

## **Langley Sustainable Urban Extension (SUE) and Peddimore Draft SPDs – Transport FAQ**

### **What approach is taken to consider transport impacts from development?**

Transport is planned for at each stage of the development process, with the strategy details developing as additional information comes forward at each level / when required to refine the approach. In summary:

- When the [Birmingham Development Plan](#) (BDP) was prepared, the City utilised strategic transport modelling to identify the high level improvements needed to accommodate growth across the area (tested and agreed at the Examination into the BDP).
- This can then be supported through more localised transport models to update and provide further details about transport movements and the improvements needed across an identified area. This detailed work is being prepared for Sutton Coldfield with the City Council and Town Council.
- At the outline planning application stage, a transport assessment will further update and refine the modelling work to focus on the area to which the development will have an impact. This then informs the improvements needed, with detailed designs provided at agreed points (e.g. detailed planning applications, Highway Authority approvals). This work is being prepared by the developers with the City Council.
- Appropriate survey data is used at each stage to inform the decisions that have to be made.

The [National Planning Policy Framework](#) sets out that development “should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

### **What is the overall transport strategy to accommodate Langley SUE and Peddimore?**

The strategy for these developments is based on significant improvement to and promotion of sustainable modes of transport (walking, cycling and public transport), and directing the majority of remaining vehicle trips to two new access points onto the A38 along with wider investment in the road network. This strategy was considered the most appropriate as it will reduce transport impacts on, and allows the better management of, the wider transport network in Sutton Coldfield. It was tested as part of the BDP and supported through [Birmingham Connected](#) and the [West Midlands Strategic Transport Plan](#). The approach will need to be further refined and updated as part of the assessment of planning applications for the sites.

The approach for the sites is set out in the Connectivity Development Principle in both draft SPDs.

The following sections of the FAQ set out further details on each element of this strategy.

### **Walking and Cycling**

#### **What will the developments put in place for walking and cycling?**

A continuous network of routes will be provided for walking and cycling. This will include dedicated routes as part of high quality green corridors, and also facilities integrated into the road network. This will create a safe, high quality and continuous network.

The draft SPDs (see Plan 4 in Langley and Plan 3 in Peddimore) set out the main network for these routes. The strategy seeks to connect people to key destinations in the area, including New Hall Valley Country Park, Peddimore and other employment sites, Sutton Coldfield Town Centre, Walmley, rail stations, and the Birmingham and Fazeley Canal.

## **Public Transport**

### **What is Sprint?**

Sprint / Rapid Transit is an important part of the transport strategy for the developments and the wider area to provide fast, reliable, high quality public transport links. Transport for the West Midlands (TfWM) is bringing forward proposals for Sprint. More details are provided at <https://www.tfwm.org.uk/development/sprint/>.

Langley SUE will be served by a Sprint route connecting to Birmingham City Centre and Sutton Coldfield Town Centre. A stop should also be provided from Langley SUE that will be within an appropriate walking distance of Peddimore. Details of the proposals for this service can be found at <https://www.birminghambeheard.org.uk/economy/sprint/>. TfWM are consulting on the route from August 20<sup>th</sup> until September 28<sup>th</sup> 2018.

Subject to further feasibility, after 2026 a service should also be provided between Sutton Coldfield Town Centre and the HS2 Interchange at Birmingham International Station. This is likely to serve Langley SUE and Peddimore.

### **What will be provided on Langley SUE for Sprint?**

The draft SPD sets out an approach to ensure the required infrastructure is put in place for Sprint. A key part of this will be the service utilising the principal movement network on the site to connect the majority of residents to the service. It will need to be designed to give the service priority over private vehicles at junctions, in Centres and other areas where there is potential for delay. Public transport interchanges for Sprint will also be provided in the Centres. The plans are for the service to access the site from Walmley Ash Road in the south and Churchill Road in the north.

### **What about Sprint on Peddimore?**

The Peddimore draft SPD requires the infrastructure to be put in place to ensure Sprint can directly serve the site in the longer term. The Sprint service on Langley SUE will also offer a way for people to access Peddimore via walking, cycling and high quality bus service from an interchange. A dedicated walking and cycling bridge will connect the two developments.

### **What about other public transport?**

Sprint is one mode of a wider integrated transport network for the West Midlands. As part of the development of Sprint services, a review of conventional bus services along the routes will be conducted to ensure that a robust and efficient network is provided. The Sprint service on Langley SUE will therefore be supported by other high quality local bus services. Prior to the Sprint service directly accessing the Peddimore site, high quality bus services will be vital to the early delivery of Peddimore. More detailed strategies for public transport access to the sites and surrounding areas are required through the planning process.

### **Has rail access been considered?**

This has been considered, and is part of the strategy. The Langley SUE draft SPD requires connections to existing and proposed rail stations to be part of the long term transport strategy for the site.

## **Traffic**

### **What's the strategy to deal with traffic from the developments?**

New streets will be put into the developments, and investment will be made on the existing roads in the area to mitigate the effects of the proposals. A key part of the strategy is to direct the majority of traffic to the A38 as this will reduce transport impacts on, and allow the better management of, the wider transport network in Sutton Coldfield. This will include two new junctions onto the A38 to access the developments, which are identified in the draft SPDs.

Transport assessments will need to accompany the planning applications on the sites, and these will start to provide further details of the improvements that are needed. The City Council and Town Council have part funded a detailed transport model for Sutton Coldfield (including new traffic surveys), and this will be used to inform the planning application process. This will ensure the approach is fully assessed, is deliverable and transport impacts mitigated in appropriate ways.

The draft SPDs require travel plans to accompany planning applications to encourage people to walk, cycle and use public transport. For Peddimore, this will need to include research about potential occupiers and shift patterns as part of managing impacts on the transport network, particularly at peak times.

### **Are there more details on the types of junction that will be provided onto the A38?**

This is for the developers to propose and bring forward as part of the planning applications on the scheme, as the approach needs to be informed by the next level of detail that will be available at that stage.

The new junctions are identified in the draft SPDs, and some design principles are set out, rather than providing technical details. From a traffic perspective, the junctions will need to:

- Provide a suitable access with the necessary capacity to the development sites
- Support the management and efficiency of the wider transport network, including traffic at Minworth Island.

### **What roads will be provided on the developments?**

The Langley SUE draft SPD indicates the primary access points and a principle movement network to guide the developments – see Plan 3 and 4. Other routes will also be provided on the site, and it is for the developers to bring forward these proposals.

The access arrangements for Peddimore in the draft SPD are based on one main entrance into the site (plus an emergency access, likely to be on Wishaw Lane). This approach was assessed as part of the BDP. The expected major routes on site are indicated in the draft SPD – see Plan 3. The SPD does not preclude developers from bringing forward proposals with a through route on the site, however the developers would need to demonstrate that this would be an appropriate strategy.

### **What will happen to Wishaw Lane on Peddimore?**

It is likely to be closed as a through route. Changes to traffic movements in the area will be considered as part of the transport assessment for the planning application.

## **What transport improvements will be made in Sutton Coldfield to accommodate the developments?**

The drafts SPDs require extensive investment in the public transport and highway networks to mitigate the effects of development. Extensive evidence was provided to the BDP examination which will form the basis for the required investment in the transport network in the surrounding area (see [Langley and Peddimore Development Movement Infrastructure Plan](#)). The map at the end of this FAQ sets out the highway mitigation measures proposed in the BDP evidence (which includes the M42).

The highway mitigation work will be updated and expanded through the transport assessments which are required to support the planning applications for Langley SUE and Peddimore. This will be informed by the new Sutton Coldfield Transport Model, and will ensure the approach is fully assessed, is deliverable and transport impacts mitigated in appropriate ways. These assessments will include the M42 and Minworth.

## **Could rail freight access have been provided to Peddimore?**

It was not considered feasible to take the Sutton Park Line directly into the Peddimore site. It is proposed to re-open this line to passenger services post 2026, once large scale infrastructure has been provided to facilitate it as part of other projects (including Camp Hill Chords).

## **Parking**

### **What parking provision will be made on Langley SUE?**

The draft SPD refers to the parking standards in the existing [Car Parking Standards SPD](#). For new homes in Sutton Coldfield, car parking tends to be the maximum provision allowed (two spaces per dwelling).

### **What parking provision will be made on Peddimore?**

The draft SPD refers to the parking standards in the existing [Car Parking Standards SPD](#). The draft SPD requires appropriate parking provision for HGVs (including overnight parking), and for any impacts from the access on nearby residents to be minimised. As the main access point onto Peddimore is from the A38, this will be achievable.

## **Delivery**

### **Where and when will the transport improvements be made?**

The draft SPD's set out the overall framework for assessing the transport impacts from the developments. More detailed site-wide transport and movement strategies are required, and these will be coordinated between the two developments. The strategies will also indicate the trigger points at which the transport measures will need to be delivered.

Two of the measures that will need to be delivered in the short term are the southern junction onto the A38 to access Peddimore, and the Sprint service on Langley by 2022 (interim arrangements as a minimum).

Further discussions will take place with the City Council, developers and other stakeholders to refine and agree the strategies, taking account of the Sutton Coldfield Transport Model. These will then be brought forward as part of the planning application process.

