies from, for example, pollution, risk of mobilising contamination, and creating preferential pathways. Thus it should be demonstrated that any proposed piling will not result in contamination of groundwater.

We are currently satisfied that there are generic remedial options available to deal with the risks to controlled waters posed by contamination at this site. However, further details will be required in order to ensure that risks are appropriately addressed prior to development commencing. The Local Planning Authority should decide whether to obtain such information prior to determining the application or as a condition of the permission.

Generic Background Advice (for general information).

Model Procedures and good practice.

We recommend that developers should:

1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
2. Refer to the Environment Agency Guiding principles for land contamination for the type of information that we required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.

Refer to our website at www.environment-agency.gov.uk for more information.

Waste on site.

The CLAIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

The Environment Agency recommends that developers should refer to the our:

- Position statement on the Definition of Waste: Development Industry Code of Practice and;
- website at www.environment-agency.gov.uk for further guidance.

Waste to be taken off site

Contaminated soil that is, or must be disposed of, is waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2010
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any

Bromsgrove Railway Station Improvements

proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12 month period the developer will need to register with us as a hazardous waste producer. Refer to our website at www.environment-agency.gov.uk for more information.

Use of section 106 planning obligations.

The type and nature of contamination on and possibly surrounding this site may require extensive remediation and/or monitoring. We advise that early engagement between the developer, Local Authority and ourselves is made to discuss opportunities available through planning obligation (Section 106 of the Town and Country Planning Act 1990) agreements versus conditions to ensure that this site will be appropriately remediated and/or monitored in order to protect controlled waters.

Future involvement

I trust that the above information is of assistance to you. If you have any queries on this letter or wish to discuss the proposals further, please do not hesitate to get in touch with me on the details below.

Yours sincerely

Mrs Hilary Berry
Senior Planning Officer
environment-agency.gov.uk

Bromsgrove Railway Station Improvements

From: Henry Harbord

Sent: 05 February 2013 16:58

Hello Tom

I've had a look at the proposals for the redevelopment of Bromsgrove Station.

I must say the plan to provide for a cyclist/ pedestrian only access to Garringtons Road from right outside the new station is most commendable, giving cyclists and pedestrians greater 'permeability' as it does.

By using this access and then the taking advantage of the stopped-off access into South Road, cyclists will be able to access Stoke Road without touching the new station's car park area/ road access at all.

I wonder if therefore it would be possible to include in the redevelopment work signage from the Garringtons road access, along the route I mention, to mark-out the link to National Cycle Network route 5?

The onward connection to NCN 5 along Stoke Road could benefit from on-road cycle lanes, but I wonder if there is sufficient width available for this to be possible?

I'm pleased to see that more cycle storage is proposed (than currently exists), but I'm not sure what "secure" might mean; sometimes the term is used to mean storage that is locked so can only be used by those registered on a scheme... this is fine for regular users, but does need managing, however most casual users need to have Sheffield stands freely available that they can just turn-up and use.

Best wishes

Sustrans Area Manager, West Midlands

WCC response: In response to the type of cycle facility to be provided, if you look at the artist's impression on the front of the consultation leaflet, you will see an area under the canopy on the left hand side dedicated to cycles. These are Sheffield stands rather than lockers.

Bromsgrove Railway Station Improvements

Sent: 25 January 2013 11:42

Subject: The New Bromsgrove Rail Interchange Public Consultation

Dear Sirs

At the Dodford with Grafton Parish Council meeting held on 24 January 2013 the Clerk was asked to respond to the Public Consultation as follows:

It was agreed that the Parish Council support the new Bromsgrove Rail Interchange and in so doing would recommend to WCC that parking charges should be kept to a minimum to encourage commuters"

From: Ashfield, Andy (BEC)

Sent: 04 February 2013 15:58

I have looked at the forwarded link and would like to make the following observations:-

- The visibility from the Busy Bees access road needs to be upgraded and commensurate with the speeds of traffic travelling along Stoke Road.
- Particular consideration will need to be given to the existing Car Repairs business and residential property adjacent the up-graded access road so that they do not interfere with the new junction operation.
- The existing bus stop outside of the above garage will have to be relocated to a point where it will not interfere with the junction or its operation.
- Due to increase in vehicular flow down the 'Busy Bees' access road, access arrangements into the Nursery will have to be improved/up-graded.
- The width of the existing footpaths along New Road appears to be less than 2 Metres which is not wide enough to comfortably accommodate pedestrian traffic. The existing lamp columns reduce the available footpath widths further!
- Removal of the build-outs either side of New Road may lead to an increase vehicular exit speeds on to the Mini-roundabout and back towards the Station. After all they were put there originally as a speed reducing feature and taking them out could be considered a detrimental step.
- Are we entirely satisfied that the existing mini-roundabout will function safely and satisfactorily when the new station is fully operational? The turning manoeuvres of larger vehicles particularly buses need to be checked to ensure compliance – principally the turning movement from any of the side roads onto Stoke Lane.
- Are there any proposals to assist the anticipated increase in pedestrian crossing movements across Stoke Road as a result of the new proposals?
- Although no changes are proposed to Garringtons Road, the road through the estate will become more appealing to pedestrians and so could attract a number of Station users who may be tempted to park their cars here. Therefore, consideration should be given to prohibiting this potential parking problem in the form of a TRO or other parking controls.
- Obviously if the above route is to appeal to cycle users then additional signage and a cycle user audit will have to be considered.

I trust the above helps but as always if you need further clarification on any of the above points then please do not hesitate to get back in touch.

Bromsgrove Railway Station Improvements



15th March 2013

Dear David

BROMSGROVE RAIL INTERCHANGE – PUBLIC CONSULTATION

The Campaign for Better Transport campaigns for a sustainable transport system which is a real alternative to the private car, with high quality bus, rail and metro services and where it is easy and safe to walk and cycle. I am the chair of the group for the West Midlands area.

We are writing in support of the proposals of Worcestershire County Council and Centro to provide a new rail interchange for Bromsgrove, as a response to the current public consultation regarding the scheme.

We would like to make the following comments.

1. The new station should have a manned booking office available and toilets for use when the station is manned, together with a ticket machine. The station should be manned for the same hours as Redditch will be once the new London Midland booking office arrangements come into affect from the 31st March 2013. Bromsgrove is a growing town and the station currently has the largest number of journeys per annum made on the West Midlands rail network from an unmanned station. The patronage figure is likely to be higher than official figures suggest as ticketless travel is rife – there have been occasions where staff have not travelled up and down trains to check and sell tickets to passengers on leaving the station. The design for the building should include provision for the future installation of an automated ticket barrier.
2. It would be desirable for the station to contain some kind of retail provision such as a bookstall or refreshment kiosk, akin to those provided at Redditch, Kidderminster and Lichfield City.
3. Interchange with local bus services will need improvement. The rail station is located some distance from the town centre and most services to other destinations around Worcestershire depart from the stops at Bromsgrove bus station. As well as improving waiting facilities at the rail station, information provision needs to be enhanced and we would suggest that it should be upgraded at **both** the bus and rail station, to the standard seen at Centro managed facilities in the West Midlands County *as a minimum*. We would also suggest a

Bromsgrove Railway Station Improvements

later bus service is provided from Bromsgrove rail station to the town centre in order to connect with evening trains.

4. It would be sensible for rail travel to Bromsgrove, and bus travel in the area to be included as an “add-on” to the Centro “nNetwork” range of tickets, to encourage the use of local buses to connect into rail services from Bromsgrove and provide another option to passengers other than “Park and Ride”. We trust an agreement can be put in place with London Midland and the local bus companies to make this happen.
5. We support the aspirations to extend the Cross City line Longbridge terminating trains southwards to Bromsgrove. However, we would not support the principle of “skip stopping” as it complicates the service for local rail passengers and makes it less attractive, particularly when there is disruption to the normal timetabled service. We would also urge that Cross Country services on the North East/South West corridor also call at Bromsgrove. This would improve connectivity for local residents and provide an alternative Cross Country station for passengers living in the South of Birmingham to Birmingham New Street. We hope that both Centro and Worcestershire County Council will make the case for this aspiration when the specification for the next Cross Country franchise is drawn up.
6. We support the plans to provide improved cycle storage, and for “kiss and ride”. Consideration should be given to promoting sustainable travel means to Bromsgrove station and the work Centro and Birmingham City Council have carried out at Kings Norton station could be a model to use. We note that although the county council plan to provide a 350 space car park users will be required to pay a parking charge. This could be used as an incentive for rail users living within walking distance from the station to walk or cycle to avoid the charge, as well as helping to alleviate some of the affects on the local road network that the consultation pamphlet has identified.
7. Finally, in order to minimise some of the disruption to local residents it is worth considering using rail to bring in the materials for the construction of the new station and to remove spoil? (The re-building of Birmingham New Street station has utilised a weekly “trip” working to a rail terminal to enable materials to be moved to and from the site and minimise construction traffic using the local road network).

We trust you find these comments helpful.

Yours faithfully,

Kevin Chapman

Chair, West Midlands Campaign for Better Transport

A local group of the Campaign for Better Transport

16 Waterside, 44-48 Wharf Road, London, N1 7UX

Campaign for Rail

Aspirations, Report & Business Case.

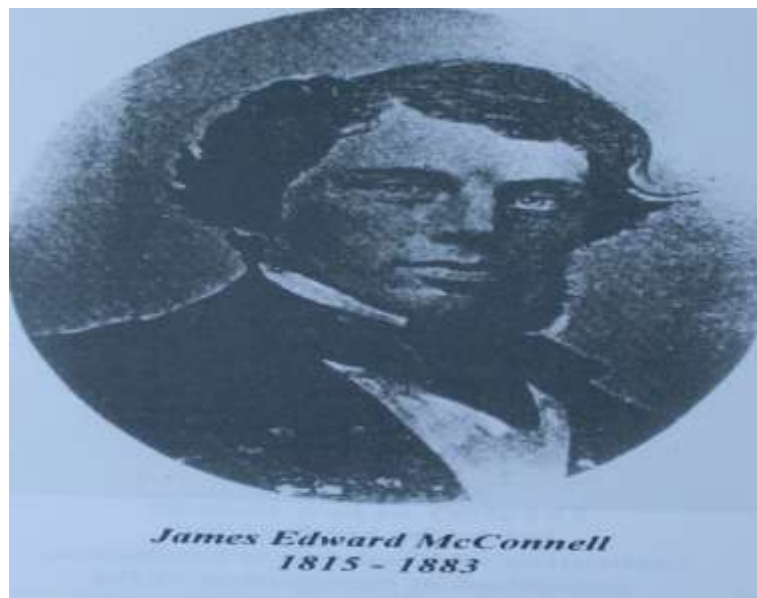
Submitted to David Balme esq of Worcestershire CC, as supporting documentation for GRIP Stage 5 of Bromsgrove Station project.

17th March 2013

Re: **Bromsgrove New Station Consultation Procedure.**

Bromsgrove Station is uniquely different and was originally authorised by the *Gloucester to Birmingham Railway Act 1836*. The intent being to operate a Rail service up the Lickey Incline.

In 1840 the Gloucester and Birmingham Railway Company Ltd appointed Railway Engineer Mr James Mc Connell, who suggested to...



his employer, that he could source locomotives powerful enough to pull trains up this very steep 1 in 37 hill by means of adhesion. He did so in Philadelphia, USA, but by the time of delivery to Bromsgrove the station had already been built, so what was the right location for a winch-rope hauled rail service, became the wrong location for traction.

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The reason being that starting from stationary at the base of this severe incline gives Rail Drivers no opportunity whatsoever to use kinetic energy to their hill climbing advantage and thus they crawl uphill for 2 miles with enormous pollution caused by PM10 particulates released into the atmosphere by large capacity diesel engines working at peak torque.

Bromsgrove Station was downgraded to '*Halt*' status in 1970, then modified in 1984 with two different platforms of 100 metres and 73 metres, thus allowing four car trains to service southbound passengers, but preventing northbound four car sets from stopping to uplift passengers. (See Fig 2)



Bromsgrove is a rapidly growing Town of 94,379 people (Source: 2001 census.) with three significant housing developments of 1730 upmarket new homes all within 10 minutes walk from the station. (*With population of 9998 all within 1 km radius of station.*) Much of which has contributed to the 400% increase in station footfall this past 10 years and a whopping 21.7% increase in ticket sales to and from Bromsgrove, in 2005 to 2006 all as recorded on Line 358 of the *Lennon* database maintained by the *Office of Rail Regulator*.

Worcestershire CC appointed *Halcrow* to conduct a survey in 2002 who concluded that rail journeys to/from Bromsgrove amounted to 320,000 passengers PA (Source: *Worcs CC Local Transport Plan2*, July 2005.) which at an average price of £5 per ticket is a potential prize of £1.6 million PA in ticket sales revenue, let alone cross-country traffic?

So with passenger demand rocketing due to the building of these 1730 additional homes and a new Housing Estate presently in planning. There has never been a better time for the two TOC's on this route to maximise farebox revenue and in the process reduce the enormous subsidy cost to HM Treasury.

Bromsgrove Railway Station Improvements

Therefore we in *Campaign for Rail* wish to show our support for this project by full participation in the consultation process. To that end we wish to draw your attention to the following matters, all of which are the collective concerns of our members in the Bromsgrove Area.

1. On-Street Parking of Stoke Rd residents is major area of concern for WCC
2. No Provision whatsoever for Residents of Terrace Houses Opp Co-op Store.
3. Double Yellow Lines applied to Stoke Rd, then erased due to mistaken date.
4. Residents 'Permit Parking' scheme req by some, but not all residents.
5. S.40 of Road Traffic Act 1991 allows BDC to charge for Residents Parking
6. B'ham CC charges £205 PA + £30 for second car + £30 for Visitors Tickets.
7. Parking is ever-Inc social problem and needs to be planned by LA.
8. Stoke Rd residents want Herringbone pattern parking in Selway Drive.
9. Stoke Rd residents want overnight parking provision Inc in Station Plans.
10. Selway Drive has 13 metres max width, when vegetation is cut back.
11. Selway Drive should be 'No Right Turn' into Stoke Road.
12. Station Drive should be 'No Left Turn' into Stoke Road.
13. Both of these modifications will improve Traffic Flow away from Station.
14. Footpath provision in Selway Drive for safe access to the Nursery.
15. Safety requires that Pedestrians be separated from Traffic in Selway Drive.
16. Physical Configuration of Track Layout must be clarified ASAP by NR.
17. Bay Platforms must be dismissed as these inhibit Growth of Rail Services
18. Turnback Facility must be included in NR final plan for Bromsgrove Station.
19. Provision for Electric Bankers should also be included to improve Air Quality
20. Freights need Two 140 Litre Turbo-Diesel Engines, to get 2000t Train uphill.
21. Statutory Consultation Process must be adhered too, to avoid Injunction.
22. Public Tpt provision To+From Station is essential for Modal Switch.
23. Bus Operators like First, Diamond and Hansons must all be encouraged.
24. Integrated Tpt plan must be the most desirable objective for Air Quality.
25. New Station & Ext of X-City line service will Inc Rail Catchments Area.
26. Cardiff Trains stopping will also increase size of Rail Catchment Area.
27. Lost Bays in Stoke Rd requires compensation Bays at top of Station Drive.
28. CfR acts solely as Conduit for Members concerns to Worcs CC.
29. CfR Constitution mandates us to Rail Business only.
30. Integrated Tpt provision must include Bike, Bus & Foot passengers.
31. Final NR plans must inc provision for Longer Platforms.
32. Final NR plans must allow for Cardiff Trains to stop at Bromsgrove.
33. Final NR Plans must be based on 2050 footfall, NOT 2015.

Bromsgrove Station is uniquely different for another reason, in that it has the redundant *Ex-UK Oil Ltd* Terminal only 250 metres south and by utilising this asset, dormant for 19 years, the re-located station will allow separation of local traffic, from high speed Cross Country Trains, plus the utilisation of the two unused sidings of 520 metres, lying fallow since 1996, to accommodate the longer loop line required by FOC's.

Bromsgrove Railway Station Improvements



The benefits of relocating Bromsgrove Station will be...

- Eight car Electric 323 train sets at Peak Loading times gives 162% increase in train productivity.
- Increased train capacity brings more farebox revenue, from those who want to use the station, plus new modal-swap converts !
- Moving stoppers off the main line reduces dwell time, thus increasing route capacity for more paths per hour, day or week.
- Separation of stopping trains from high-speed X-C traffic makes 100 mph max speed limit more likely. (Source *s.9.2 of RUS by SRA, published Feb 2005.*)
- Unused northbound 520-metre oil siding(s) could be extended 255 metres to accommodate the 775-metre maximum freight train requirement arising from *Interoperability Directive 2004/50/EU*.
- Charford Rd access for Road-Rail machines to this stretch of track saves 3 miles of wasted travelling time from the Barnt Green access point to the Operational Rail Network.
- Thus meeting six objectives in one single constructive act. Seven, when the 25 KVa wires are extended 3.8 miles from Barnt Green ?



As if these benefits were not enough, *Sir Nicholas Sterns* report (published 30th Oct 2006.) reminds us that we must consider the impact of '*Global Warming*'. For if not, we maybe condemning future generations to distress, death and destruction. Therefore if

Bromsgrove Railway Station Improvements

reduced *Carbon emissions* is the objective of HM Govt, then Bromsgrove station represents an enormous opportunity to cut many tonnes of diesel particulates from being spewed into the air by large capacity diesel engines crawling up this 1 in 37 hill, 24/7 and thus improve air quality in Nth East Worcestershire at a stroke.

Bromsgrove station presently serves some 94379 people as a local main line station. It also has over 204,000 people within 10km radius of the station (for whom it is the nearest main line station) and over 546,000 within 15km. Therefore the potential for long distance southbound travel is very high, but is held back by the lack of a Rail service.

Network Rails preferred Option 1/d included in the 2008 Strategic Business Plan has two islands platforms and a substantially improved car park, as well as Bus and Bike interchange facilities. A station with these features will stimulate modal switch and thus increase passenger footfall over and above the 491,000 presently traveling to and from Bromsgrove. (Source LM Trains database.)

The Office of the Rail Regulator maintains another second database and this shows a 21.7% increase in year-on-year ticket sales to and from Bromsgrove for 2005 to 2006. This fact does not surprise us, as there is enormous suppressed demand in this area, which will be released when the new re-located station is fully operational in 2014.

Finally and in closing, *Campaign for Rail* believe that a combination of housing developments, demographics and a new Estate in Bromsgrove represents a once in a lifetime opportunity for Worcs CC to encourage enormous modal-switch by this new modal-interchange with plans for cyclists, pedestrians and buses, including a full size bus turning circle. The effect of this will be dramatic, for it will create a sub-regional '*Interchange*' station which will draw modal-switch converts from a much, much wider catchment area than just Bromsgrove itself, for the new private estates on the west of Redditch are physically closer to Bromsgrove station, than they are to Redditch station. We in *Campaign for Rail* fully and wholeheartedly endorse this cost effective project, as an excellent return on capital employed for the future

Yours Sincerely,

Campaign for Rail.

Bromsgrove Railway Station Improvements

From: Balme, David (BEC)

Sent: 06 March 2013 14:19

Busy Bees

Thank you for your time this morning to discuss the Bromsgrove station proposals. I took the following points from the meeting, which the project team working on the Bromsgrove station proposals need to be aware of (if I have missed anything please let me know):

- Noise & vibration: You are concerned about the impact of noise and vibration during construction on children at the nursery.
- Use of the access road by construction traffic: This could cause conflict with people driving to/from Busy Bees if not managed properly.
- Increase in traffic using the access road: Once the station is open an increase in general traffic around the Busy Bees Nursery may similarly affect access to the nursery.
- Parking: There is a risk that rail users may park in the Busy Bees staff and parents parking. Measures are needed to reduce this risk such as signing and enforcement.
- Fencing & security: Since the removal of the vegetation from the station site the Nursery site is more exposed and new fencing is urgently required
- Fencing & security: Consideration needs to be given to the front of Busy Bees Nursery along the access road.

As discussed attached is a summary of the main dates in the station development project for information. If you could send through a plan of your site that would be very helpful.

We would also be happy to attend an event at Busy Bees to help parents understand what is planned during construction and how the station will operate once it has opened. The suggestion this morning is that this would be best held once the contractor has been appointed and this is not likely to be until winter2014.

In the meantime our consultation runs until March 17th and details are available at:

<http://www.worcestershire.gov.uk/bromsgrovestation>

Bromsgrove Railway Station Improvements

Sent: Thu 21/02/2013 22:59

We are writing to you because we are gravely concerned about the proposals for the New Bromsgrove Rail Station and the lack of engagement with people in the surrounding area most affected by the plans. We have completed the online questionnaire which forms part of the consultation process but we have issues with how this is presented to get the desired positive feedback i.e. several important questions are ignored. Our main objection is to the proposal for a pedestrian access off Breme Park - our house is one of the nearest to where the access way will be. We see no need for the access way under any circumstances. Access from Garringtons Road will present a danger to all the young children on the estate. We have a 30 month old and an 11 month old and in the future we'd like them to feel safe playing outside. With the pedestrian access way we won't feel safe as they will be able to access the car park/ train platform within seconds of walking out of our front door. There will be massively increased strangers on our usually very quiet peaceful estate, which again reduces the safety and security of a very family orientated estate. Furthermore the pedestrian access way will become a drop off and pick-up point for taxis drivers and travellers getting a lift from friends and family alike. **Why is it there is no question asking how residents feel about the pedestrian access way in the consultation?** We can imagine of a Friday/Saturday night people using the access way having had a drink before heading out for the evening and then, and even worse, passengers arriving back drunk on the last trains and being noisy and disturbing our family.

We are also very concerned about how close we are to the new station and car park and with our house windows open the pollution we may experience from all the cars. We are concerned about the bright lights keeping our children awake at night, together with the noise of the trains coming to a screeching stop at the station and the announcements being made will be heard when we are indoors and in our garden.

Another concern is for loss of value in the price of our house. As it is, if we could afford it we would start making plans to move now as we are really dreading the impact this station will have.

We understand our estate isn't currently adopted by the Council. We are concerned about who will take care of any extra maintenance required, and remove the likely rubbish that will be dumped? We also do not wish to have to live under rules dictated by parking permits, but accept this must happen if the Council put a modern station on our doorstep.

We are local residents directly affected by the Council and Centro's plans and we have received no direct information. We have only seen details in the local paper, which are presented in the most positive light possible. Today Jolene witnessed from our lounge window beautiful old trees being cut down along the edge of Garringtons Road. These trees gave us privacy and also blocked the view of the trains for us - we are really angry about these trees being cut down! It looks awful, now from our son's window all we see is rubble, tree stumps and an ugly metal fence on the other side of the current train track. For the first time in seven and half years (being when we moved in) I watched a train whizz past the window. How can work have started on the site before the end of the consultation period? It actually depresses us looking at the site where the trees have been removed today.

Bromsgrove Railway Station Improvements

If you are not able to directly help us could you please forward this letter to the appropriate Council Committees and help our voice be heard

WCC response:

Sent: 25 February 2013 12:06

Thank you for your email, which has been passed to me to provide a response to, as I am working directly on the station proposals on behalf of Worcestershire County Council. I'm sorry that you feel concerned and threatened about the station proposals. I hope that my reply to the points that you have raised helps you with these issues. These points are presented in the order that you have raised them in your email.

1. Lack of engagement. I'm surprised that you say this as we have a ten week public consultation period going on which has included four road shows in Bromsgrove town centre, seven road shows at the existing station and one at Bromsgrove Council House. During the exhibitions we spoke to a lot of residents from Aston Fields and Breme Park and also local businesses – but please see number 11 below.
2. There is no question about the direct access to Breme Park on the questionnaire. This is true and no need for this question was identified when the questionnaire was being drawn up. However in hindsight this is something we could have done with as we underestimated the concerns of local residents relating to points 3, 4 and 5 below. However there are opportunities to raise these concerns on the questionnaire form and through other channels as you have done.
3. The point about children being able to access the car park is a point well made, which we will need to consider when making final designs.
4. The point about strangers walking through the area is similarly a point well made, which we will need to consider when making final designs.
5. The point about the potential for Garringtons Road becoming an unofficial drop off point is another good point, which again we will need to consider when making final designs.
6. Light – I don't think that bright lights will impact your home due to the proximity of the three storey flats on Garringtons Road to your property. However if this does become a problem then steps can be taken to overcome this. The lights will be downward focused to avoid light pollution and will be dimmed between last train (23:20) and first train (06:20).
7. Noise – Again steps can be taken to manage noise levels from the public address system if this becomes a problem.
8. Loss of value from property – I think you might be pleasantly surprised about this. There are a number of studies that demonstrate that properties close to railway stations are worth more than similar properties further away from stations. Also research indicates that property values respond more to demographics, interest rates, the economy and national policy decisions (e.g. stamp duty changes) rather than specifics such as proximity to facilities.
9. Breme Park adoption – you are correct; the roads are not adopted by the County Council. This is however being addressed and the County Council is seeking to adopt the roads etc in the near future.
10. Parking permits – we are awaiting the outcomes of the full consultation period before developing proposals further but all feedback will be considered.
11. I'm surprised you say that you have no direct information as staff were asked to issue questionnaires to residents of Breme Park and other areas close to the railway station at the beginning of January. So I apologise that you have not received any information and I will investigate further.
12. The trees were to be pruned, so I'm concerned about your report that these have been cut down and I will investigate further.

Bromsgrove Railway Station Improvements

The entire aim of the consultation is of course to discuss our plans with local residents and rail station users so that we can refine the plans based on the feedback that we receive. A number of other people living in Breme Park have raised similar concerns to yourself and these will be considered fully once the consultation period has ended and we are able to look at all the responses that we have received.

Bromsgrove Railway Station Improvements

Sent: 09 January 2013 16:52

Further to our conversation, I am writing to outline my concerns regarding the proposed development of Bromsgrove Train Station.

I am not opposed to the development of the station, quite the opposite, I think it is long overdue and will vastly improve the area.

My concerns centre around the overall infrastructure to the project. It seems to me that little thought has been given to the surrounding streets and the impact that an increased number of passengers, and therefore traffic, will have.

At present, Stoke Road is often clogged up due to the narrow width of the road. Parking is absolutely necessary for the local residents and businesses, but this does mean that drivers have to pause and allow other cars through. This is already a massive problem and will only get worse if there is more traffic. I've witnessed on many occasions some quite dangerous driving - drivers either drive recklessly fast to get past the parked cars before the oncoming traffic, or drivers don't give way at all which results in one of the cars having to mount the pavement to pass.

This could all be avoided by the simple introduction of a one way system. Traffic could be diverted in a loop from New Road, along Stoke Road, and then up Marlborough Road back onto New Road. There are similar problems currently on Marlborough Road, so I'm sure it would be a huge benefit to the residents there if it were also made one way. That way, anyone exiting the new station, would have to turn left onto Stoke Road, and either continue all the way along to the A38, or turn right up Marlborough Road back to New Road.

I'm quite confident that such a scheme would also benefit the local businesses. With two way traffic and the problems I've described above, it's actually quite difficult to park. A one way traffic flow would make it far easier to do so, which would hopefully encourage Bromsgrove residents to use the shops and local businesses in the area.

I would also like to reiterate the importance of catering for sufficient parking provision for the local residents to ensure that we are not disadvantaged.

Bromsgrove Railway Station Improvements

Sent: 14 December 2012 13:26

Good Afternoon,

Referenced as per your numbering below;

1. **BRUG** would wholly agree, no retail opportunity would be short-sighted and therefore, we would strongly advocate making at least passive provision for a retail unit. When you consider that it would be so difficult to address that omission at a later date, as it would not be like bolting-on an exterior extension. Once the interior layout has been designed and constructed, there would be little scope for subsequently altering the internal composition.

It may be worth considering the situation at Sixways, where we understand, a largish office module within the Park & Ride building was subsequently found to be surplus to initial requirement.

However, had it been the other way round and it was later apparent that an office space should have been included, the initial cost of including the said provision, would surely, have been massively outweighed by the price paid regarding the subsequent need. The abundant number of retail/refreshment modules at other local stations, appear to be very successful and would certainly be sorely missed by regular rail users, if not available. We rest our case!!!

2. We would be extremely keen to see the details of Network Rail's chosen station and track option, if possible and hopefully, also discover that NR had opted for siting the Freight Loop, south of Newton Bridge. We have a **BRUG** meeting next Wednesday (and as you know, you and Emma are always welcome) and it would be great if Mike and I could present a reasonably comprehensive account of how things are looking at present.

3. Not the section of New Road north of the Stoke Road/Finstall Road junction, towards the Town then, which I thought was inferred within the consultation document?

4. (a) Is that just the green vegetation or are we talking cutting back the whole earth embankment and installing retaining walls, so as to substantially expand the operational width of road?

4. (b) That is great news that bi-direction traffic flows will be implemented on both access roads. Will the restriction imposing a; 'No Right Turn' still be instigated, for traffic exiting onto Stoke Road from the new access road? To which, we would not be opposed incidentally.

5. Removing all the Parking Bays on the section of Stoke Road between the two access roads, I know, has already been voiced as a cause of concern by some locals who use those bays. However, parked cars along that stretch, is an absolute pain now, so heaven knows what it will be like with both the new station and the Redrow housing development in place. Presumably David, any further efforts to try and get all those said parking bays removed, would be a matter outside the remit of the new station project team and presumably, an issue to address directly to the County Highways Department. or am I wrong on that?

Finally, I would suggest that the fiercest concern, throughout your public consultation process, will be voiced by those Breme Park residents, who up till now, have not experienced 'on-street rail user parking' within their immediate locale, but who however, have witnessed the concerning situation on the neighbouring roads around the existing station.

Again, many many thanks David for your most valuable engagement with us rail users of

Bromsgrove Railway Station Improvements

Bromsgrove and may I, on behalf of Bromsgrove Rail User Group, convey to Emma and yourself, our season's greetings and we look forward to seeing you both very soon!!!

Sent: 13 December 2012 12:26

Dear David,

Thank you for the copy of the Public Consultation document, which we will study and discuss with fellow members of the Region's rail user fraternity shortly and accordingly respond to any points that may be raised.

Both **BRUG** and **CfR** will continue to wholeheartedly support the 'new station' proposals and indeed, **BRUG** are more than willing to assist both main stakeholders in that consultation process, if so required.

You will appreciate, that as the initial rail user representative organisation for the Bromsgrove area, **BRUG** would wish to submit a separate, full and concise universal consultation response that addresses as many aspects of the enhancement proposals as is feasibly possible, involving both, the joint W.C.C./Centro and Network Rail, funded enhancement projects.

However, to assist us in presenting the details of the Public Consultation document to fellow **BRUG** members, there are a few points within the document, for which we would be most grateful in seeking some clarification;

1. (Under sub-heading; '*What is proposed*', bullet point two); could you explain further please, why the phrase, "*which may include*" has been considered necessary, when **BRUG** understood that all involved parties appeared to consider, that the said list of station facilities, were of paramount importance?
2. (Ditto, bullet point three); do we understand correctly, that the quote; "Four platforms", would indicate that Network Rail have finally established their chosen platform format and if so, may we ask, what that option involves?
3. (Ditto, under road network issues, bullet point one); may we ask as to the point to point locations, of the proposed restrictions for the west side of New Road, on that section of New Road, north of the junction with Stoke Road?
4. (Ditto, bullet point two); "New access road". May we enquire as to whether any more consideration has been given to our concerns regarding;
 - (a) Cutting back the existing earth embankments, together with constructing retaining walls, so as to create the 'maximum all round viability of use', for the said access road?
 - (b) Is the original proposal to restrict the access/egress directional traffic flows to and from the new station approach road with Stoke Road, still the intended option, as BRUG would argue that it is important to enable as many bi-directional traffic flow options as possible, to and from both station approach roads.
5. (Under sub-heading 'Stoke Road') there is reference to "the removal of one parking bay to enable better access to the station access road". Does this then imply, that the remaining parking bays on the south side of Stoke Road between the two station approach roads, will remain in place?

Bromsgrove Railway Station Improvements

If that is the case, **BRUG** would suggest that; considering the accessing of Stoke Road from it's junction with New Road, is at present so unsatisfactory, the situation following the commencement of Cross City Line services at Bromsgrove, together with the added increased traffic to and from the pending Redrow housing development, situated off St Godswald's Road, will drastically exasperate the problem. This situation highlights the existing lack of 'short-stay parking' within Aston Fields and the corresponding need to establish far more parking, to meet the needs of non-rail visitors to the village, particularly following completion of the various proposed developments.

Finally, we look forward to the Public Consultation and we acknowledge the splendid effort being made to fully engage the good people of Bromsgrove, that reside within the vicinity of the proposed new station site.

Tony.

WCC response: I will try to answer some of your questions below:

1 – The retail facility is not completely part of the plans for the station building at the current time. We could build a station building without a retail unit to save money. This would be short sighted but it could be done. Hence the reason for the text.

2 – Correct four platforms included. Sorry but I won't have the final layout until tomorrow.

3 – It is the entire west side of New Road between Ladybird Inn and existing station car park entrance.

4 (a) – Yes the vegetation will be cut back.

4 (b) – Traffic will be able to enter and exit the station by both approaches (New Road and the unnamed road from Stoke Road).

5 – For the time it is proposed to remove only one parking space from Stoke Road. You are probably correct regarding the remainder of the spaces and it will be interesting to see what further feedback we receive. Once the electrification is complete then the existing station car park will be available for people using local shops and businesses.

Thank you for your support – it is much appreciated.

Minutes of BRUG Meeting Wed 6th March 2013.

Meeting began at 1915hrs without the Minutes of the previous BRUG Meeting on 22/9/12 being proposed or seconded. So Minutes are available, but not yet recorded on the Record.

- 1. On-Street Parking of Stoke Rd residents is major area of concern for WCC.**
- 2. No Provision whatsoever, for Residents of Terrace Houses Opp Co-op Store.**
- 3. Double Yellow Lines applied to Stoke Rd, then erased due to mistaken date.**
- 4. Residents 'Permit Parking' scheme req by some, but not all residents.**
- 5. S.40 of Road Traffic Act 1991 allows LA to charge for Residents Parking scheme**

Bromsgrove Railway Station Improvements

6. B'ham CC charges £205 PA + £30 for second car + £30 for Visitors Tickets.
7. Parking is ever-Inc social problem and needs to be planned by LA.
8. Stoke Rd residents want Herringbone pattern parking in Selway Drive.
9. Stoke Rd residents want overnight parking provision Inc in Station Plans.
10. Selway Drive has 13 metres max width, when vegetation is cut back.
11. Selway Drive should be 'No Right Turn' into Stoke Road.
12. Station Drive should be 'No Left Turn' into Stoke Road.
13. Both of these mods will improve Traffic Flow away from Station.
14. Footpath provision in Selway Drive should be Inc in Plans for Nursery access.
15. Imperative for Safety to separate Pedestrians from Traffic in Selway Drive.
16. Physical Configuration of Track Layout must be clarified ASAP by NR.
17. Bay Platforms must be denied as these inhibit Future Growth of Rail Services.
18. Turnback Facility must be Inc in NR final plan for Bromsgrove Station.
19. Prov for Electric Banker Locos should also be Inc, to improve Air Quality.
20. Freights need Two 140 Litre Turbo-Diesel Engines, to get 2000t Train uphill.
21. Statutory Consultation Process must be adhered too, to avoid Injunction.
22. Public Tpt provision To+From Station is essential for Modal Switch.
23. Bus Operators like First, Diamond, Hansons must all be encouraged.
24. Integrated Tpt plan must be the most desirable objective for Air Quality.
25. New Station & Ext of X-City line service, will Inc Rail Catchment Area.
26. Cardiff Trains stopping will also increase size of Rail Catchment Area.
27. Lost Bays in Stoke Rd, reqs compensation Bays at top of Station Drive.
28. BRUG acts solely as Conduit for Members concerns to Worcs CC.
29. BRUG Constitution mandates us to Rail Business only.
30. Integrated Tpt provision must inc Bike, Bus & Foot passengers.
31. Final NR plans must inc provision for Longer Platforms.
32. Final NR plans must allow for Cardiff Trains to stop.
33. Final NR Plans must be based on 2050 footfall, NOT 2015.

Summary. *Objective is still to get construction started ASAP on Bromsgrove New Station, with best connectivity on XC routes, best value for stakeholders and enhance Rail Network overall. Including Lickey Incline 'Heritage' data in the final, final specification.*

Bromsgrove Railway Station Improvements

From: More, Annette (BEC)

Sent: 17 December 2012 12:13

Andy/Mike

Have just attended all the North fora, and noted principal points re Transport from each

Bromsgrove

- Mentioned changes to MRD services in Catshill and Charford. (Comment can back from several cllrs – who are MRD? we've never heard of them!)
- Information on Xmas services well received. Explained how info was being publicised. Cllr Peters took away Wythall leaflets to laminate and distribute.
- Updated on future of CBT service 158. 140 and 197.
- Cllr Bunker mentioned reliability of 144 (although I think she meant S23) to 6th Form college – her son uses it. I advised here this had been retimed from October half term, but she said was still a problem. Asked her to advise us promptly of specific incidents. Mentioned this to CH who has not had any reported incidents of lateness since Oct.
- Cllr Blagg reported that the RSL display in Worcester Bus Station often scrolls pages 2 and 3 too quickly to read.
- Bus stop – Catshill primary School. Cllr Sheila Blagg raised issue of obstruction of narrow footway by passengers waiting at stop outside school. This was causing children and parents walking to school to step into road. It was suggested stop could be set back into school grounds. Richard Clewer suggested that this may cost £3000, and cllr Blagg indicated she may be able to contribute £2000 toward it. (note this stop has a shelter cantilevered to roadside). Note Catshill primary and Middle have shared headteacher and this may tie in with discussion we have had re parking issues at Chadsgrove/Catshill Middle.
- Discussion around ownership and maintenance of bus shelters. Cllr Peters asked for clarification of situation re new Gold standard shelters in Wythall, as he understood Steve Hawley said they would be maintained by CC. I have since clarified this with SH, who said this was not the case – merely that the developers had been asked for a contribution for ongoing maintenance which would be passed to the PC. I will advised cllr peters of this.
- Some discussion around new Bromsgrove Rail Stn. Importance of joined up thinking in relation to Car Parking. Residents of Stoke Road currently park in section of road which will be new access to Rail Stn. How is this being considered? I mentioned that a consultation exercise was planned for early Jan – I assume it will be covered by this, but will pass this point on to Michele/Nicky.
- I had a conversation prior to the formal part of meeting re S7 in Wythall with Cllr Peters. Cllr P would be discussing needs of St mary's CP with residents.

Bromsgrove Railway Station Improvements

Sent: 22 February 2013 11:57

Results For Form Submission

Please, Please, support the residents of Breme Park with saying "NO" to the plan to create access to the new railway station from the estate.

As a resident on Breme Park I am very concerned that the plan to open up Garringtons Road and create a pedestrian access to the new station. This is going to cause so many problems such as turn out estate into a drop off point for rail users, parking will be terrible and already difficult at times but also concerns me that people will "hang out" at night coming off late trains.

The safety of the children on the estate will be put at risk with non residential parking and hang outs. My relatives who visit regularly will struggle to park by house.

Residents don't need access to the station we can walk up the road easily.

But what has really made me angry is that no plans have be past from the new station yet, but they have removed the large trees already and exposing the railway to the estate.

Please help, stop the access pathway it's not needed and will cause problems

Sent: 12 February 2013 19:37

Thank you for your help in finding me a way to raise this question with the team

In simple terms the question is...Has the platform height of the new Bromsgrove station been determined by its relationship from its height from track level to the bottom of the train operators carriage door apertures so as to give passengers a simple step across from the platform to the carriage without having to step either up on entering or down when leaving the carriage.

WCC response: I'm sure the platforms will meet standard GRIP guidelines but to we know what these are and subsequently what the height of the platform is?

Bromsgrove Railway Station Improvements

Sent: 30 January 2013 00:30
To Whom It May Concern

I am writing with reference to: The New Bromsgrove Rail Interchange Public Consultation.

After meeting Tom Delany on the exhibition bus for the public consultation exercise on January 29th 2013 I am emailing as Mr Delany requested.

I would like to offer some feedback which I believe you are welcoming for the proposals for the new rail station in Bromsgrove.

BREME PARK RESIDENTS MEETING

I'd really appreciate if the Council could work out a way of getting the residents of Breme Park together for a meeting to chat about some pressing issues which I believe may have been overlooked by the planning committee, of the new proposals of the entrance to the New Station via Garringtons Road. I would propose that this entrance does not need to be there at all and that the only access to the station should be via New Road or past Busy Bees nursery.

I have enclosed just a couple of already pressing concerns below, there are other issues including, the effect on house prices, noise management, air pollution from the 360 cars and extra buses, security measures and loitering that have also not been addressed.

- **Traffic management onto the estate** - The amount of traffic that will now come on to the private estate to drop off and pick up commuters. The rush hour congestion in and out of the T junction on Sherwood road is already a huge traffic issue and during rush hour there can be a huge wait to get out onto Stoke road. Many school children also cross this T junction road during such time and there is already no traffic management. This could be even more of a safety issue than it is already is with more traffic coming onto the estate. This is just the bottom of the estate I know this problem is also at the top end as well.
- **Traffic management on the estate** - The Garringtons road, Forge Avenue loop. Cars will drive into the estate, drop off outside the station on Garringtons road and continue round in a loop onto Forge Avenue. This will be a massive increase of traffic on roads that were not built wide enough to let such traffic pass. If Residents parking is put in place, I feel it would almost have to become a one way system, as the road is too narrow to park on both sides and allow traffic to pass through. This drop off drive by loop has been severely overlooked.
- **Roads:** The roads in Breme Park were not designed to have such an amount of traffic on them and they aren't built wide enough to cater for such traffic. The Sherwood road is also badly surfaced and the effects of such heavy traffic would only make this and the Breme Park estate roads worse.
- **Parking:** Although residents I am sure would want residents only parking, there is not enough room to park two cars opposite each other and to also allow the volume of traffic to pass. This is a serious safety hazard which I feel has been severely overlooked.

I would propose that there is no access to the new station via Garringtons Road and that residents continue to walk down New Road or past Busy Bees nursery to get into the station. I would also propose a health and safety road management team look into the above points raised.

Bromsgrove Railway Station Improvements

Could you please advise me of your action after receiving this email as I am aware the closing date of feedback is 17th March 2013, and I would be interested in knowing that these issues are taken as seriously as they are written?

The Breme Park residents should be allowed the right to have their views heard and listened to by the people who make the final decisions on the plans.

From: Dursley, Ed (BEC)

Subject: RE: Bromsgrove Station - Public Consultation.

Thanks for the chance to comment –

It would be well worth getting wheeling channels into the platform steps from day one.

The above link should help with getting the cycle parking element as good as it can be too.

Sent: 14 January 2013 19:57

Subject: Mobile Refreshments

Further to our recent telephone conversation, I would like to submit the following information as requested.

I am currently looking at developing a mobile refreshments vehicle to provide fresh coffee, tea, hot chocolate, porridge and light snacks, at an affordable cost, during the morning rush and within busy periods. These refreshments can be served from any available space near to the entrance.

There are many benefits to allowing a mobile refreshments vehicle to trade at the new train station development: Staffing, Stock control, Environmental Health, Insurances, allocated area within the new build most importantly costs.

I would like to bring a fresh face and an appealing smell to what can be a dull morning commute, and with Birmingham being just 30 minutes away what better way to enjoy the journey, than with a freshly made ground coffee and a croissant.

Bromsgrove Railway Station Improvements

This letter is in addendum to the questionnaire for the proposal of the new Bromsgrove Railway station to cover aspects that the questionnaire does not allow for.

We wish to make you aware of our feelings as very local residents to this proposed development on some of the key aspects of the proposal.

1 – Noise levels

Our house will be approximately 80-100 yards from where the new proposed station location will be. And as such, we are concerned about the noise levels that are due to increase in expected passenger footfall, cars in the car park and the increase in trains. We want to ensure that on your agenda for the development there is thought put into shielding the new facility from our estate to reduce this. As a suggestion – I would advice looking into:

The replacement of the existing fencing on the current site to something akin to the concrete divider facilities used on motorways that can dampen sound for local residents. Other sources of noise such as announcements (if they are required?) should be done using sound-directional speakers towards the platforms and away from the estate.

2 – Light Levels

With a car park and new station, we are expecting that the area will be lit much more than current to ensure user's safety of the new facilities. We are concerned that this increase of light pollution will affect us being so close, and if not properly resolved, would affect our sleep and privacy. For this issue, I would advice:

As previously mentioned – the replacement fencing for the new site would need to be of sufficient height to shield low level light sources, while higher sources (such as lamps, roof station lights etc.) are directional away from our estate and are on timings.

Bromsgrove Railway Station Improvements

3 – Security and Safety

The biggest worry when we saw the proposal was with the inclusion of access to the station direct from our estate from Garrington Road. While we can see your point in having this – For us as a family raises the following concerns:

a.) At the moment we are already experiencing yobbish behavior from people who use our estate as a walk through. Having a quick exit from the station into our estate would increase this – especially on the Friday night / Saturday night trains back from Birmingham. We don't want to feel unsafe in our own homes and have to worry about rubbish, cans and vandalism increasing outside our home. While you may respond by increasing local police to monitor this - this is not a good use of tax payers money.

b.) Safety – we have a young family and we have pets. Our concern about having a quick access via the estate to the train station means that there is a big concern about our pets getting hurt or killed on the railway – and also for children to wander into the new facilities. When our family gets older – we don't want the worry of not letting our children play outside for fear of them getting hurt on the railway.

Therefore we would like to STRONGLY inform of our concern of this proposed feature and that we are very much against this installation and would suggest that no access is provided via the Estate. For people who use the station from the estate, this doesn't make the situation any worse for them and with the inclusion of a new road access to the new station – walking time will be reduced anyway.

Please also note that the removal of this feature also helps the other points we mentioned previously. Namely – no gap to the station will help reduce noise and light levels further.

4 – Car Parking / Restrictions

Finally – we are worried about the policing and suggestion of the car parking restrictions that are proposed in our estate. We want to ensure that if this does need to happen to protect us - then local residents are not fined or penalised in anyway. Also thought needs to be taken into account for visitors and family members who visit the estate on a regular basis, which isn't mentioned in the proposal. I am also concerned that managing this will be a heavy logical exercise due to the lack of spaces that local apartments have for their vehicles at present.

My suggestion – if there is no access to the station from our estate in the first place, and the new station car park is charged at a reasonable price for users, then there is no need to put any local parking restrictions for residents and things can continue as usual.

Bromsgrove Railway Station Improvements

In summary, when we purchased our property 6+ years ago, please remember we choose the location for the quiet, safe area for our young family to grow up. We did not choose to live so close to a railway station and the change of situation this proposal brings will disrupt the way we want to live our lives in our family home. Please keep this in mind with your proposed development.

Bromsgrove Railway Station Improvements

I have already filled in your questionnaire relating to the consultation on the railway station but since then I have had a few thoughts.

On a morning I meet with some friends to walk our dogs between 7a.m and 7.30 a.m. We walk on the recreation ground on Stoke road but I already find the Stoke road to be quite busy even at that time of day it can be difficult to cross the road. For that reason and for the sake of the Aston Fields shops I think it would be practical to make Stoke Road a one way street to help with the added congestion that will occur when the new station is in operation.

I am not sure what will be decided on the parking in South Road but permit parking seems to be the sensible answer. The only problem is that the house frontages are quite small and even if there were only one permit per house I don't think the street could accommodate a car for every residence. Some households have 2 cars and we have quite a lot of small tradesmen in the street that have a van. They already struggle to make a living in the current economic climate so if they have to pay for parking elsewhere that would be another drain on their resources.

There are some households that would be prepared to pay for access to the back of their properties which could alleviate this problem a bit.

Apart from these concerns I think that most of the people in the area or South Road at least welcome the new railway station.

Bromsgrove Railway Station Improvements

Since most of your tick-boxes don't apply to me as I don't use the railway I am sending my few comments by letter. I do however strongly support the creation of a new station.

I am very concerned about the parking within Aston Fields, since it is vital for the economy of the shops that people will be able to park free for a sensible time – probably for an hour during the daytime. Most people who are parking are going into Banners, the Post Office, the chip shop, etc. and therefore are only needing to stay for about fifteen minutes. Those wanting to stay longer, for hairdressers for instance, could park in the present station carpark for two hours or more.

Therefore we need to keep the four spaces outside Banners, those on the east side of New Road opposite the bus stop, those on south side of Stoke Road, and, most important, we need all of the west side of Station Approach (New Road) down to the bottom for an hour free parking.

Secondly, I was pleased to see that there will be a pedestrian walkway from Garrington Road into the station, but also think it important that there should be a similar entrance from the estate on the opposite side of the railway, thus reducing the use of cars coming through Aston Fields.

Sent: 13 March 2013 11:54

I am the owner of a property which is currently let to private tenants whilst I now live in nearby in Finstall.

When I bought the property there were no parking restrictions on the opposite side of the road and residents were able to park their cars overnight and weekends without a problem. In recent years parking restrictions with designated bays have been introduced and this has created problems for the relatively small number of homeowners who do not have any access to the rear of their homes (of which I am one). Residents have to move their cars regularly and use other residential streets in the area to park or face parking tickets and fines.

Bromsgrove Railway Station Improvements

I believe the improvements to Bromsgrove Station are generally positive and beneficial for the town but I am very concerned that if parking is further restricted on Stoke Road it will be detrimental to the daily lives of the residents. My house is almost opposite the new access road to the station and the family who live there have two cars and the prospect of nowhere to park.

I understand that the new station is to have a much larger car park than at present and would like to suggest that a number of spaces be reserved and designated as parking for the residents of Stoke Road who have nowhere else to park. Residents in the relevant properties could be issued with a parking permit to show their entitlement.

The houses on Stoke Road are traditional family houses which have formed the heart of Aston Fields for over a hundred years and it would be extremely unfair to discriminate further against the local residents by removing and not replacing what little parking they have left.

I have completed the online consultation questionnaire, but as there was no space for additional comments, please consider the following:

I welcome the proposals for 'better integration with local bus facilities', but are you aware that Bromsgrove station is poorly served by bus services at present? The peak hour services to / from Bromsgrove Town centre are infrequent, and the last evening bus departs the station at 18:04 hrs, which is too early for the majority of commuters returning from Birmingham.

As the majority of peak hour travellers are / will be commuters, unless the bus service is improved the new station will just attract more cars until the car park is full again.

Please consider more frequent peak hour bus services as part of the proposals.

Bromsgrove Railway Station Improvements

From: Jones, Michele (BEC)

Sent: 14 March 2013 12:23

Hello Andrew,

Thank you for this.

Some thought has been given to these issues (and others raised as part of the consultation process) and options are starting to be investigated but no decisions will be issued until the consultation has finished. These will be published on our website in due course.

www.worcestershire.gov.uk/bromsgrovestation

Regards and thanks

Michele

Sent: 13 March 2013 09:50

To: Jones, Michele (BEC)

Hi Michele

As the consultation draws to a close ,has any further consideration been given to the traffic problems,our solution of a one way system and resident parking?

Regards

From: "Jones, Michele (BEC)"

Sent: 10 January 2013 11:40

Hello Andrew,

Thank you for taking the time to place your comments in writing to me. I will ensure that they are recorded as part of the consultation process and responded to appropriately within the final reporting.

Kind regards

Michele

Bromsgrove Railway Station Improvements

Sent: 09 January 2013 16:52

To: Jones, Michele (BEC)

Hi Michelle

Further to our conversation, I am writing to outline my concerns regarding the proposed development of Bromsgrove Train Station.

I am not opposed to the development of the station, quite the opposite, I think it is long overdue and will vastly improve the area.

My concerns centre around the overall infrastructure to the project. It seems to me that little thought has been given to the surrounding streets and the impact that an increased number of passengers, and therefore traffic, will have.

At present, Stoke Road is often clogged up due to the narrow width of the road. Parking is absolutely necessary for the local residents and businesses, but this does mean that drivers have to pause and allow other cars through. This is already a massive problem and will only get worse if there is more traffic. I've witnessed on many occasions some quite dangerous driving - drivers either drive recklessly fast to get past the parked cars before the oncoming traffic, or drivers don't give way at all which results in one of the cars having to mount the pavement to pass.

This could all be avoided by the simple introduction of a one way system. Traffic could be diverted in a loop from New Road, along Stoke Road, and then up Marlborough Road back onto New Road. There are similar problems currently on Marlborough Road, so I'm sure it would be a huge benefit to the residents there if it were also made one way. That way, anyone exiting the new station, would have to turn left onto Stoke Road, and either continue all the way along to the A38, or turn right up Marlborough Road back to New Road.

I'm quite confident that such a scheme would also benefit the local businesses. With two way traffic and the problems I've described above, it's actually quite difficult to park. A one way traffic flow would make it far easier to do so, which would hopefully encourage Bromsgrove residents to use the shops and local businesses in the area.

I would also like to reiterate the importance of catering for sufficient parking provision for the local residents to ensure that we are not disadvantaged.

From: Jones, Michele (BEC)

Sent: 13 February 2013 09:33

[I'm sure the platforms will meet standard GRIP guidelines but to we know what these are and subsequently what the height of the platform is?](#)

Sent: 12 February 2013 19:37

To: Jones, Michele (BEC)

Thank you for your help in finding me a way to raise this question with the team.

In simple terms the question is...Has the platform height of the new Bromsgrove station been determined by its relationship from its height from track level to the bottom of the the train operators carriage door apertures so as to give passengers a simple step across from the platform to the carriage without having to step either up on entering or down when leaving the carriage.

Bromsgrove Railway Station Improvements

I disagree with the area proposed for restricted parking.

Neither the council nor the rail authorities have acknowledged on Rail Interchange Public Consultation documents that the area to the south of the new station is being developed in the immediate future.

(Bromsgrove Council Approval of reserved matters application no: 12/0708.)

So at the same time as the building of the New Station with increased traffic volume, 200+ local cars will be exiting St. Godwalds Rd on to Stoke Rd. The officers, on the Exhibition bus, have assured me that NO pedestrian access to the station will be allowed from the southern side, which in the long term I find difficult to understand or believe.

It is vital that the whole of the Hazelcroft area (Existing and to be developed) is included in the resident's parking zone.

Below is an extract of a letter sent to the County Council in NOV. 2010

"So I make the following observations in the hope that highways may make a coherent, forward looking strategy, in order that Aston Fields will not experience the same (or even worse!) traffic problem as the exit from the Oakalls estate.

1. The proposed exits from the new station (with planning for 400 space car park) are, I believe, at the roundabout and in Stoke Rd. by the old oil depot. Now the council provides in the range of 80 spaces. Therefore, the new station, not full, and the proposed development would release a further 500 cars minimum, attempting to access the Stoke Rd at peak times, within a 200 yards distance. How many sets of traffic lights will be possible within that distance? How many will be required to keep traffic moving? How will this affect deliveries for local businesses? How will this affect parking for the employees of local businesses?
2. **Station traffic parking fills St. Godwalds Rd. and goes well into Rutherford Rd. in order to avoid the Council's £3 parking fee. Network Rail's charges will exceed this price, with what consequences?**
3. Traffic from Redditch presently comes through Aston Fields to avoid the Oakalls roundabout.

Bromsgrove Railway Station Improvements

Sent: 30 January 2013 00:30

BREME PARK RESIDENTS MEETING

I'd really appreciate if the Council could work out a way of getting the residents of Breme Park together for a meeting to chat about some pressing issues which I believe may have been over looked by the planning committee, of the new proposals of the entrance to the New Station via Garrington Road. I would propose that this entrance does not need to be there at all and that the only access to the station should be via New Road or past Busy Bees nursery.

I have enclosed just a couple of already pressing concerns below, there are other issues including, the effect on house prices, noise management, air pollution from the 360 cars and extra buses, security measures and loitering that have also not been addressed.

- **Traffic management onto the estate** - The amount of traffic that will now come on to the private estate to drop off and pick up commuters. The rush hour congestion in and out of the T junction on Sherwood road is already a huge traffic issue and during rush hour there can be a huge wait to get out onto Stoke road. Many school children also cross this T junction road during such time and there is already no traffic management. This could be even more of a safety issue than it is already is with more traffic coming onto the estate. This is just the bottom of the estate I know this problem is also at the top end aswell.
- **Traffic management on the estate** - The Garrington road, Forge Avenue loop. Cars will drive into the estate, drop off outside the station on Garrington road and continue round in a loop onto Forge Avenue. This will be a massive increase of traffic on roads that were not built wide enough to let such traffic pass. If Residents parking is put in place, I feel it would almost have to become a one way system, as the road is to narrow to park on both sides and allow traffic to pass through. This drop off drive by loop has been severely overlooked.
- **Roads:** The roads in Breme Park where not designed to have such an amount of traffic on them and they aren't built wide enough to cater for such traffic. The Sherwood road is also badly surfaced and the effects of such heavy traffic would only make this and the Breme Park estate roads worse.
- **Parking:** Although residents I am sure would want residents only parking, there is not enough room to park two cars opposite each other and to also allow the volume of traffic to pass. This is a serious safety hazzard which I feel has been severely overlooked.

I would propose that there is no access to the new station via Garrington Road and that residents continue to walk down New Road or past Busy Bees nursery to get into the station. I would also propose a health and safety road management team look into the above points raised.

Could you please advice me of your action after receiving this email as I am aware the closing date of feedback is 17th March 2013, and I would be interested in knowing that these issues are taken as seriously as they are written.

The Breme Park residents should be allowed the right to have their views heard and listened to by the people who make the final decisions on the plans.

Bromsgrove Railway Station Improvements

From: Balme, David (BEC)

Sent: 31 January 2013 11:22

Mrs Jinks,

Thank you very much for taking the time to attend the exhibition at Bromsgrove railway station and for your comments below. We are currently taking stock of the comments that were raised during the exhibitions and analysing the responses received so far. As you can imagine we spoke to a lot of people during our exhibitions and there were many suggestions to consider. There will be a further communication to people living in the area surrounding the railway station in early March.

From: Ian Frostick

Sent: 20 March 2013 10:35

The opportunity for historical photos of the line to be included in the waiting room exists. The Bromsgrove Rail User Group (BRUG) have expressed a desire to install a mural on the external wall showing details of the Lickey incline which i have discussed with them in principle. They are looking to undertake works to the renovate the turntable and so would not wish the bricks to be removed. I understand that there is a number of historic plate located at the station and i have also discussed with BRUG incorporating this in the new station.

I live on Breme Park Bromsgrove and am very concerned regarding a pathway to the new train station. My worry is people using this as a cut through the estate to get to the new Kentucky Fried Chicken place that is going to be built. It concerns me that nobody will have anywhere to park and people will abandon their cars on the estate which is already full to the brim with people parking on footpaths already. I also worry about youths hanging around on the estate and using it as a place to meet and forming gangs making it feel unsafe.

Bromsgrove Railway Station Improvements

Dear Sir,

I have been an avid railway enthusiast throughout my life and grew up in Bromsgrove, often spending many happy hours watching and photographing trains around the Bromsgrove area. I would like to add my thoughts to this exciting proposal.

First and foremost I fully support the new station scheme. The opportunity to provide 21st Century standards to railway travel from Bromsgrove should re-generate the whole area. I have no doubt that local citizens will thrive on the new facilities and enjoy a fast, efficient service to Birmingham and beyond.

However I find the new proposals tinged with disappointment as I feel the new station is rather bland and characterless, and somewhat ill-befitting a town that is rich in railway history; Bromsgrove is well known around the country because of its railway heritage ranging from its former wagon works, roadstones to former drivers in the cemetery, Big Bertha and other banking engines, and the famous Lickey Incline. We still have an active local railway society and a website dedicated to the Lickey Incline. Occasionally special excursions pass through Bromsgrove and these attract numerous enthusiasts and photographers to the surrounding areas.

I would have liked to see a more traditional building, similar to stations such as Great Malvern / Malvern Link, that attract people because of their design. St Pancras station attracts more interest and revenue compared to the very bland Stratford International! We need a station to be proud of, and not just functional.

I would also have preferred free car parking, as afforded at Sornfield and Selly Oak. People will still park far away in local streets to save a few pounds.

I hope my comments provoke further debate. I look forward to using the new station as a...

26 February 2013

Thank you for your letter to Worcestershire County Council regarding the proposals for the new Bromsgrove Railway Station and thank you also for your support for the proposals, there has been significant support voiced for the new station over the last few weeks.

I am sorry that you dislike the proposed station building. I would hope that when you visit the new station when it has been opened you take a liking to the new facility.

We would also have supported free parking, however our pockets are not as deep as though belonging to the West Midlands and ultimately the revenue from the cars parked at the station will be paying the interest on the loans which are funding the station.

Yours sincerely

David Balme

Bromsgrove Railway Station Improvements

Sent: 15 March 2013 20:51

Ma'am and Sirs,

I email you in relation to the above subject.

The above subject is a matter that is being discussed on a daily occurrence within my community. I feel necessary to email each and every one of you to advise you of not only my concerns, but the concerns of many residents of Breme Park, Bromsgrove. At least two of the recipients of this email will have first hand knowledge of this estate.

These concerns have already been raised by several people completing the survey within the New Bromsgrove Interchange Public Consultation Leaflet and at the location exhibitions provided by Network Rail and council, however, we all feel that these issues are so important to us, that they need to be looked at by everyone who has the power to change them.

First, let me explain a bit about myself and my circumstances. I am a 34 year old married man. I have a son, who is approaching 3 years of age and I have another child due in June of this year. My wife and I are both professionals who juggle family life with full time careers within the public sector where we both work varied shift patterns. We have lived in Bromsgrove and Breme Park for the past 7 years.

I am a regular user of the train network, catching the train on my daily commute. I use the train from the first 0621 hours train, up until the last train home at 2304 hours. I feel that the improvements planned to Bromsgrove Train Station are a step forward to improving the uncomfortable commute for the many train users that use the Bromsgrove service. That said, I feel that some of the planning ideas will create problems on a large scale, if not addressed and rectified sooner rather than later.

The reason for my email today is to inform you of these issues and explore you to change them.

I feel that it will be easier if I list the issues that I, and many many others on Breme Park are having and then explain them further in detail.

- 1.) The amount of Car Parking spaces to be built.
- 2.) Retail Facility within the new station.
- 3.) Pedestrian Access to the new station from Breme Park.
- 4.) Parking restrictions / provisions within Breme Park.

I will explain in further detail each of the above points.

1.) Car Parking spaces - 350 car parking spaces seems excessive to say the least. I think I can count on one hand in the last 7 years, when the present car parking at Bromsgrove Train Station has been full and commuters have been unable to park. Over 80% of present train users get to the train station either on foot, cycle, taxi or dropped off. Granted, the building of a new station will bring new users, but hoping that 350 car parking spaces will be filled on a daily basis is somewhat adventurous. Surely the space and money would be better used on providing taxi / dropping off / picking up / bus facilities. Creating less parking spaces will

Bromsgrove Railway Station Improvements

require more people to seek alternative methods in getting to the train station, in turn reducing carbon emissions, leading to Worcestershire Council becoming greener. Doing this will also ensure that the amount of traffic in a small village of Aston Fields is not increased beyond what it is able to deal with.

2.) Historically retail within train stations brings with it added problems. It is envisaged within the community, that providing retail within the new station will bring with it increased crime (Shoplifting), increased Anti Social Behaviour (kids / youths hanging around at all hours), increased litter - the present station has no retail facility and there is a daily problem with litter in and around the station, a matter that has already been brought to the attention of the council and network rail, with very little done about it, I know, as I am the one who reports the issues. The main concern of residents if a retail facility is allowed, then increased crime and ASB will affect local residents, especially if combined with direct access to Breme Park.

3.) This is the biggest concern of Breme Park residents. I and the local community feel that allowing easy pedestrian access to Breme Park will affect the whole of Breme Park residents. Breme Park is a small family estate with many young children. Breme Park is, at present, a clean and relatively low crime area. It is also a safe environment for the many young children within the estate. Allowing easy pedestrian access to the train station will change all of this. Allowing easy access to a housing estate will increase 'opportunist' crime in relation to Burglary, Theft, Robbery, Vehicle Crime, ASB, Criminal Damage, Littering, Traffic Offences, Public Order Offences and Common Law offences. Allowing direct access to the station will be a potential risk to small children and vulnerable persons who may wander inadvertently onto the train platform, a small risk, but nevertheless, a risk, that if the council can remove by closing direct access, then they must. Allowing access from Breme Park will bring with it definite parking issues, which I have detailed further in my next point.

4.) The council and Network Rail have made suggestions in relation to parking restrictions within the estate. I, like many others feel that these, although appear good on paper, won't work in practice. You may or may not be aware, that there are several ongoing issues with the road network on Breme Park, that even after several complaints and many years have not been rectified. Breme Park was built by Persimmon Homes, and work completed on site in 2005. You would assume that since this date, Breme Park has been under control of the council. You would be wrong. Breme Park has not yet been adopted by the council and therefore, so they tell me, they are not responsible for maintaining it, they are unable to do anything about the ever increasing parking problems, the loose kerb stones, clearly abandoned cars, which according to local police is not a priority. I am sure that you will advise me that by the time Bromsgrove has a new train station, these problems would be rectified and everything will be rosy, however, going on past history, I would not be hopeful of this. If the land is not adopted by the council, then what powers will the council have to deal with parking issues? Who will police the parking restrictions? I very rarely get to park outside my house as it is due to the amount of traffic on Breme Park, this will only get worse. Have Bromsgrove Council considered the cost of issuing Guest Passes? We regularly use family for childcare and so have regular visitors and would require numerous passes to allow them to park.

I know that this has been a long email, but it is something that requires careful consideration before final plans are put in place.

None of the residents I speak to oppose the train station move and most welcome it, however, EVERYONE I speak to opposes the public access from the train station to Breme Park. I urge you to reconsider this plan to open up the access and urge you to move forward with NO access to Breme Park from the station.

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Sent: 11 March 2013 09:58

To: Balme, David (BEC)

Hi David,

Thanks for your reply. I live on Gate House Lane in Breme Park. The proposed pedestrian access is therefore in an excellent position for us. We are more concerned about the potential parking issue as the estate is already difficult enough to drive through with all the parked cars - although we are all for the new station and improved service.

Yes, badgers can be very frustrating as it is difficult to stop them moving around! I thought there would be reptiles present as well so that's nice to know! If you need any additional help at any point please don't hesitate to contact me.

Date: Mon, 11 Mar 2013 09:11:07 +0000

> Hi,

> Thank you for your email. I am indeed working on this project for Worcestershire County Council. The consultation period runs until March 17th, so for the time being although we are sifting through the consultation replies (thank you also for replying) there is still time for people to submit replies to us.

>

> So currently we are waiting for final replies to the consultation before making any decisions on the proposals. Whilst I am able to reply to emails there is unlikely to be much public engagement until after the County Council elections on 2nd May. This is to avoid distorting the electoral competition. There will be a public consultation report available as soon as possible after that date.

>

> In the meantime design work is on-going and I am sure that you have noticed that we have removed a lot of the overgrown vegetation from the site. We have a small colony of slow worms on site, which need to leave during the summer and there are badgers living on the Rutherford Road side of the railway which we are desperate to keep off the site as I am sure you can appreciate. However the likelihood is that we will need a licence from Natural England to manage the badgers at some point.

>

> We do already have consultants working on our environmental management requirements relating to the badgers etc and also water management.

>

> Thank you for your interest - as a resident of Breme Park, I would be interested in your views on our proposed pedestrian access between Breme Park and the station and related to that, which road on the estate do you live on if you don't mind?

>

> Sent: Sat 09/03/2013 10:54

> Your email address was passed to me my Bromsgrove District Council. I was wondering whether there was any updated information on the proposed Bromsgrove Railway Station. I live in Breme Park and returned the consultation document that was sent out to everybody and wondered if there has been any progress?

>

Bromsgrove Railway Station Improvements

> I am also interested as I have just set up my own ecological consultancy company, based from home in Bromsgrove at the moment, and would therefore be interested in any work that is being contracted out, as i'm sure that there will be associated environmental and ecological issues, although some surveys may obviously have already been undertaken.

>

From: Balme, David (BEC)

Sent: 31 January 2013 13:29

Ian,

At one of the Bromsgrove station consultation exhibition events this week I have been asked whether Network Rail intend to make any changes to Finstall Road bridge to accommodate the electrification works.

Are you able to answer this question – is there sufficient headroom under this bridge or are works required to it and if so do you have any information on what this may involve?

Thank you very much,

Regards, David

Sent: 16 February 2013 16:16

To: Balme, David (BEC)

Subject: RE: Finstall Road bridge

David,

This bridge has not been identified as a bridge requiring works for Electrification.

Regards,

Ian

Subject: FW: Finstall Road bridge

Date: Mon, 25 Feb 2013 09:28:14 +0000

Following our discussion on the Bromsgrove station consultation bus I enquired as to the proposals for Finstall Road Bridge. As you can see from the short email below from Network Rail there are no works planned for the Finstall Road bridge. I hope that this is of use to you.

Sent: 25 February 2013 11:37

To: Balme, David (BEC)

David,

Thanks for obtaining this information for me in response to my enquiry.

Just one other thing: I also asked you if you knew which parts of Aston Fields were ear-marked for restricted or 'residents-only' parking. Are you able to let me know anything about this? I live at 72 Finstall Road which is right beside the second road bridge up from the station.

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From: Balme, David (BEC)

Sent: 25 February 2013 14:23

Subject: RE: Finstall Road bridge

I'm sorry at the current time we do not have a definitive list of streets that will be in the residents parking zone area. We are currently waiting for the completion of the public consultation period on March 17th before taking further steps in designing the parking and traffic management measures.

Regards,
David Balme

I am Writing this letter in addition to the questionnaire as I feel the need to point out a few things.

I actually live at "Barnt Green" & wish I could hop on a train from here to Worcester. There are ^{so} few services from this station on this line & it would make it so I wouldn't have to use Bromsgrove. But I know that isn't the case in question.

It is very difficult for me as I'm not allowed to drive & have to rely on taxis

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or someone giving me a lift. Not as easy as you may think. Returning from Worcester after dark, if the train has been delayed. Sometimes my taxi has gone or not turned up. So transport is very important as I'm mobility impaired / disabled. I'm on insulin & have to be back home by a certain time in the evening. This causes difficulties because there's no permanent taxi rank or bus route/stop. The access route presently is impossible at peak times it gets blocked. So another access route would be great. An increase of frequency would be great as trains are often crowded & no seats. Security is important on a station, one needs to feel safe. So few smaller stations aren't manned after 3.30 pm. Lifts is one of my number one requirements, it takes me a long time to go up steps & it's very painful to do so. This would make life easier.

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I wish it was easier to get on & off a train not so much of a gap from the doors to the platform. That causes danger for me. I'm an epileptic apart from my other ~~the~~ health issues, but its difficult to use a ramp each time.

You mention in your proposal that there maybe toilets, that really needs to be a must. If you are thinking of the future. 1 male, 1 female & a disabled toilet would really make a difference. And having them locked with a key is not the answer when the station isn't manned, you really need to either have some other type of mechanism for passengers to open when needs be. Litter bins are a must unless you want litter which Redditch has an abundance of. One needs somewhere to shelter from bad weather & for one's own safety.

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I feel most strongly that they should bring back phone boxes. Alright most people have mobiles, but some forget them. What if your signal isn't working or the charge has run down.

I need to know for my safety that I can call somebody if not for my own for someone else who may need help.

It's a great pity this idea wasn't done sooner because it takes so much time to do something about & build. And the current system is poor.

I would like a manned ticket desk not machine as I find them difficult to use. I have an acquired brain-injury & machines & me don't mix. So far I've managed to get tickets either onboard or at my destination! I've probably missed out pointers but have tried

Yours faithfully, [Name]

Bromsgrove Railway Station Improvements

The recently published booklet gives a fairly clear view of how the station may look and I have completed the booklet questionnaire but believe that some areas of Aston Fields are being overlooked. With the move of the location for parking at the station, some commuters will still wish to park on surrounding streets apart from those on Breme Park. They are unlikely to use bus services as these aren't used now from what I can see. They will use closer points from which to walk to the station which are all within easy walking distance of Garrington Road on Breme Park. Marlborough Avenue, Warwick Avenue, Newton Road and Stoke Road may become more widely used. In the case of Marlborough Avenue, they will park at the Stoke Road end rather than nearer to New Road.

In Newton Road's original section adjacent to Breme Park, in the past the residents encountered massive problems with heavy traffic using this old, narrow road as a thoroughfare to the Aston Fields Industrial site. The Highways Authorities eventually agreed that measures should be introduced to mitigate these problems. Limited time parking restrictions were introduced for use within certain hours of the day and broken yellow lines painted. Over time, the signs and yellow lines have become indistinct or eradicated by civil works and badly need to be renewed. On-street parking is becoming a problem and I dread to think what might happen if the emergency services were needed as gaps between opposing parked vehicles is becoming smaller and smaller. It would also be helpful if a sign indicating the numbers of those houses could be indicated at the entrance to the older section of Newton Road as very large vehicles still enter this section of road and encounter the bollards at the other end, which do not seem to appear on maps or sat-nav systems. There is only a tiny section of Newton Road in Breme Park which can only be accessed by road from Sherwood Road; three-point turns aren't always possible and reversing back to Stoke Road necessitates vehicles entering Stoke Road at a point very close to the Stoke Road/Marlborough Avenue junction and a blind bend.

Friends of mine who live on Breme Park have commented on how the parking might be restricted on that estate. Currently, most properties have assigned parking for their own use and will not wish to have a payment system for occasional visitors/workpeople put in place. An assigned permit system per household could be an appropriate option as long as this is not at a prohibitive cost to them; free would be ideal.

Bromsgrove Railway Station Improvements

Those persons with whom I have discussed the station proposition believe that it will be good for many people and businesses in Bromsgrove. However, Aston Fields has become a highly developed area and is still expanding. A few traffic lights and another access to the station isn't going to help those living/working/travelling through Aston Fields or considering moving here.

On the plus side, Aston Fields residents may have earlier access to buses which go to the bus station and make onward travel by bus easier to those places not on the train route!

Yours faithfully

Bromsgrove Railway Station Improvements

Both my wife and myself are very pleased that this scheme looks as if it is finally going ahead after so many years. My wife has arthritis and has not been able to use the present station for many years with its lack of disabled access. I would like to make the following comments which I hope you will take into account when finalising the scheme.

1. As it is proposed that parking will continued to be allowed on the Coop side of Station Approach, the opportunity should be taken to create a deliveries only bay at the top of Station Approach adjacent to the Coop to remove the daily traffic chaos on Finstall Road/Stoke Road when the delivery vehicle parks in Stoke Road obstructing one lane usually during the morning peak.
2. There is already insufficient short term parking available for shoppers in Aston Fields and this will be worse when the parking on the north side of Station Approach is lost. This is having an adverse effect on shops in the area. When the new station car park is created, the existing station car park should be converted into short stay parking for shoppers. Your proposals suggest that the existing station car park would remain for the use of those travelling by train which suggests that it would be long stay. This is the wrong use of the car park bearing in mind that new station car park will have a very adequate 350 spaces. The whole of the west side of Station Approach should be made free short stay parking.
3. Making the south side of the short length of Stoke Road between Station Approach and the other new station access road no parking would ease traffic flow which will be increased when the station is completed. All the frontages on this side are shops so that, provided the above suggestions in para 2 are taken up, the loss of this parking would not be a problem.
4. Could the new station footbridge be extended to provide an access from the old wagon works housing estate to the station. The area close to the railway boundary seems to be residential parking so this should be possible. This would encourage use of the station by residents of this estate and discourage them from driving round to the station.

Bromsgrove Railway Station Improvements

5. I understand the cost of the station is being partly funded by income from car park fees so there may be a temptation to set the car park fees too high. It's worth bearing in mind that commuters have the alternative of Alvechurch station where parking is currently free, Barnt Green where they are £2 and a very large car park at Longbridge where they are £1. To justify this expensive scheme the trains and the car park will need to be filled and that will not happen if the car parking is set too high especially if on street parking is restricted to residents only. I would suggest that it should be no more than £2.
6. The local bus routes (143, 141) should call at the station as they do to Morrisons supermarket. Also, a frequent shuttle service should be provided between the bus station and the train station. This would make use of the train station much easier for Bromsgrove residents who do not live close by.
7. As the new station with its longer platforms will be located further from the Lickey Incline, the present operational difficulties which discourage train operating companies from providing Bromsgrove stops should be eased. This should make it possible to stop at least some of the long distant services between Birmingham, Bristol and Cardiff. If this can be done, it would remove the need to travel to Birmingham and change trains especially when travelling south which adds considerable to journey times and inconvenience.
8. Could the cost of the scheme be reduced by omitting the decontamination of the existing site? The majority of the site will be covered with paving and therefore sealed.. How much of a hazard would be created if the contamination, which is presumably non volatile oil, was left in place.
9. Shelters should be provided on each platform. Non are shown on the artist's impression.

I hope these comments are helpful and look forward to the scheme's progress and completion.

Bromsgrove Railway Station Improvements

Sent: 22 February 2013 11:57

I wish to make the following: : Comment

Please give details: : Please, Please, support the residents of Breme Park with saying "NO" to the plan to create access to the new railway station from the estate.

As a resident on Breme Park I am very concerned that the plan to open up Garrington Road and create a pedestrian access to the new station. This is going to cause so many problems such as turn out estate into a drop off point for rail users, parking will be terrible and already difficult at times but also concerns me that people will "hang out" at night coming off late trains.

The safety of the children on the estate will be put at risk with non residential parking and hang outs. My relatives who visit regularly will struggle to park by house.

Residents don't need access to the station we can walk up the road easily.

But what has really made me angry is that no plans have been past from the new station yet, but they have removed the large trees already and exposing the railway to the estate.

Please help, stop the access pathway its not needed and will cause problems

What would you like us to do to put things right? : Please help, stop the access pathway its not needed and will cause problems

Message: Sajid

Please please stop the plan for access to railway station from Breme Park.

We don't need any more cars on our estate and there is no need for the access when its in walking distance already. I need to keep my children safe and don't want any more cars parking on the estate that don't live here. Our roads are not wide enough for more cars and it will make it too busy our estate will become the station and we don't want it.

Those wanting to use the station should walk or pay to park. more buses from the town centre could help, if more people start parking on our estate then no one will be able to get out of Sherwood Road which is already a busy junction with all the lorries from the industrial units.

Please fight this for us.

From: Balme, David (BEC)

Sent: 25 February 2013 14:48

Thank you for your email to Worcestershire County Council. The points you have raised have been noted and will be considered along with other responses to the consultation, once this period has come to an end on March 17th. A number of other Breme Park residents have also raised similar concerns and thank you for bringing these points to our attention.

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From: Balme, David (BEC)

Sent: 19 March 2013 14:38

Thank you for the points below and for the photographs of Garrington Road – I will run through the points below again for consistency.

1 – Lack of engagement: The direct access to the station from Garrington Road is for residents of Breme Park and South Road. It is also for people working or visiting businesses in the areas beyond Breme Park – for example Sherwood Road and for any other person who walks in from that area and for whom this would reduce their journey time. The consultation form was designed to allow respondents to raise additional views with us as you have done and as explained below your views will be recorded and considered. The events we held at the station and in the town took place on a 9.5metre long single deck bus that I do not think would have been able to park in the Breme Park estate.

2 – Direct question: This is a very good point as we need to hear from directly affected people like yourself and also from those who would benefit from the access so that we take the correct balanced view and don't just take the first reply received. We have yet to agree how to take this forward.

3 – Safety of children: I don't think we would be able to fully address your concerns and worries on this point. However the point will be taken on board when looking at the final designs, which will take place after Easter.

4 – Strangers / Litter: If the additional access is put in then yes, there will be an increase in the number of pedestrians using the area this is true. Does Breme Park have litter bins? If not then these can be provided if the Garrington Road entrance is included.

5 – Unofficial drop off point: Whilst we can design the infrastructure as much as possible to prevent this happening, you are correct – we cannot have a gateman at the entrance to Breme Park to turn back any cars dropping off for the station. If the Garrington Road entrance is built then there will be an opportunity to drop off and pick up on Garrington Road. This may only be a few cars, the opportunity is there and it would not be possible to prevent this.

6 – Light: I can't add anything further to my reply below. The design for the lighting indicates that all lighting will be downward focused and steps will be taken to prevent light spilling into the nearby area.

7 – Noise: A noise survey is being undertaken to understand existing noise levels and what is forecast. We can then manage this appropriately.

8 – Property value: Again, I think you may be pleasantly surprised about this.

9 – Adoption: The piece of land between South Road and Garrington Road is owned by Persimmon Homes and Worcestershire County Council is only proposing to adopt the footpath between the two and not the two pieces of overgrown land either side.

10 – Parking enforcement: This will be done by Bromsgrove District Council who take over enforcement of parking from West Mercia Police on 1st April (e.g. two weeks). This will take the form of foot patrols and fixed penalty fines. As with any traffic rule, there is a risk that there will be people who take a chance and it will be up to Worcestershire County Council and Bromsgrove District Council to come down on those people like a ton of bricks! Emergency access: The road past is Busy Bees is wider than it looks because of overgrown vegetation at

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either side. This road will be widened using the overgrown land. The New Road access will also continue to serve the new station.

11 – Information: The response I received was that all homes on Breme Park should have received consultation material. Clearly, you did not and therefore this didn't happen for which you have our apologies.

12 – The trees: I came out and had a look myself on March 6th at what has happened. The Network Rail contractor has cut back much more than was planned and subsequently payment is being withheld. I agree, it has changed the appearance of the area.

Yours faithfully,
David Balme

Sent: 16 March 2013 22:57

Mr Balme

Thank you for your email, I would respond to your points as follows:

- 1) Lack of engagement – It is unfortunate I have been unable to make any of the roadshows as getting to places at certain times is tricky with two very young children. I am sure that residents that live on Breme Park and Aston Fields that don't live a stones throw from the proposed accessway or in sight of the new proposed train station and car park have been positive about the future development. My point is that residents of Breme park should have been directly contacted about the proposals and not folded into a wider consultation. Further, the rationale for the proposals has not been explained. Surely the council has to set out its objectives for a new station and how the proposals directly address these. What objective is met by putting direct access to a station through a quiet residential area, and if there is one, how is the impact on the residents of the area being considered and justified?
- 2) Direct question re accessway – How are you proposing to make it a fair consultation now to get the views on this accessway? There may be people living in close proximity to the proposed accessway that have no idea that it what is being proposed, especially if they haven't received any information.
- 3) Safety of children – How will our concerns and worries be addressed ? How will we be kept informed? I know a little girl on the estate that is very upset at the idea of the train development and the proposed accessway as her parents have told her if it goes ahead she will not be allowed out to play anymore as they will be worried for her safety from strangers and the easy access to the train station.
- 4) Strangers – How do you propose to prevent this from happening? If you visit our estate now you will notice how peaceful and quiet it is (well was before all the trees were chopped down, but I will come to that later). Being a train user myself and having been since 1997, I have noticed on New Road near the current station the amount of litter there is, how can you prevent our estate from being litter free?
- 5) Drop off point – How will you police or monitor this doesn't happen? You can't have someone patrolling the street 24/7.

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6) Bright light – Your reply is inadequate and besides which how is that fair on the people and children that live in the flats. My sons window will be in full glare of the car park, which is a lovely sight for him, compared to the sight we used to have (pictures attached).

7) Noise – I am very fearful of the noise levels, the screeching of the trains, the announcements, the people, the cars, the train horns. Since the trees have all been cleared (yes cleared not pruned) the noise of the trains and freight trains is awful, the trees blocked the noise out before. This is noise with windows shut at the moment, what will it be like during the day and evening and especially during my kids naptime after lunch and their bedtime. The train line is very high up so I am sure that contributes to it being nosier. We can see the trains flying by now as they run higher than the fence – which actually could excite the kids and make them want to go see the trains on the train platform.

8) Loss of value to property – Ok perhaps I worded the question wrong, it's not so much the value the house may lose from being so close to the station and accessway but that possibility that we may not be able to sell our house as no-one in their right minds with children would want to buy a house so close to a train station accessway.

9) Re adoption – Who is responsible for the piece of land at the end of South Road that adjoins Garrington Road, as that is a mess and has never been looked after the whole time I have been in this house since 2005. Also who does the upkeep of the flats as there are certain things on the flats that need attention, broken drain pipes, yellow stained walls, patchy lawn etc...

10) Parking permits – The streets by us are chaos now with people from the flats parking down Garrington Road and a bit on Breme Park, some of these vehicles are big white vans and the roads are very narrow – which actually makes me think of another question, how would you get a fire engine to the station if one was needed as the road down by busy bees is narrow and our streets on Breme Park are very narrow? Could you explain how you would police any permits? Again I can't see someone being here 24/7 and I am sure people would end up being able to obtain counterfeit permits.

11) Information – As you know I did not receive any information – have you investigated this? I would've thought knowing I didn't get the information that you would have since made sure I have had the information.

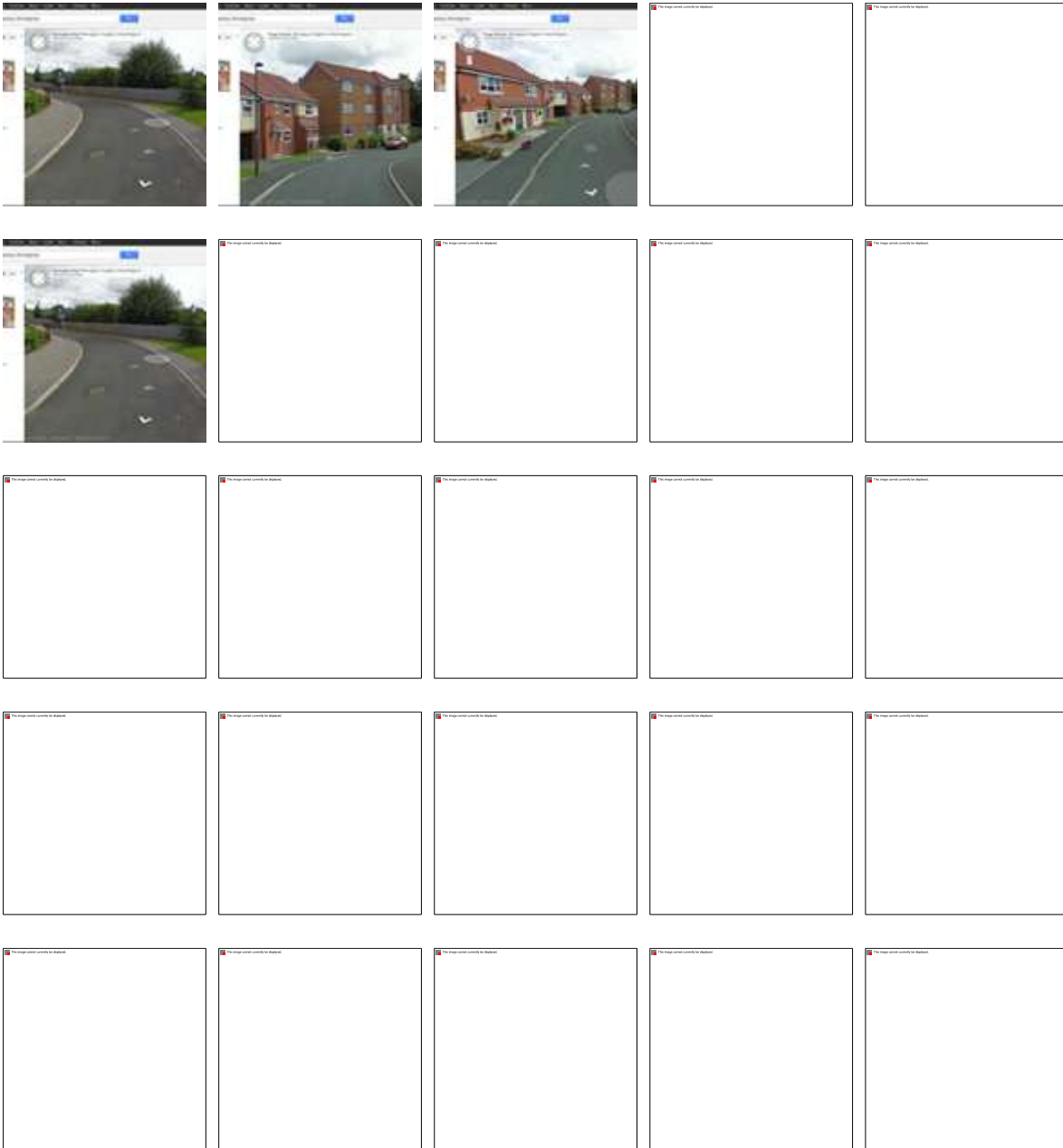
12) Trees – They have all gone – pictures attached from google maps 2009 (so trees would have grown even more in 4 years) and pictures I took yesterday. Can you explain what has happened? I am really really angry and upset about these. They blocked the view of the trains and also blocked out a lot of noise, before you wouldn't know we lived so close to a train line, friends and family visiting have all commented on the ugly sight and the noise. How can you state in the consultation that there would be some removal of trees etc. and then have the whole lot taken out before the consultation closes. Have you already appointed a contractor and lost control of the process?

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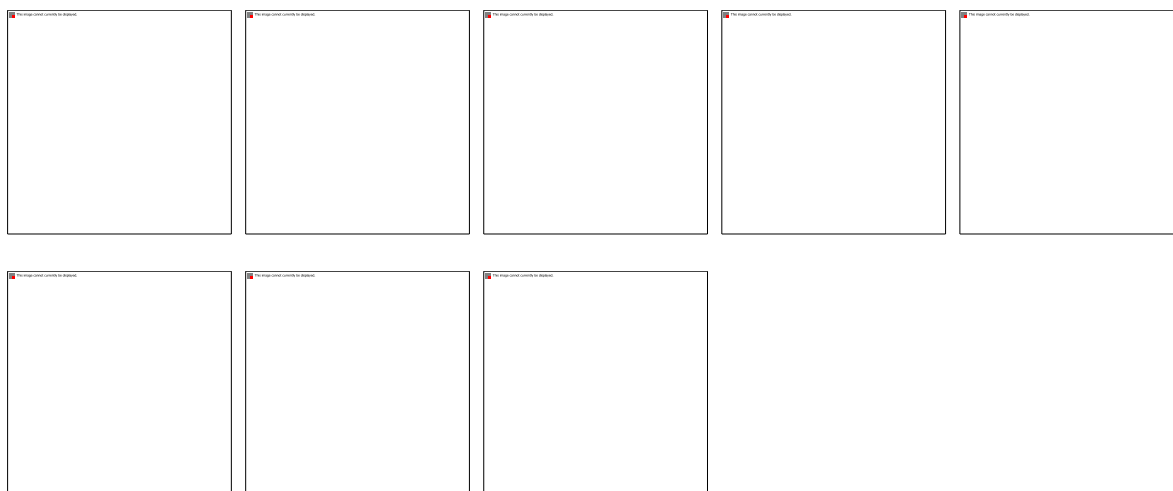


Before & After

This album has 34 photos and will be available on SkyDrive until 14/06/2013.



Bromsgrove Railway Station Improvements



From: [Balme, David \(BEC\)](#)

Sent: Monday, February 25, 2013 12:06 PM

Thank you for your email, which has been passed to me to provide a response to, as I am working directly on the station proposals on behalf of Worcestershire County Council. I'm sorry that you feel concerned and threatened about the station proposals. I hope that my reply to the points that you have raised helps you with these issues. These points are presented in the order that you have raised them in your email.

1. Lack of engagement. I'm surprised that you say this as we have a ten week public consultation period going on which has included four road shows in Bromsgrove town centre, seven road shows at the existing station and one at Bromsgrove Council House. During the exhibitions we spoke to a lot of residents from Aston Fields and Breme Park and also local businesses – but please see number 11 below.
2. There is no question about the direct access to Breme Park on the questionnaire. This is true and no need for this question was identified when the questionnaire was being drawn up. However in hindsight this is something we could have done with as we underestimated the concerns of local residents relating to points 3, 4 and 5 below. However there are opportunities to raise these concerns on the questionnaire form and through other channels as you have done.
3. The point about children being able to access the car park is a point well made, which we will need to consider when making final designs.
4. The point about strangers walking through the area is similarly a point well made, which we will need to consider when making final designs.
5. The point about the potential for Garrington Road becoming an unofficial drop off point is another good point, which again we will need to consider when making final designs.
6. Light – I don't think that bright lights will impact your home due to the proximity of the three storey flats on Garrington Road to your property. However if this does become a problem then steps can be taken to overcome this. The lights will be downward focused to avoid light pollution and will be dimmed between last train (23:20) and first train (06:20).
7. Noise – Again steps can be taken to manage noise levels from the public address system if this becomes a problem.

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8. Loss of value from property – I think you might be pleasantly surprised about this. There are a number of studies that demonstrate that properties close to railway stations are worth more than similar properties further away from stations. Also research indicates that property values respond more to demographics, interest rates, the economy and national policy decisions (e.g. stamp duty changes) rather than specifics such as proximity to facilities.
9. Breme Park adoption – you are correct, the roads are not adopted by the County Council. This is however being addressed and the County Council is seeking to adopt the roads etc in the near future.
10. Parking permits – we are awaiting the outcomes of the full consultation period before developing proposals further but all feedback will be considered.
11. I'm surprised you say that you have no direct information as staff were asked to issue questionnaires to residents of Breme Park and other areas close to the railway station at the beginning of January. So I apologise that you have not received any information and I will investigate further.
12. The trees were to be pruned, so I'm concerned about your report that these have been cut down and I will investigate further.

The entire aim of the consultation is of course to discuss our plans with local residents and rail station users so that we can refine the plans based on the feedback that we receive. A number of other people living in Breme Park have raised similar concerns to yourself and these will be considered fully once the consultation period has ended and we are able to look at all the responses that we have received.

From: Bunker, Maddy (CS, Councillor)

Sent: 24 February 2013 21:23

Is it possible to respond to this couples concerns and let me have a copy?

Have the residents of Breme Park been contacted in the consultation?

Sent: Thu 21/02/2013 22:59

We are writing to you because we are gravely concerned about the proposals for the New Bromsgrove Rail Station and the lack of engagement with people in the surrounding area most affected by the plans. We have completed the online questionnaire which forms part of the consultation process but we have issues with how this is presented to get the desired positive feedback i.e. several important questions are ignored. Our main objection is to the proposal for a pedestrian access off Breme Park - our house is one of the nearest to where the access way will be. We see no need for the access way under any circumstances. Access from Garrington Road will present a danger to all the young children on the estate. We have a 30 month old and an 11 month old and in the future we'd like them to feel safe playing outside. With the pedestrian access way we won't feel safe as they will be able to access the car park/ train platform within seconds of walking out of our front door. There will be massively increased strangers on our usually very quiet peaceful estate, which again reduces the safety and security of a very family orientated estate. Furthermore the pedestrian access way will become a drop off and pick-up point for taxis drivers and travellers getting a lift from friends and family alike. **Why is it there is no question asking how residents feel about the pedestrian access way in the consultation?** We can imagine of a

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Friday/Saturday night people using the access way having had a drink before heading out for the evening and then, and even worse, passengers arriving back drunk on the last trains and being noisy and disturbing our family.

We are also very concerned about how close we are to the new station and car park and with our house windows open the pollution we may experience from all the cars. We are concerned about the bright lights keeping our children awake at night, together with the noise of the trains coming to a screeching stop at the station and the announcements being made will be heard when we are indoors and in our garden.

Another concern is for loss of value in the price of our house. As it is, if we could afford it we would start making plans to move now as we are really dreading the impact this station will have.

We understand our estate isn't currently adopted by the Council. We are concerned about who will take care of any extra maintenance required, and remove the likely rubbish that will be dumped? We also do not wish to have to live under rules dictated by parking permits, but accept this must happen if the Council put a modern station on our doorstep.

We are local residents directly affected by the Council and Centro's plans and we have received no direct information. We have only seen details in the local paper, which are presented in the most positive light possible. Today Jolene witnessed from our lounge window beautiful old trees being cut down along the edge of Garrington Road. These trees gave us privacy and also blocked the view of the trains for us - we are really angry about these trees being cut down! It looks awful, now from our son's window all we see is rubble, tree stumps and an ugly metal fence on the other side of the current train track. For the first time in seven and half years (being when we moved in) I watched a train whizz past the window. How can work have started on the site before the end of the consultation period? It actually depresses us looking at the site where the trees have been removed today.

If you are not able to directly help us could you please forward this letter to the appropriate Council Committees and help our voice be heard.

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