

MINUTES OF THE ANNUAL PARISH MEETING OF

MAPPLEBOROUGH GREEN PARISH COUNCIL

HELD ON MONDAY, APRIL 30th 2018

At 7.30pm in Mappleborough Green Primary School

PRESENT: Cllrs S.Coley, R Chadwick, M.Berry, A.Cameron and B.Lyon

Clerk B. Howes

District Cllr Kerridge and County Cllr Rickhards

Members of the Public present : 5

MEMBERS OF THE PUBLIC:

1. Cllr Coley opened the meeting

2. Apologies for Absence - none

3. To Receive the minutes of the Annual Parish Meeting of 13th March 2018, approved and signed at the 81st Parish Council meeting on 15th May 2018.

4. Presentation by Mr Nicholas Dauncey, Principal Transport Planner and Modeller, Transport and Highways Communities, Warwickshire County Council. Also in attendance, Mr Stephen Rumble, Team Leader.

Cllr Coley introduced the Parish Council to those present and speakers. It was agreed that Mr Dauncey would answer previously submitted concerns and then move on to public questions.

Mr Dauncey stated that issues regarding potholes, road markings, weight limits etc.., can all be reported via the Warwickshire link https://warwickshire.fixmystreet.com/ and HGV issues via the link https://warwickshire.gov.uk/hgv. Issues regards air pollution should be reported to Stratford District Council directly, although the District and County councils do work together regards traffic contributing to air pollution.

With regards to weight limits, traffic safety, new roads, HGV routing and management all enquiries should be directed to Philipa Young, Group Manager, Transport Planning, Traffic and Road Safety, Warwickshire County Council.

Q. Cllr Coley: Does Warwickshire work with Worcestershire County Council Highways?

A. Mr Dauncey: We are currently working on a proposal to work closely with them regards current proposals.

Mr Dauncey confirmed that traffic re-routing is currently being considered and that they do have a good working relationship with Worcestershire and they are addressing current concerns together.

Q. Cllr Coley: What can you tell us regards the current planning application?

A. Mr Dauncey: Stated that a working party, which will include member of the Parish Council will be set-up, which will consider specific routing agreements throughout the planning process.

Cllr Coley: Permission has been granted for a hotel in Studley which will bring with it somewhere around 300-400 additional cars every week, particularly at change over times i.e. Mondays and Fridays, plus the housing developments along the Redditch road adjacent to Mappleborough Green for a considerable number of houses, plus the development at the Winyates triangle, is all too much. The Parish already serves three garden centres, a school, pub, restaurants and is saturated with traffic.

Q. Cllr Berry: If a routing agreement is reached how can it be enforced?

A. Mr Dauncey: Stated that planning will look at enforcement and can be considered by the working party. Cllr Berry stated that as far as she was aware a routing strategy is not enforceable by law. Mr Dauncey stated that the enforceability could be implemented as long as it was agreed in Planning Law and that any concerns should be directed to Mr Ben Simm, Senior Development Management Engineer, Warwickshire County Council. Cllr Chadwick argued that the routing agreement may be enforceable for those lorries based at the site but what about visiting lorries.

Q. Cllr Kerridge: Have Warwickshire been consulted regarding the development Velocity 42 in Redditch?, this development will also affect Warwickshire routes as traffic is likely to come through and past the Washford Mill island. Liasing together on routing arrangements is a must, in order to consider these and future developments.

A. Mr Dauncey: We will take the question back and check with development management regards any notice received.

Q. Cllr Rickhards: What has transpired following deliberation between authorities on a whole, where are they at?

A. Mr Dauncey: A response to the consultation to the Major Roads Network has been submitted, which advised that Warwickshire and Worcestershire are keen to work together on proposals for work along the A441. Cllr Rickhards asked what about funding from the MRN? Mr Dauncey stated that working with Worcestershire puts us in a powerful position and strengthens arguments to receive funding.

Q. Cllr Kerridge: Studies have been done in Studley regards speed etc and work is being done with Worcestershire re the A441 Astwood Bank routes, how can we move forward with the community and get involved with studies around A435/A448/A441?

A. Mr Dauncey: We are not at that stage yet and envisage consulting stakeholders such as the Studley Steering Group, Parish Councils, residents groups etc.. Cllr Kerridge stated this was encouraging and asked about time scales. Mr Dauncey stated that the times of MRN consultations are Government led but suggested an announcement around the Summer this year. In the meantime he stated that meeting with Worcestershire officers re how to move ahead will be commencing. Cllr Kerridge stressed the urgency needed for the above to be prepared. Mr Dauncey stated that things will be in place to be ready.

Q. Cllr Berry: As School Governor, more needs to be done to improve Safer Routes to School and confirmed that highways improvements had been made but there was still no school crossing which is urgently needed.

A. Mr Rumble: The Safer Routes to School have raised awareness of the concerns in the community, however no decision has been made yet regards how to react.

Q. Cllr Rickhards: When data is received from speed surveys what impact do they have on the deliberation for these roads?

A. Mr Dauncey: When data is received proposals are reviewed and internal checks are made to ensure all relevant information has been received, together with consultations and other surveys, from that analysis will be done and a formal report written.

Q. Member of the Public: Expressed their concerns about the design of Stoffords traffic light system for the warehousing traffic at the Eastern Gateway.

A. Mr Dauncey: The design of the junction is in planning proposals, which will be reviewed and only then will approval be given.

Q. 2nd Member of the Public: Expressed concerns regards the traffic implications using traffic light system.

A. Mr Dauncey: Traffic analysis will be carried out and a model version of the development will be used and reviewed by traffic signal specialists.

Q. Member of the Public: This site will be operating 24/7 with approximately 9,540 car journeys per day through the junction, the warehouse traffic will have a huge impact on traffic flow as it stands. The largest unit on the proposed site is 80ft high, covering 6.2 acres - how many HGV’s will it take to receive and deliver stock. It will be enormous, for example Halfords has 28 loading bays! Is there any analysis of those traffic volumes for HGV's covering the volume of stock in those warehouses?

A. Mr Dauncey: The planning application Stoffords submit, includes transport assessments and HGV generated movements, considers highways and all traffic converging to the site including employees and when commuting traffic would be coming/leaving, which forms the basis of the proposal. Mr Dauncey suggested searching the National Planning Policy Framework for the technical analysis, which can be accessed by searching Stratford District Councils webpage. BARAM traffic model is the main platform used to look at impact.

Q. Member of the Public: A couple of months ago the junction at the roundabout in Studley closed, along where this junction is going to be sited, the traffic was grid locked. It took a couple present in the meeting one hour and thirty minutes to travel from Studley to Winyates.

A. Mr Dauncey: Junction signals will be intelligence led so traffic will be regulated, depending upon how many vehicles are queuing, the traffic signals should ensure the flow of traffic, however difficulties could arise if there are road works too. The County Council receives notice from Highways in advance when road closures are planned and try to plan diversions, in this case in Studley this was obviously a difficult situation.

Q. Cllr Coley: We don't know how many lorries/cars there will be as we don't know what is going to be on the site.

A. Mr Dauncey: There are technical specialists that use planning operating systems to estimate traffic flow.

Q. Cllr Berry: The model looks at the Barley Mow roundabout but should be more concerned about The Dog island, which is grid locked for most of the day. HGV's are nose to tail, what can be done now before the development.

A. Mr Dauncey: There is no immediate solution. Cllr Berry suggested a 7.5 tonne limit on the road.

Mr Dauncey stated that there is only so much that can be done, the scale and type of problem will be considered by the MRN, which is designed to address these issues. Cllr Berry stressed that this is the situation now, before the Eastern Gateway development. Cllr Berry stated that when the road became de-trunked traffic volumes should've decreased, in actual fact that the opposite happened. Cllr Berry stressed it is a serious accident waiting to happen. Mr Dauncey stated - moving to a situation where there isn't a scale of funding available for major change, Cllr Berry responded - a persons life is the result of the economy.

Q. Cllr Coley: Can Planning object due to traffic issues?

A. Cllr Kerridge: Stated that the planning authority almost never goes against objections from Highways, in case of liability.

Q. Member of the Public: Expressed concerns regarding warehousing being 24/7 and HGV's travelling along the road during the night. This already happens and the HGV's already break the speed limit due to less traffic and no enforcement.

A. Mr Dauncey : Stated that this will be considered as part of the routing agreement.

Q. Cllr Berry: What happens now as it is going to get worse? Cllr Berry also stated that there was a near miss today!

A. Mr Dauncey: The scale of the problem will be considered. Mr Rumble stated that all available options will be looked at, might include a bypass option. Significant studies utilising external expertise will be included. Mr Rumble argued that it is difficult and constraints exist such as surrounding community land availability, as well as support demands on the highways network. He confirmed that all options will be explored, reappraised and assessment of sensible ideas will happen. He stated that the MRN outcome will be known in the Summer, criteria is assessed on a needs basis but could be between £20-100million.

Q. Cllr Cameron: Has the Parish got a business case?

A. Mr Dauncey: Before the bid for funding can be decided the Government looks at certain criteria for example, economic effects, air pollution reduction, facilities etc..

He confirmed that there are a number of competing bids. Mr Rumble stated that there is no way of knowing at this time. Cllr Kerridge queried, are we ready? for example if they offer £100,000. Mr Dauncey replied that the allocation won’t be until 2020.

Q. Cllr Coley: What about re-routing traffic in and out of Redditch?

A. Cllr Kerridge: Confirmed the alternative route avoiding Mappleborough Green, through Redditch and The Slough to skirt Studley. Cllr Kerridge stated that permission is for the junction not the buildings. A lengthy discussion took place. It was finally agreed that the finer details would be considered via the working party, of which Cllr Berry agreed she would be part of.

Q. Member of the Public: The routing plan submitted by Stoffords was rubbished at the SDC planning committee meeting in January, what new ideas have been proposed?

A. Cllr Coley: answered - Proposed all lorries go one way, if not they would be red carded, six warnings would equal a form of punishment. Members of the public floor questioned the enforceability of this. Mr Dauncey stated that a regime would be put in place which would enable vehicles to be tracked by automated registration recognition and that there would be a site specific agreement in place. Cllr Coley argued how would this be enforced if they do not comply, Mr Dauncey stated that there would be a route agreement bond and enforcement measures would be taken out of it, for example could be £200,000. A discussion ensued regards Community Infrastructure Levies.

Q. Member of the Public: Could we revisit the bypass option?

A. Mr Rumble: Stated that all available options will be explored.

Q. Cllr Kerridge: Are you confident we are in the right timescale?

A. Mr Dauncey: Stated it is challenging but needs to be done. Cllr Kerridge stressed the urgency and need for speed to get the business case ready, Mr Dauncey agreed and stated that it is progressive with Warwickshire and Worcestershire working together. Cllr Kerridge stated milestones need to be set and met by certain timescales and that the community need to be kept informed, how and when things are happening etc.. He also stated it is good to work with the developers. Mr Rumble responded stating they are aware the piece of work needs to be done and the urgency to it and consultations will occur.

Q. Cllr Chadwick: Raised concerns with the 2020 deadline date as by then he argued there could be a different Government and different priorities.

A. Mr Rumble: Stated there is a strong commitment and it is likely to proceed.

Q. Member of the Public: Savilles were commissioned by Stoffords. If they are working together no one is independent are they?

A. Cllr Coley: Argued that someone has to pay them, it cannot be avoided but if you pay a professional they cannot be biased.

Q. Cllr Rickhards: For the avoidance of confusion can you explain what the Atkins Study is?

A. Mr Dauncey: Stated that the Atkins Study looked at local concerns regards the unacceptable levels of HGV traffic through Mappleborough Green/Coughton, Studley and surrounding areas. The data Atkins was asked to analyse included routes taken through the areas and in conclusion found that HGV traffic was using local facilities, employment, warehousing and businesses. Cllr Coley stressed that the study took place on one day only and was not a true representation. However, Mr Dauncey stated the data used was over a several day period. Cllr Coley stated it should be conducted over a number of months to get a true picture. Mr Dauncey stated that the survey was done following Government guidelines. Mr Rumble interceded stating that the analysis was a good indication of HGV's in the local area and any longer assessments would result in only slight variations. Cllr Coley raised the issue of when there is an accident on the motorway and the effect that has on the already stretched road.

Q. Cllr Coley: Raised concerns regards a new 300 bed-roomed hotel in Studley which is sited on a single track road and the agreed Redditch housing development to run parallel with the A435 in Mappleborough Green and over the next 3-4 years what a huge impact they are going to have on the already congested roads.

A. Mr Rumble: Responded stating that according to current traffic conditions and growth calculated by the Governments percentage increase, the development shows impact as insignificant in planning law.

Q. Member of the Public: Have you seen law enforcement under CiL in Warwickshire or other counties?

A. Mr Dauncey: There are similar in Leicestershire, with the same issues and now have a routing agreement.

Q. Cllr Kerridge: Thanked Mr Rumble and Mr Dauncey for their time and answering questions today. He stated that this is very important to the community and requested they look at the larger impact not just by a piece meal approach.

A. Mr Dauncey: Stated that for example in Stratford town they looked at a combination of identified mitigating issues at strategic levels for improvements. Mr Dauncey also stated that the state of the economy is healthy at the moment, but things take time and everything is considered, including effects on creating problems elsewhere.

The discussion continued reiterating areas previously covered.

Cllr Coley thanked both guests very much and hoped to receive further updates in the near future.

Meeting closed at 9:20pm