

# North West Worcestershire Corridor Public Engagement Exercise – Survey Results (Winter 2022/3)

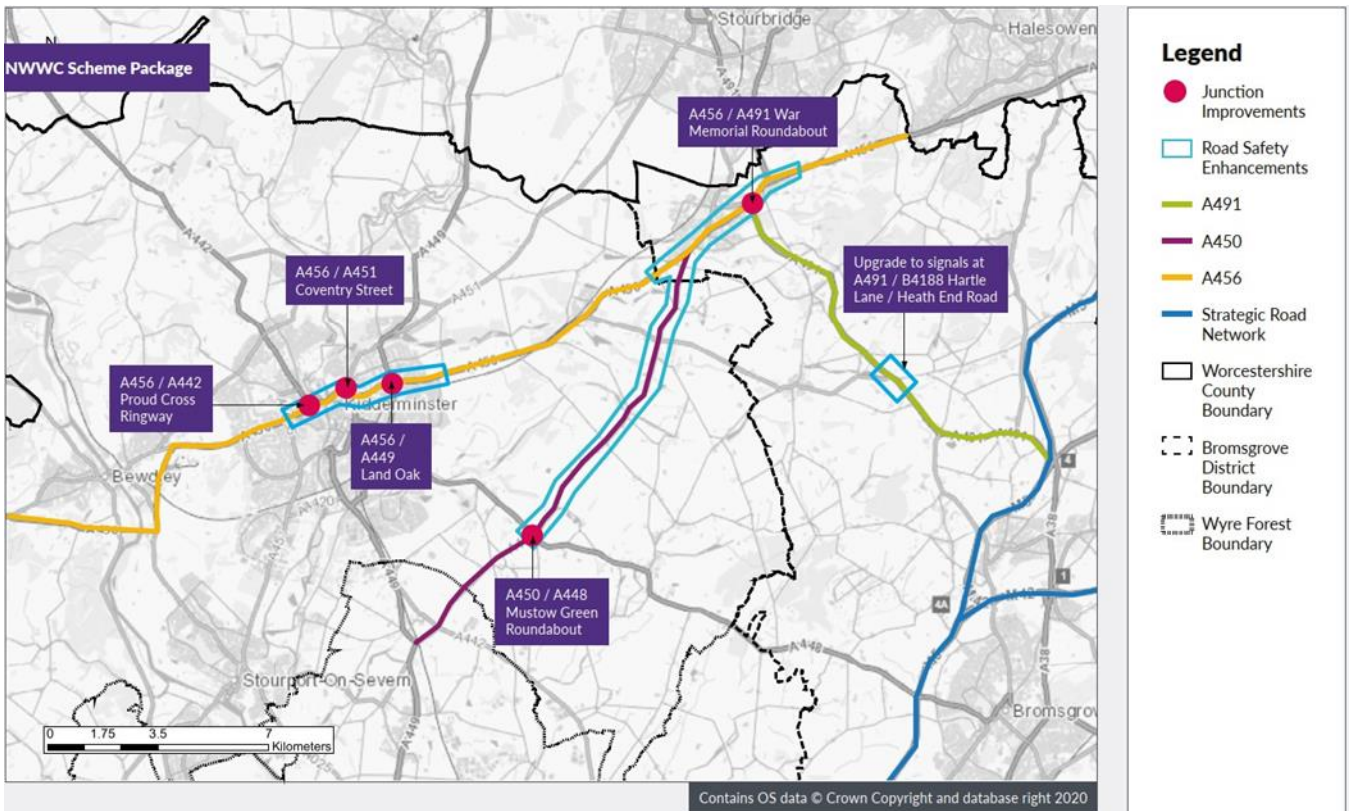
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## 1. Background

Worcestershire County Council (WCC) is developing a Strategic Outline Business Case for the North West Worcestershire Corridor (NWWC). The NWWC scheme covers three roads, the A491, the A450 and the A456. The A456 broadly runs west-to-east between Bewdley and the Worcestershire county boundary with Dudley; the A491 MRN corridor broadly runs north-to-south between Hagley and Junction 4 of the M5 motorway; and the A450 runs from its junction with the A456 to the northeast and the A449 Black Bridge junction to the southwest. A map of the route and the proposal locations are shown in Map 1 below:



Map 1: A map of the route and proposal improvement locations

The route forms part of the Major Road Network (MRN) in the county. This is the primary A road network which performs a strategic function in connecting the major settlements to the motorways and trunk roads. There is congestion and journey time reliability issues along the corridor, and it is expected to experience an increase in traffic from the development proposed in the Wyre Forest Local Plan (adopted April 2022).

In November 2020, Worcestershire County Council submitted an expression of interest to Midlands Connect (MC) for the NWWC to fund initial development of proposals for the improvement of the corridor. As a result, the County Council was awarded funding from the Midlands Connect 'Preparation Fund' in January 2021. The funding is being used to support the development of proposals for the Scheme

The proposals for the strategic outline case are being developed to assist in mitigating the impact of existing and future congestion along the route.

## 2. The Engagement Exercise

In November 2022, Worcestershire County Council presented its high-level proposals to the public. A public engagement exercise ran from 3rd November to 25th November 2022, and the exercise was promoted in the press and on social media.

The public could participate online via an online survey carried on bespoke NWWC webpages here:

<https://www.worcestershire.gov.uk/major-infrastructure-improvements/road-improvements/north-west-worcestershire-corridor-nwwc>

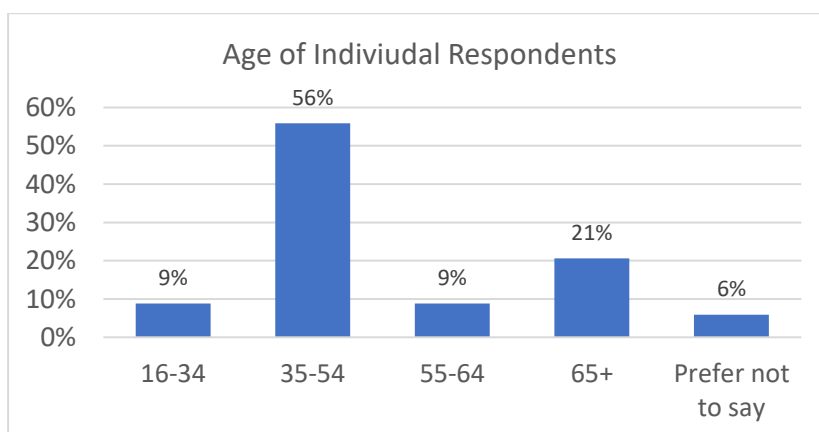
This report summarised both the quantitative and qualitative feedback received during the engagement exercise. All responses have been carefully considered and have been used to inform the proposals where appropriate.

The quantitative results from the survey are shown in section 3 and a summary of qualitative comments are shown in section 4, together with WCC Project Team responses.

## 3. Quantitative Results

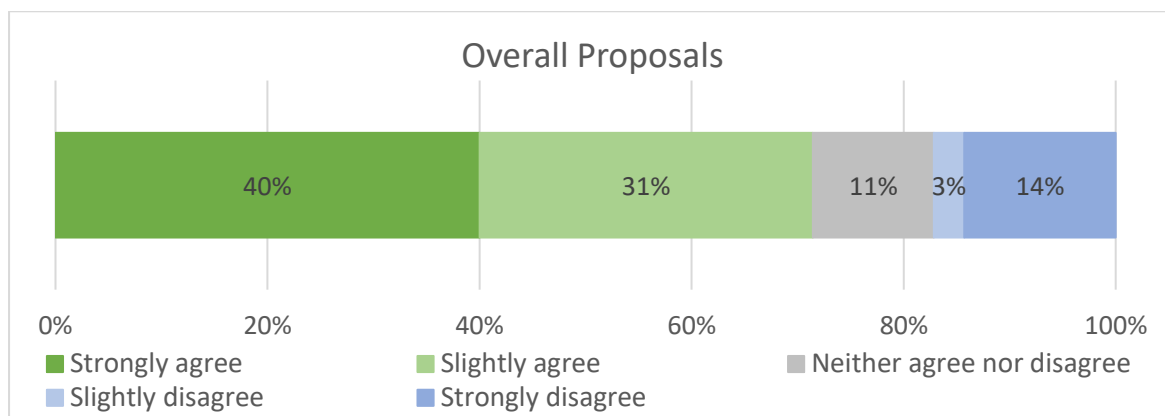
There were 35 responses to the survey. These were 34 responses from individuals and 1 response from an organisation (Hagley Parish Council).

Responses were received from a range of age groups however the most common age group was 35-54 with 56% of respondents in this group.



## Overall proposals

Respondents generally agree with the overall proposals to improve the North West Worcestershire Corridor with 71% of respondents saying they either slightly or strongly agree.



17% of respondents said that they disagree with the overall proposals. They were provided the opportunity to comment on why they disagree. Comments from individuals include:

- concern that the proposals would lead to months of roadworks with little improvement;
- that there is no provision for improving cycling infrastructure;
- that more roundabouts may cause increased congestion;
- that the proposals do not go far enough e.g., including easing congestion in Stourport; and
- that there is no modelling to demonstrate the impact on traffic flows on surrounding roads.

*“Almost certainly waste of time, coupled with months of roadworks and traffic jams for little improvements.”*

*“The proposals to changes in infrastructure do not include new cycling infrastructure. This would be an opportune time to include dedicated cycling infrastructure to reduce vehicle/cyclist conflict and to improve safety especially at busy intersections.”*

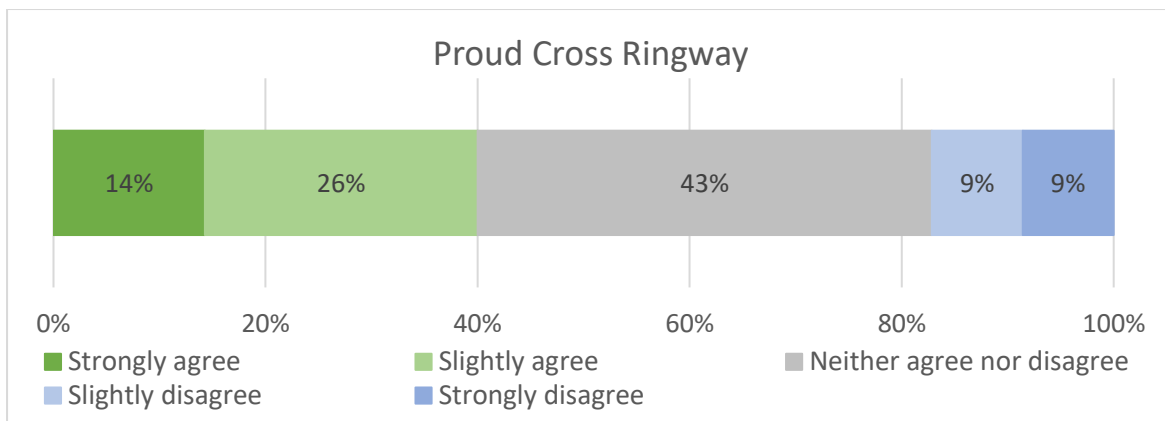
*“These proposals do not go far enough. There have been multiple attempts to improve at least two of these junctions and now more is to be spent correcting past mistakes. The schemes need to be extended to ease traffic through Stourport where no funds have been spent, in fact they have been withdrawn.”*

There is also a detailed comment from Hagley Parish Council. Concerns here focus on the proposals for the War Memorial Roundabout and the lack of information about how the proposals will affect traffic flows.

*“We cannot support the development at the War Memorial Roundabout since you have provided no modelling to indicate what impact this proposal will have on traffic flows on the A456 and A491, or its impact on the surrounding roads.”*

## Proud Cross Ringway

Most respondents neither agree nor disagree with proposals for Proud Cross Ringway (43%).



Residents who disagree with proposals were provided the opportunity to comment on why they disagree. Comments include:

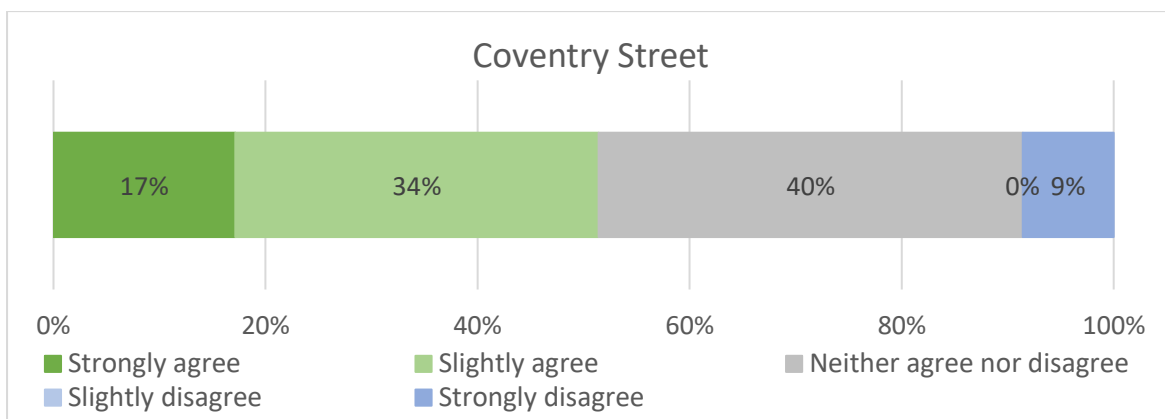
- Changes mean roadworks with little improvement;
- Lack of improvement of cycling infrastructure; and
- Traffic lights might lead to unnecessary delays unless timed correctly and especially at quiet times.

*“Why do you need to change this junction? It always seems to flow when I come through. Introducing signals will mean a delay. Why not signalise the roundabout?”*

*“Unless timed correctly, the lights will slow the flow of traffic rather than allowing it to flow more freely.”*

## Coventry Street

Most respondents either slightly or strongly agree with proposals for Coventry Street (51%).



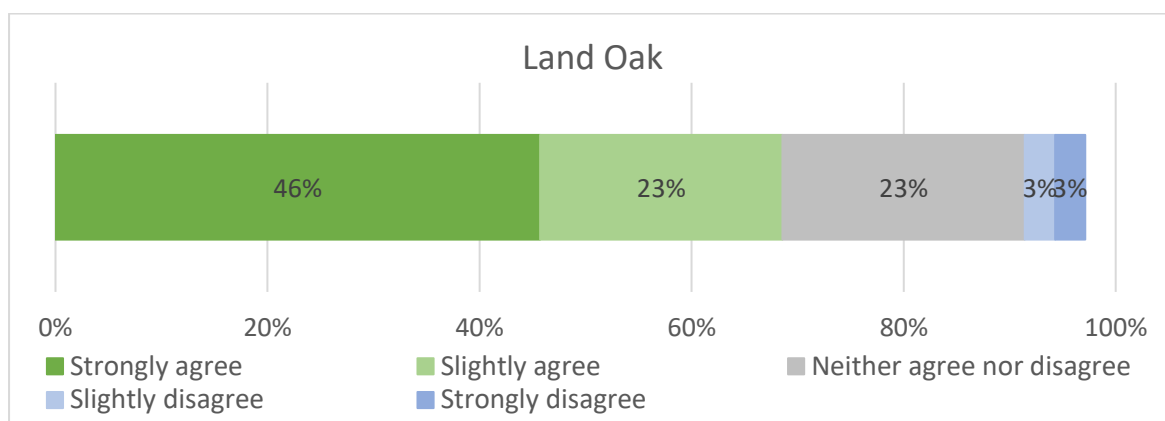
Residents who disagree with proposals were provided the opportunity to comment on why they disagree. Comments include:

- Changes mean roadworks with little improvement;
- Lack of improvement of cycling infrastructure; and
- Concern for the location of the pedestrian crossing and it's safety.

*“Pedestrian crossings in this position do not work well in other locations in the UK. I have seen several collisions in Northamptonshire, and I only visit that location about 6 times a year. This will not improve traffic flow either. Spend the money on making the subway better and feeling safer (visible CCTV, more street cleaning).”*

## Land Oak

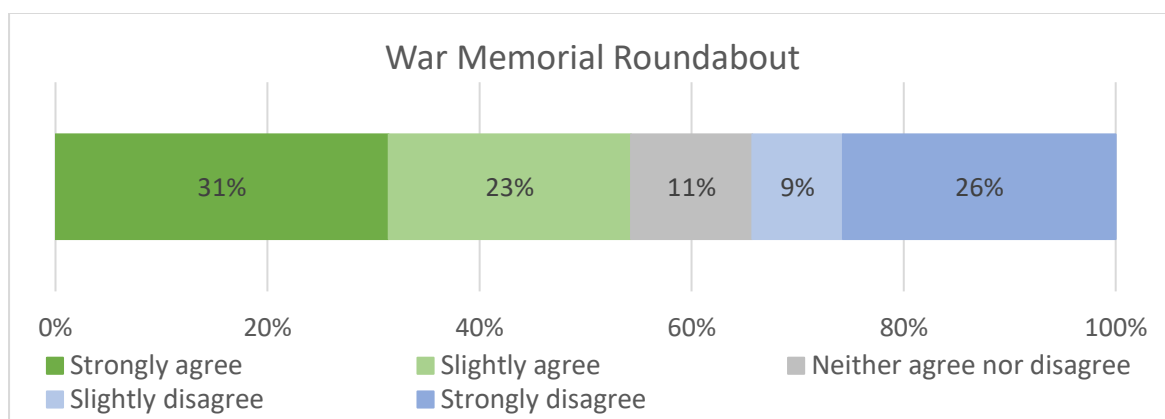
Many respondents either slightly or strongly agree with proposals for Land Oak (71%).



Only one comment was made, and this was about the missed opportunity to better incorporate cycling infrastructure.

## War Memorial Roundabout

Respondents were more evenly split between those that agree with and those that disagree with the proposals for the War Memorial Roundabout although most respondents do agree with proposals (54%).



Residents who disagree with proposals were provided the opportunity to comment on why they disagree. Comments include:

- Changes mean roadworks with little improvement;
- Lack of improvement of cycling infrastructure;
- Concern about the wildlife and visual appeal of the area if the green area in the centre of the roundabout is removed;
- Belief that there is no current problem with the roundabout;
- Concern about the complexity of the proposed 'through-about'; and
- Concern about noise and air pollution.

*“My observation of it is that there are rarely significant queues to get across the roundabout. When there are it is not because of a problem with the roundabout, but with traffic getting through the two-lane section in West Hagley, between the B4187 and A450 junctions.”*

*“The ‘through-about’ will confuse many road users in the area and will cause more problems than it will solve them.”*

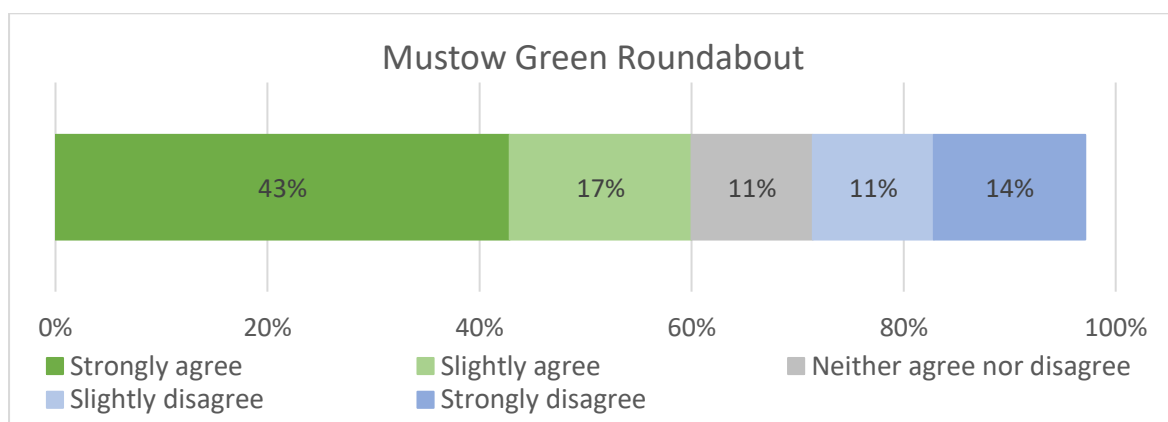
*“Congestion at this island is often determined by congestion on the Hagley Road junction (towards Stourbridge) further up the A456. This is a choke point which impacts the war memorial island. ... It is a far more complex matter than just this island.”*

*“The through road will disturb wildlife. This road doesn’t need this. The larger queues are from M5 direction. Never significant congestion to need this through island.”*

*“The War Memorial Roundabout, since the signalisation improvements, is not a major source of congestion. “*

## Mustow Green Roundabout

Most respondents either slightly or strongly agree with proposals for Mustow Green Roundabout (62%).



Residents who disagree with proposals were provided the opportunity to comment on why they disagree. Comments include:

- Changes mean roadworks with little improvement;
- Lack of improvement of cycling infrastructure;
- Concern about disruption to wildlife;
- Difficulty understanding the proposed plans; and
- Concerns that the proposals wouldn’t improve the situation.

*“There has been lots of roadworks already and it is very disruptive.”*

*“Diagram also slightly unclear, could do with better labelling and road numbers.”*

*“I find the plans almost incomprehensible.”*

*“Not even sure what a bigger roundabout would do? All roads are single carriageway so still same volume of traffic, and most seems to go straight ahead.”*

*“If there is a problem with the Mustow Green roundabout, I would suggest that the first step should be to provide traffic signals, perhaps turning it into a simple crossroads.”*

## Further Comments

All respondents were invited to provide further comments on the proposals if they wished to. 20 people chose to do so.

Comments included:

- Pedestrian safety and ease of crossing roads;
- Requirement to include dedicated cycling infrastructure; and
- Offer to be further involved in developing proposals.

*“Also need traffic light controlled pedestrian crossing at Stourport Road / Sutton Road junction.*

*“The proposals to 'mix' pedestrians and traffic 'above ground' at the sites in the Kidderminster area introduces potentially random delays to traffic movement particularly at peak times. Footbridges or underpasses would alleviate this.”*

*“All these junction improvements MUST have segregated cycle lanes and priority signals to make people feel safe, often big junctions are the most dangerous places for cyclists.”*

*“I would like to have more input on the proposals please as the proposals proposed do not add value to the problem/resolution. I believe more smarter and low-cost solutions are available and they need to be explored first.”*

There were also comments about a range of other areas that need improvements:

- Bewdley Hill – not included in the proposals and in need of improvement;
- A449 Worcester to Kidderminster improvements required;
- Stourbridge Road where it meets Sandy Lane is a pinch point for congestion;
- North of Stourport where Bewdley Road North meets Burlish Crossing and Lickhill Road North; and
- Traffic around Kidderminster – need for bypass.

*“Please can you address the Bewdley Hill issue? The current road layout near Kidderminster hospital isn't fit for purpose. I believe this issue has been raised many times.”*

*“You also need to look at A449 Worcester to Kidderminster. What's the point of having a dual carriageway that only has one lane in use in each direction. Also, it needs Armco barriers.”*

*“Traffic in Kidderminster is at peak capacity. Is there any way to build some form of outer ring road to reduce the traffic and allow the town's roads to be far more usable and safer? Even a bypass would suffice to take traffic from Stourbridge/Bromsgrove side towards Bewdley and Stourport without having to go around the ringway.”*





## 4. Qualitative Results

A summary of all qualitative comments is shown in Table 1 below, together with a WCC Project Team response to each key theme.

<b>Theme: General</b>	<b>WCC Response</b>
<p>Almost certainly waste of time, coupled with months of roadworks and traffic jams for little improvements. Just leave it alone. Safety improvements - speed limits reduced.</p> <p>If so, no to that as well.</p>	<p>Through the work already undertaken to prioritise MRN Corridors, A456 being one of these corridors WCC identified that congestion interventions were necessary on the corridor. The work within the SoC details the benefits these schemes will bring to the network.</p>
<p>The proposals to changes in infrastructure do not include new cycling infrastructure.</p>	<p>Where possible improvements to cycle facilities have been included. WCC is undertaking further work to identify active travel infrastructure that will be included within any updated Business Case submission to compliment the schemes already identified. A Local Cycle and Walking Improvement Plan (LCWIP) is also being developed for Kidderminster which will sit alongside this scheme.</p>
<p>Roundabouts will create more congestion</p>	<p>The current modelling work undertaken identifies that the improved layouts proposed will enhance capacity.</p>
<p>No modelling has been provided to indicate what impact this proposal will have on traffic flows on the A456 and A491, or its impact on the surrounding roads.</p>	<p>Modelling work has been undertaken and is included within the SoC. These documents will be in the public domain once the business case has been endorsed by the DfT.</p>

<p>The impacts of the proposal will be felt on the combined section of the A491/A456 between the War Memorial Roundabout and the Traffic Lights at the Cattle Market (junction of Birmingham Road and Stourbridge Road), which has very limited spare capacity.</p>	<p>This package of interventions looks at the corridor as a whole and identifies improvements that will impact and benefit the whole route.</p>
<p>The War Memorial Roundabout, since the signalisation improvements, is not a major source of congestion. The congestion occurs mainly at the Cross Keys junction where the A456 and the A450 meet, and on the stretch from there to the A456/B4187/Western Road junction; and on the same stretch in the other direction. The proposed changes at the War Memorial Roundabout will not have any direct impact on this problem.</p>	<p>Rather than looking at individual junctions this scheme looks at the corridor as a whole and identifies improvements that will impact and benefit the whole route.</p>
<p>If this work does proceed, box junction hatching should be provided where the 'through-about' lane crosses the roundabout - at both ends of this lane. The existing boxes are necessary and useful to ensure vehicles can enter the island if it is congested, but this would also be needed for the new lanes.</p>	<p>Comment noted</p>
<p>Concern that you have made no prior attempt to involve local stakeholders, who have considerable local knowledge, in developing your proposals, despite considerable success on previous junction improvement proposals.</p>	<p>In line with DfT guidance we have undertaken this public engagement exercise. As the scheme progresses, we will undertake stakeholder consultation and these consultations will help to inform further iterations of the proposals.</p>

<p><b>Theme: Proud Cross Ringway</b></p>	<p><b>WCC Response</b></p>
<p>It would not solve the main problem at this location which is traffic trying to access the A456 westbound towards the Hospital. Traffic from here will tail back across the junction blocking it at bust times. And at quieter times where there is little traffic, the free flow roundabout works well, having traffic lights here will cause traffic to have to wait, and will cause jumping of red lights as happens elsewhere in Kidderminster.</p>	<p>The modelling undertaken identifies the conversion to a signalised junction with signalised pedestrian facilities demonstrated the largest journey time benefits in comparison to other alternatives considered.</p>
<p>This would be an opportune time to include dedicated cycling infrastructure to reduce vehicle and cyclist conflict.</p>	<p>WCC is undertaking further work to identify active travel infrastructure that will be included within any updated Business Case submission to compliment the schemes already identified. A Local Cycle and Walking Improvement</p>

	Plan (LCWIP) is also being developed for Kidderminster which will sit alongside this scheme.
Unless timed correctly, the lights will slow the flow of traffic rather than allowing it to flow more freely	The modelling undertaken identifies the conversion to a signalised junction with signalised pedestrian facilities demonstrated the largest journey time benefits in comparison to other alternatives considered.
Why do you need to change this junction? It always seems to flow when I come through. Introducing signals will mean a delay. Why not signalise the roundabout?	The modelling undertaken identifies the conversion to a signalised junction with signalised pedestrian facilities demonstrated the largest journey time benefits in comparison to other alternatives considered.

<b>Theme: Coventry Street</b>	<b>WCC Response</b>
This would be an opportune time to include dedicated cycling infrastructure to reduce vehicle and cyclist conflict.	WCC is undertaking further work to identify active travel infrastructure that will be included within any updated Business Case submission to compliment the schemes already identified. A Local Cycle and Walking Improvement Plan (LCWIP) is also being developed for Kidderminster which will sit alongside this scheme.
Pedestrian crossings in this position do not work well in other locations in the UK.	Conversion of priority roundabout to partial signalised roundabout  with signalised push button pedestrian facilities. The subway to the south to remain but improved lighting and signing to be

	provided with an at-grade crossing provided to the north of roundabout.
This will not improve traffic flow either. Spend the money on making the subway better and feeling safer (visible CCTV, more street cleaning)	Improvements to the subway form part of the proposals.

<b>Theme: Land Oak</b>	<b>WCC Response</b>
This would be an opportune time to include dedicated cycling infrastructure to reduce vehicle and cyclist conflict.	WCC is undertaking further work to identify active travel infrastructure that will be included within any updated Business Case submission to compliment the schemes already identified. A Local Cycle and Walking Improvement Plan (LCWIP) is also being developed for Kidderminster which will sit alongside this scheme.

<b>Theme: War Memorial Roundabout</b>	<b>WCC Response</b>
Removing the green area at the centre of the roundabout is an appalling step when we are meant to be improving the visual environment around us.	The introduction of a dual lane through the existing central island and provision of a 2-lane exit will improve the flow of traffic flow at the junction. We will look at minimising the impacts on green space and what enhancements to green space can be provided as the scheme progresses.
Spend some money on providing a decent bus service for Hagley instead to prevent people driving in the first place.	WCC is currently looking at expanding the successful Demand Responsive Transport recently introduced in Bromsgrove to cover wider Worcestershire.
This would be an opportune time to include dedicated cycling infrastructure to reduce vehicle and cyclist conflict.	WCC is undertaking further work to identify active travel infrastructure that will be included within any updated Business Case submission to compliment the schemes

	<p>already identified. A Local Cycle and Walking Improvement Plan (LCWIP) is also being developed for Kidderminster which will sit alongside this scheme.</p>
<p>This will be an expensive scheme seeking to solve a problem that does not exist. A large sum was spent on this roundabout a few years ago and has largely resolved the problems with it.</p> <p>There are rarely significant queues to get across the roundabout. When there are it is not because of a problem with the roundabout, but with traffic getting through the two-lane section in West Hagley, between the B4187 and A450 junctions.</p> <p>The ability to use the outside lane at the westbound A456 entrance (which currently leads only to Park Road - though signed for U-turns) might be useful, but this does not need a "hamburger" lane, as the three lanes around the roundabout should be adequate. The widening of the westbound exit lane might be useful, but this will merely provide additional stacking space for traffic trying to negotiate the narrow section beyond</p>	<p>Rather than looking at individual junctions this scheme looks at the corridor as a whole and identifies improvements that will impact and benefit the whole route.</p>
<p>The 'through-about' will confuse many road users in the area and will cause more problems than it will solve them.</p>	<p>A full programme of Safety Audits will be undertaken before any schemes is constructed and further Safety Audits will eb undertaken once fully open.</p>
<p>Increasing the A456 to 5 lanes would effectively turn the road into a motorway - not ideal for a small village. The consequence would be increased noise interference to our house which would exceed the parameters (statutory noise limits) that the estate was built against and increase pollution.</p>	<p>The increase to 5 lanes is over a small length and facilitates the improvement to capacity at the junction. Noise issues will be considered and addressed as the scheme progresses.</p>
<p>More consideration needs to be made on making the traffic lights more intelligent and linked to each other rather than adding more tarmac for cars to add more noise/pollution.</p>	<p>Any signalised junctions will benefit from the latest technology and will be optimised to achieve best capacity benefits for users.</p>

This will lead to additional traffic waiting on the A491 at peak times. These proposals do not address the new housing development on the Lea Castle ground in Wyre Forest.	As part of our assessment of the current Lea Castle Phase 2 planning application we are identifying network capacity enhancement schemes and improvements to Active Travel infrastructure. These will be delivered by the developer either via s106 financial contributions or s278.
The through road will disturb wildlife. This road doesn't need this. The larger queues are from m5 direction. Never significant congestion to need this through island.	Any environmental impacts will be assessed and addressed prior to the introduction of the scheme.
The War Memorial Roundabout, since the signalisation improvements, is not a major source of congestion. The congestion occurs mainly at the Cross Keys junction where the A456 and the A450 meet, and on the stretch from there to the A456/B4187/Western Road junction.	Rather than looking at individual junctions this scheme looks at the corridor as a whole and identifies improvements that will impact and benefit the whole route.
The proposed changes at the War Memorial Roundabout will not have any direct impact on this problem, although it will provide some extra "stacking space" for traffic queuing down the A456 towards West Hagley in the Kidderminster direction.	Rather than looking at individual junctions this scheme looks at the corridor as a whole and identifies improvements that will impact and benefit the whole route.
Impact of works will have during delivery.	We will work with the successful contractor to minimise disruption during the construction phase.

<b>Theme: Mustow Green Roundabout.</b>	<b>WCC Response</b>
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<p>Not even sure what a bigger roundabout would do? All roads are single carriageway so still same volume of traffic, and most seems to go straight ahead.</p>	<p>The modelling indicates the introduction of a new larger roundabout to the north of the existing roundabout which also incorporates a bypass away from the existing village, provides significant improvement in capacity. The mini bypass away from the village will also enable opportunity for active travel measures, and controlled crossings to be provided in the village.</p>
<p>This would be an opportune time to include dedicated cycling infrastructure to reduce vehicle and cyclist conflict.</p>	<p>WCC is undertaking further work to identify active travel infrastructure that will be included within any updated Business Case submission to compliment the schemes already identified. A Local Cycle and Walking Improvement Plan (LCWIP) is also being developed for Kidderminster which will sit alongside this scheme.</p>
<p>Your maps do not clearly illustrate what is planned.</p>	<p>Noted and we will ensure this is addressed at the next stage of stakeholder.</p>
<p>Why not traffic signals at Mustow Green roundabout or a simple crossroads</p>	<p>The modelling indicates the introduction of a new larger roundabout to the north of the existing roundabout which also incorporates a bypass away from the existing village, provides significant improvement in capacity.</p>
<p>The lack of integration of Cursley Lane with the rest of the network is an issue. he plans provided do not appear even to acknowledge the existence of Cursley Lane. Cursley Lane is an integral part of the highway network, not a mere rat-run.</p>	<p>Unfortunately, Curslow Lane and the A448 sits outside of the Major Road Network so cannot be addressed as part of these works.</p>
<p>Not needed, moving roundabout would disturb wildlife.</p>	<p>Any environmental impacts will be assessed and addressed prior to the introduction of the scheme.</p>



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<b>Further comments</b>	<b>Response</b>
How about better bus services (and better buses)?	WCC is currently looking at expanding the successful Demand Responsive Transport recently introduced in Bromsgrove to cover wider Worcestershire.
Consider long overdue improvements to the Bewdley Hill/Sutton Park Road/Crestwood Ave junction on the A456?	These proposals are the priority schemes identified for the A456, but they are not the only schemes identified for this area. The Sutton Park/Bewdley Hill junction remains part of the Wyre Forest District Local Plan Infrastructure Delivery Plan and will also be looked at.
Please can you address the Bewdley Hill issue? The current road layout near Kidderminster hospital isn't fit for purpose. I believe this issue has been raised many times.	This junction will now be assessed as part of the further work to be undertaken on this scheme.
Need traffic light controlled pedestrian crossing at Stourport Road / Sutton Road junction	Unfortunately, the A451 Stourport/Sutton Road sits outside of the Major Road Network so cannot be addressed as part of these works.
Need to improve the A448/A449 junction in Kidderminster too, this is already congested and dangerous for pedestrians at some legs of the junction.	Unfortunately, the A448/A449 junction sits outside of the Major Road Network so cannot be addressed as part of these works. This junction is being assessed as part of the current Woven Oaks planning application.

<p>The proposals to 'mix' pedestrians and traffic 'above ground' at the sites in the Kidderminster area introduces potentially random delays to traffic movement particularly at peak times. Footbridges or underpasses would alleviate this.</p>	<p>Wherever possible grade separated pedestrian and cycle infrastructure is provided, However, compliance with the appropriate standard, LTN 1/20, is extremely difficult in constrained networks.</p>
<p>All these junction improvements MUST have segregated cycle lanes and priority signals to make people feel safe, often big junctions are the most dangerous places for cyclists.</p>	<p>WCC is undertaking further work to identify active travel infrastructure that will be included within any updated Business Case submission to compliment the schemes already identified. A Local Cycle and Walking Improvement Plan (LCWIP) is also being developed for Kidderminster which will sit alongside this scheme.</p>
<p>The A491 needs widening, where it cuts down to 1 lane it is an issue. The same further up after the island towards the M5 I crawl up this road every morning because it's only single Lane</p>	<p>The option of dualling this section of the A491 has been considered.</p> <p>Following a review of modelling outputs, cost estimates, land take requirements and safety concerns relating to the alternative options, the proposed dualling of the A491 has been removed from the list of schemes and will not be taken forward to the Final Short-List Improvement Package.</p>
<p>Why isn't the junction at the top of Bewdley Hill included in this?</p>	<p>These proposals are the priority schemes identified for the A456, but they are not the only schemes identified for this area. The Sutton Park/Bewdley Hill junction remains part of</p>

	the Wyre Forest District Local Plan Infrastructure Delivery Plan and will also be looked at.
I have cited turnpike acts regarding Mustow Green. This is to point out that the use of Cursley Lane as a route to Droitwich is not a mere modern phenomenon. The existing road network in that area is probably medieval in origin. The poor status of Cursley Lane is probably due to the failure of the trustees of the Droitwich (second?) Turnpike Trust to implement their Act in full.	???
You also need to look at A419 Worcester to Kidderminster. What's the point of having a dual carriageway that only has one lane in use in each direction. Also, it needs Armco barriers.	The option of dualling this section of the A491 has been considered.  Following a review of modelling outputs, cost estimates, land take requirements and safety concerns relating to the alternative options, the proposed dualling of the A491 has been removed from the list of schemes and will not be taken forward to the Final Short-List Improvement Package.
Mustow green is most in need of a rethink, and this looks to solve that. It's far too small for volume of traffic especially at school Times to Winterfold. The view to your grim Bromsgrove right towards Harvington isn't great especially the speeds certain people approach there. Other awful area, the queue from Kidderminster up to the Hagley Island.	Appreciate your comment on the Mustow Green improvement scheme. The A456 corridor from Kidderminster to Hagley is being addressed through this scheme.
Traffic in Kidderminster is at peak capacity. Is there any way to build some form of outer ring road to reduce the traffic and allow the town's roads to be far more usable and safer? Even a bypass would suffice to take traffic from Stourbridge/Bromsgrove side towards Bewdley and Stourport without having to go around the ringway	Funding for major schemes such as new bypasses will not be supported by Government unless all options to improve/enhance the existing transport network have been optimised.
More public input on the proposals needed please as the proposals proposed do not add value to the problem/resolution.	Noted and we will ensure this is addressed at the next stage of stakeholder.

<p>I would have liked to see more thought given to addressing the impact of housing growth in Wyre Forest on the Hagley, Belbroughton, Clent areas. There is no provision for the Lea Castle development in these plans.</p>	<p>As part of our assessment of the current Lea Castle Phase 2 and the Woven Oaks planning applications we are identifying network capacity enhancement schemes and improvements to Active Travel infrastructure. These will be delivered by the developers either via s106 financial contributions or s278.</p>
<p>What additional safety features are you putting along route highlighted?</p>	<p>Route collision remediation works including the review of speed limits, pedestrian crossing facilities and junction upgrades are included. Further detail will be developed as the scheme progresses to the next stage.</p>
<p>One significant pinch point for congestion is the Stourbridge Road, from where it meets Sandy Lane. Is it possible to dual the Stourbridge Road from the Sandy Lane roundabout to improve flow away from M5 junction 4?</p>	<p>The option of dualling this section of the A491 has been considered.</p> <p>Following a review of modelling outputs, cost estimates, land take requirements and safety concerns relating to the alternative options, the proposed dualling of the A491 has been removed from the list of schemes and will not be taken forward to the Final Short-List Improvement Package.</p>

Table 1: Summary of qualitative comments and WCC Project Team responses.

## 5. What Happens Next

The proposals continue to evolve and a Strategic Outline Business Case for further funding will be submitted in 2023 which, if successful, will take the scheme to the next stage.