

Questions that were not answered during the Webinar

General

Internal Question Reference Number	Question	Answer
1	The daily impact on people living and working in Bromsgrove is huge. The stress and anxiety for adults and children of being endlessly worried about being late, stuck in traffic, new weekly closures, is getting worse, not better. Not small delays, but over an hour some days. When will it end?	Construction is due to end in December 2026. Our programme can be found Phase 3 of A38 BREP improvements Worcestershire County Council
2	Id like to know how long after completion before Bromsgrove council or planning will be approving new housing estates? As I personal do not feel the work being carried out is going to solve traffic and am concerned that more house are going to be built without the infrastructure in place	Bromsgrove District Council are the Local Planning Authority for housing. They have committed to providing updates on their local plan at: Planning Policies and Other Information
3	With increased traffic through Aston Fields why hasn't there been any consideration for an additional toucan crossing on New Road for children attending Aston Fields Middle School? We now have three crossings in a short distance ,Sherwood road and stoke road but none for the middle school.	Whilst it does not form part of BREP a crossing facility in the vicinity of New Rd & Rigby Lane is under consideration. Opportunities to deliver within the BREP programme to minimise further disruption are currently being explored.
4	Is something going to be done about damage to local side roads e.g. Warwick Avenue which have had enormous increases in heavy traffic because of the chaos on the A38. There are numerous dangerously deep and large potholes and other surface degradation.	As this is in relation to the existing carriageway the repair is the responsibility of Worcestershire County Council (WCC) Highways Maintenance team. Carriageway defects can be reported here: Report a pothole Worcestershire County Council
5	Something seriously needs to be done with the Perryfields Road, Whitford Road crossroads with the new houses, never mind the exit at Fox Lane. It is a serious accident zone. Is there traffic lights or roundabout planned?	As part of the planning permission for Whitford Road and the Perryfields developments, new junctions are to be delivered by the developer. This includes a new roundabout at Fox Lane / Rock Hill

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		and realignment of the Perryfields / Whitford Road junction which includes a new roundabout and crossings.
6	When (year)was the original BREP scheme given the go-ahead?	<ul style="list-style-type: none"> • Initial Conception: The project was identified in Local Transport Plan 4 to support the Bromsgrove District Plan. • Business Case Progression: A Strategic Outline Business Case (SOBC) was submitted in summer 2019, followed by an Outline Business Case (OBC) approved in August 2022.
7	Virtually all of the road surfaces through the BREP areas are damaged with pot holes/surface degradation that is not acceptable. The surfaces will simply not last the duration of these works - what is being done to address this for the road users who have to travel through this nightmare every day?	As this is in relation to the existing carriageway the repair is the responsibility of Worcestershire County Council (WCC) Highways Maintenance team. Carriageway defects can be reported here: Report a pothole Worcestershire County Council
8	What compensation can residents anticipate for the disruption caused ?	<p>Related Regents Park FAQ: <i>Will I be compensated for the additional travel due to the diversion route?</i></p> <p>There is no statutory compensation procedure for inconvenience or loss of business resulting from lawful road works carried out by the Highway Authority, particularly where access is maintained via diversion routes. This position reflects long-standing government policy, which recognises that temporary disruption to traffic flow is an inherent risk of operating a business adjacent to the public highway.</p>
9	How will widening help, if not able to do the whole length of the route? Surely this will just move the bottle neck and congestions further along.	<p>Related FAQs:</p> <p><i>What is A38 BREP?</i></p> <p><i>What if BREP was not delivered?</i></p>

Governance

Internal Question Reference Number	Question	Answer
10	I hope WCC are sharing all of these questions and feedback to DfT as the major stakeholder on this scheme. I'm sure their post investment appraisal will highlight the incompetence of this project team	The DfT remain a key stakeholder in the scheme, and transparency around delivery, risks and performance is an important part of that relationship. All questions, feedback and concerns raised by stakeholders are being captured and published on our website along with all information relating to the recent webinar and the wider BREP programme, including the current programme position and financial updates, is available on our website.
11	Who is responsible for both the works taking place and the decision to go ahead with BREP in the first place and what is the end goal hoping to achieve, what research was done and what are the figures involved regarding time saved on journeys etc	The Cabinet supported the decision for BREP to be taken forward through incremental steps - 22/10/2020 COMMITTEE NAME 8/12/22 - (Public Pack)Agenda Document for Cabinet, 08/12/2022 10:00 Following the development of the Business Case it was submitted to DfT for approval.

Programme/Finance

Internal Question Reference Number	Question	Answer
12	<p>You are already massively late in delivery, why are you certain it will be completed in 11 months? Oakalls roadabout and new road still have huge constructions to complete and you haven't even started digging</p> <ul style="list-style-type: none"> On a scale of 1-10 what is your actual confidence level this will be completed Dec 2026, for 	<p>Whilst we have experienced delays with some schemes forming BREP Phase 3, we remain committed to delivering Phase 3 by the end of 2026. The programme has been reviewed in detail, and the sequencing, resourcing and delivery approach have all been aligned to ensure completion within the remaining timeframe. This is why, despite earlier delays, we remain confident in achieving the end-2026 completion date.</p>

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	transparency my score based on past performance is 1	We anticipate that construction activity will become more visible as the below-ground works, such as utility diversions, are completed.
13	No penalty for lateness. No accountability to finish on time. how can we trust the timeline presented today?	Our contract for BREP includes a target price and agreed start and end dates for each scheme. Whilst there isn't a penalty for completion after the end date, the contractor does have to pay a share of any costs over target price. However, as per the information already provided, this programme, as is normal in project delivery, has encountered challenges. Some of these challenges are outside on the Contractors control, such as extreme weather, therefore it wouldn't not be appropriate to penalise contractors in these circumstances. We try and plan for unknown risks both in programme and budgets.
14	So are you on budget or not?	We are on budget you can access programme and finance information on our website Phase 3 of A38 BREP improvements Worcestershire County Council
15	Youve funnelled all the highway traffic into a single lane and the run up to junction is ruined. Are you going to sort this? Resurfacing can happen overnight if you pull your finger out. Peoples cars shouldn't get trashed because your dragging this out.	Assumption that this question relates to Regents Park Road. Works in this area are incomplete. The access onto Oakalls Roundabout from Regents Park Road is currently provided through an area where the old hatch markings have been removed. This entire area is due to be resurfaced as part of the Scheme E works.
16	Who are the private developers (section 106) who have contributed the £5 million?	Taylor Wimpey UK Ltd - Perryfields Road Various individual owners together with IM Land 2 Limited, Heyford Developments Limited &

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		<p>Rockspring Barwood, Redditch Limited - Land To The West Of Foxlydiat Lane And Pumphouse Lane Bromsgrove Highway Redditch</p> <p>Miller Homes Limited - Land at Whitford Road (Miller Homes & Bellway Homes)</p> <p>Persimmon Homes Ltd - Land at Brockhill East Weights Lane Redditch, Worcestershire</p> <p>Burcot (MR/SW) Ltd - Burcot Garden Centre</p> <p>Perryfields (Bromsgrove) Ltd. and PDR Developments (Bromsgrove) Ltd - Land North Perryfields Road, Bromsgrove</p>
17	What has been the financial cost of disruption in carrying out the works including the delays experienced.	<p>The Full Business Case for BREP (available on the WCC website) indicates that the financial cost of disruption during construction was assessed using the Department for Transport's QUADRO model. The FBC reports a total construction-related disbenefit of approximately £1.04 million (Present Value Basis, 2010 prices and values) for Phase 3 schemes.</p> <p>The appraisal applies a 2010 price base and Present Value year, consistent with the requirements of DfT Transport Analysis Guidance (TAG), which mandated the use of a standard base year to ensure national consistency across transport business cases.</p> <p>As the project is still under construction, this figure reflects the position at the time of the Full Business Case and no updated assessment of the total cost of disruption is currently available.</p>
18	In true project and programme management you would be allocating costs at detail. Are you therefore saying you haven't been running financial management in line with best	As with any major project, many financial transactions will lag due to the nature of invoicing and the timing of when costs are formally processed. This is normal in large-scale infrastructure

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	practice or that you can't make the data public ally available for commercial sensitivity reasons?	<p>delivery and does not indicate an absence of financial management.</p> <p>We have been running financial management in line with recognised best practice. Costs are allocated at the appropriate level of detail within the programme, but there will always be a delay between work being undertaken, invoices being submitted by contractors or statutory undertakers, and those costs appearing in the financial reporting cycle.</p> <p>In parallel, some information cannot be made publicly available due to commercial sensitivity, particularly where it relates to live contracts, negotiations, or third-party utility providers. However, all financial data that can be shared publicly is included within our published programme updates.</p>
19	What's the anticipated date for a full finish on the works? My son would like to organise a planting 'party' when it's all complete, particularly replacing the trees that were cut down on the park in Charford.	Overall construction is due to complete at the end of 2026 – Planting and landscaping will follow the completion of each scheme, WCC commit to replace trees cut down on a 2 to 1 ratio.
20	Rumour has it that the scheme is over budget is that the case?	BREP is delivering within budget, programme and summary financial position can be found here Phase 3 of A38 BREP improvements Worcestershire County Council
21	When do you expect this work to be completed, considering the delays? When can we expect a full completion date, with traffic cones and diversions removed?	Overall construction is due to complete at the end of 2026, diversion routes are removed as soon as construction works are complete.

Contractor questions

Internal Question Reference Number	Question	Answer
22	<p>What type of Project Management does the council have to ensure that the contractor delivers the project in a timely, efficient, and effective manner? For the 56 million pounds that we were informed this work was costing surely we deserve better than what we have witnessed over the past years.</p>	<p>The council has a robust project-management mechanism in place to ensure the contractor delivers the scheme in a timely, efficient and effective manner. The project is governed under the NEC4 contract, which provides a structured framework for programme management, early-warning processes, risk management and cost control. Alongside this, the council has a dedicated Client Project Management Team that oversees delivery, monitors performance and holds the contractor to account throughout the programme.</p>
23	<ul style="list-style-type: none"> • Please confirm that the contractor does not benefit from extending the time taken to complete work as in receiving extra income from the extended hire of the bollards and barriers? • Are there any penalty clauses that keep this running to schedule? 	<p>Our contract for BREP includes a target price and agreed start and end dates for each scheme. Whilst there isn't a penalty for completion after the end date, the contractor does have to pay a share of any costs over target price. However, as per the information already provided, this programme, as is normal in project delivery, has encountered challenges. Some of these challenges are outside on the Contractors control, such as extreme weather, therefore it wouldn't not be appropriate to penalise contractors in these circumstances. We try and plan for unknown risks both in programme and budgets.</p>
24	<p>Is there an investigation into the way BREP has been run who was over seeing important things like contactors, Budgeting, time frame, road closure? There appears to be no communication.</p>	
25	<p>How many staff are working full time on the construction and how does that compare to planned resource?</p>	TBC
27	<p>Unknown pipe? Who did the survey?</p>	Incomplete question

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28	How many additional workers will be added to the site to meet programme?	TBC
29	Given the delays isn't it time to sack Colas and find a contractor with the capacity and skills to complete the project to time and budget	We remain committed to delivering Phase 3 by the end of 2026 within budget. The programme has been reviewed in detail, and the sequencing, resourcing and delivery approach have all been aligned to ensure completion within the remaining timeframe. This is why, despite earlier delays, we remain confident in achieving the end-2026 completion date.
30	Surely weather and uncovering issues with utilities should be business as usual for projects like this, and therefore factored into budgets and timescales? I'd be interested in understanding more about claims made at tender stage.	We remain committed to delivering Phase 3 by the end of 2026 within budget. The programme has been reviewed in detail, and the sequencing, resourcing and delivery approach have all been aligned to ensure completion within the remaining timeframe. This is why, despite earlier delays, we remain confident in achieving the end-2026 completion date.
31	Are colas delivering other works in Worcestershire? If so are they on time? Will colas be invited to bid on other future works in Worcestershire?	No, Colas do not currently hold any other construction contracts in Worcestershire.
32	No other scheme would be allowed to be in place for this long with minimal staff on site. The whole project team need to be fired and new people put in place as we've got Z list people running this scheme. Give Kier or Balfour Beatty a call, they'll take this on and deliver it with minimal fuss !!	We remain committed to delivering Phase 3 by the end of 2026 within budget. The programme has been reviewed in detail, and the sequencing, resourcing and delivery approach have all been aligned to ensure completion within the remaining timeframe. This is why, despite earlier delays, we remain confident in achieving the end-2026 completion date.

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33	<p>What extreme weather have we experienced as I am not aware of anything extreme. I would suggest at best it has been just normal seasonal weather</p>	<p>Extreme weather could usually be defined as those storms that are named. Between Sept 2024 and August 2025 (UK Storm Season), there were six named storms. In January 2026 there has been three named storms alone.</p> <p>In addition to named storms there is also adverse weather such as high winds and heavy rainfall that can impact some construction activities.</p>
34	<p>You say bad weather has delayed you and you say it will be completed in 11 months. So how much contingency have you built into the plan to allow for bad weather through 2026? If the weather is good how much earlier will completion occur?</p>	<p>The programme has been reviewed in detail taking weather and the seasons ahead of us into consideration, and the sequencing, resourcing and delivery approach have all been aligned to ensure completion within the remaining timeframe.</p>
35	<p>When I carry out the school run and walk to Charford First School I see a number of Colas workers present but doing nothing. I've seen up to 17 in one day. What are their hours of employment and why do they appear to be do nothing both in the morning and afternoon.</p> <p>Why are contractors allowed mobile phones on site. Seen digger operators using phones. Clearly they are not working when doing so and is this not a safety concern.</p>	<p>Operational hours are commonly between 7am & 5pm. As with many industries, telephones are used for on site communication, orders and instructions and other activities. It is understandable that the workforce may sometimes appear to be inactive. However, there are sometimes pauses in site activities for reasons such as:</p> <ul style="list-style-type: none"> • awaiting materials • accommodating or waiting for other contractors (e.g., utility companies) • unexpected ground conditions (e.g., invasive species, statutory undertaker apparatus in alternative locations) • adverse weather • plant and machinery break down • rest breaks • Road Space booking restrictions (which are planned alongside other works within the area)

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36	Was a ground radar survey done before starting work? If not why not?	Ground Penetrating Radar (GPR) surveys have been undertaken for all schemes and they have helped but they aren't guaranteed to pick everything up, or being totally accurate.
Cycle lanes (justification) /active travel		
	Question	Answer
37	What statistics back up the need for the cycle lanes that are taking years to finish? Since not many Bromsgrove residents will use them, cyclists prefer country lanes for leisure, why spend millions on what seems unnecessary?	<p>Related FAQ:</p> <p><i>What are the works on Regents Park Road – (Scheme 6) for?</i></p>
38	What evidence is there of the demand for extra cycling routes that justifies the cycle path being built on Regents Park Road? How many extra cyclists are forecast to use the cycle path when it's finished?	<p>The value of the active travel components of BREP, of which Scheme 6 is a large part, was calculated using the process outlined in the Department for Transport's (DfT's) Active Mode Appraisal Toolkit (AMAT) during the assembly of the Full business Case (FBC).</p> <p>The Propensity to Cycle Tool was used to forecast cycling demand once the scheme is implemented. <i>This tool provides a realistic estimate of 'future demand' and calculates that on an average weekday, an additional 145 cyclists and 799 pedestrians will use Schemes B-F & 6 and an additional 88-171 cyclists and 955-1818 pedestrians will use Schemes 3 & 9. It is possible for users to be counted in both groups. The uplift in walking and cycling has additionally been estimated and sense-checked using monitoring data from similar schemes around the UK.</i></p>
39	About 6 cyclists currently use the cycleway from the KFC junction. Therefore predictably also on the new section being built. What cost benefit analysis was done for spending so much money on this minority group interest?	The Department for Transport's (DfT's) Active Mode Appraisal Toolkit (AMAT) was used to estimates the overall value of the scheme proposals to future cyclists and pedestrians. The assessment of the A38 BREP active mode impacts using the DfT's AMAT suggests that Phase 3 schemes (Schemes B to F, Schemes

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		3, 6 and 9), can deliver a Present Value of Benefits (PVB) of £22.29 million over a period of 60 years.
40	Who came up with the figure of 2000 journeys per week via foot and cycle, because that is total nonsense.	<p>The Active travel benefits, the benefits (Appendix E.9 of the FBC Table 8.1, which can be cross referred with Section 5.6.2.1.2 of Chapter 5 of FBC) were estimated using the following two key aspects/impact drivers:</p> <ul style="list-style-type: none"> • Reduced risk of premature death due to healthier and more active lifestyles; and • Reduced absenteeism from work due to improved general health. <p>The total benefits were calculated based on count-based method (Schemes B to F and 6) and catchment area method (Schemes 3 and 9, 200 m catchment area, See Section 8.1 of Appendix E.9 of the FBC). Appendix E.9 of the FBC, Figures, 7.1 and 7.3 weekdays only assessment):</p> <ul style="list-style-type: none"> • Cycling <ul style="list-style-type: none"> ○ Number of Cycling trips without intervention/A38 BREP = 134(51+83) per day ○ Number of Cycling trips with intervention/A38 BREP= 367(139+228) per day ○ So an increase of circa 174% increase in cycle trips per day because of the A38 BREP in the Scheme Influence area • Walking <ul style="list-style-type: none"> ○ Number of Walking trips without intervention/A38 BREP = 3311(1801+1510) per day ○ Number of Walking trips with intervention/A38 BREP = 5065(2756+2309) per day

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		<ul style="list-style-type: none"> ○ So an increase of circa 53% increase in walk trips per day because of the A38 BREP in the Scheme Influence area <p>Phase 3 of A38 BREP improvements Worcestershire County Council</p>
41	As someone who regularly cycles in Bromsgrove because it's the quickest and cheapest way to get around town, I'd like to know what plans are in place to join the "BREP" cycle paths up to the places people actually want to go like schools, shops, doctors surgeries etc?	Worcestershire County Council are currently developing a suite of Local Cycling Walking Infrastructure Plans (LCWIPs) for Worcester City and each of its key towns including Bromsgrove. LCWIP's are a strategic approach to identifying walking, wheeling and cycling improvements required at a local level. LCWIPs set out the vision and key priorities for infrastructure improvements in each of the areas, to create attractive, joined-up priority walking, wheeling and cycling networks, encouraging, and enabling people to travel more sustainably. LCWIPs are also key plans in helping us to secure funding to deliver these improvements to walking, wheeling and cycling routes, including via Government bidding opportunities and developer contributions. Local cycling and walking infrastructure plans (LCWIPs) Worcestershire County Council
42	Given the problems caused by retrofitting cycle lanes seen in BREP, will BDC and WCC insist on compliant cycle lanes be a requirement for planning approval for the proposed new housing developments in Bromsgrove ?	We are currently developing Walking Cycling Infrastructure Plan (LCWIP) for Bromsgrove. LCWIP's are a strategic approach to identifying walking, wheeling and cycling improvements required at a local level. LCWIPs set out the vision and key priorities for infrastructure improvements in each of the areas, to create attractive, joined-up priority walking, wheeling and cycling networks, encouraging, and enabling people to travel more sustainably. LCWIPs are also key plans in helping us to secure funding to deliver these improvements to walking, wheeling and cycling routes, including via Government bidding opportunities

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		and developer contributions. Local cycling and walking infrastructure plans (LCWIPs) Worcestershire County Council
43	I see approx 2 cyclists per day on the cycle path through Selly Oak where I work. However I see multiple emergency vehicles not able to get through anymore as the road is narrower due to the cycle path. How are you going to avoid this happening in Bromsgrove?	Tina – with the exception of RPR planned infrastructure will not reduce road space.
44	As someone who does not own a car and walks everywhere, are there any plans to build more lighting and footpaths connecting the oakalls to the rest of bromsgrove? when walking at night, it is pitch black. although the footpaths are there, the lack of lighting does not make it totally accessible	Lighting is proposed as part of the A38 BREP works, within the limits of the scheme, to ensure that all footways are appropriately lit. However, further connectivity will be assessed during the development of Bromsgrove's Local Cycling Walking Infrastructure Plan (LCWIP). Local cycling and walking infrastructure plans (LCWIPs) Worcestershire County Council

Landscaping/environmental questions

Internal Question Reference Number	Question	Answer
45	The photo shown is work done at Lydiate Ash by our pony paddock. We were assured that the wide verge purchased would be seeded with wild flowers & maintained. No wild flowers were planted, it's an overgrown mess. The plastic tubes around the new hedge are now brittle & are micro plastic to wildlife.	The landscaping proposals for the A38 BREP project can be found on our website at the following link: Why do we need to remove trees to deliver BREP? Worcestershire County Council We are committed to replacing trees on a 2 for 1 basis across the BREP programme. In addition to new trees, bulb planting will be undertaken along areas of the A38 which will include Wild

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		<p>Daffodils. Ecological enhancements such as bat boxes and bird boxes will also be provided along the scheme.</p> <p>The contractor will be responsible for maintenance of the landscaping for the initial period following the completion of the works.</p>
46	<p>The southbound side of the A38 between Slideslow island and the new road traffic lights has a large amount of weeds/undergrowth/dead things. Will some effort be put in to remove the undesirable aspects, leave the healthy things and then use any cleared space to re-plant.</p>	<p>Vegetation clearance is proposed as part of the A38 BREP works.</p> <p>The landscaping proposals for the A38 BREP project can be found on our website at the following link: Why do we need to remove trees to deliver BREP? Worcestershire County Council</p>
47	<p>What percentage of the replacement trees that we've been promised have actually been planted? Who will look after them when they have been planted, so that we don't end up with a load of dead saplings in place of the mature trees that have been cut down?</p>	<p>FAQ</p> <p>Why do you need to remove so many trees?</p> <p>In order to accommodate the improvements, vegetation clearance (including trees) is required in some areas of the scheme. Vegetation removal will be kept to a minimum, however where this is unavoidable we are committed to replacing trees on a 2 for 1 basis across the BREP programme.</p> <p>Where it is possible to do this in the immediate vicinity of where the trees have been removed we will do so but obviously this is not always possible. The replacement trees will be predominantly native species with one or two other species included where it is felt appropriate. This will include field maple, silver birch, alder, hawthorn, hazel and small leaved lime. The replacement trees will vary in size, predominantly 1m-1.5m in height (with both taller and smaller trees where appropriate) as</p>

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		<p>smaller trees generally establish more quickly and have a much better survival rate.</p> <p>In addition to new trees, bulb planting will be undertaken along areas of the A38 which will include Wild Daffodils. Ecological enhancements such as bat boxes and bird boxes will also be provided along the scheme.</p> <p>You can find further information on the A38 BREP Webpage linked below: Why do we need to remove trees to deliver BREP?</p>
48	How many saplings along with semi mature trees will be planted along the route? Also how many bird and bat boxes will be put in place?	<p>Details, including Landscaping Plans for each scheme can be found on the Worcestershire County Council (WCC) website via the link provided below:</p> <p>Why do we need to remove trees to deliver BREP?</p>
49	Why have you decided to cut down all the trees in Bromsgrove for cycle/footpaths that were already there and no one uses?	<p>The rationale for tree and vegetation removal on BREP can be found on the Worcestershire County Council (WCC) website via the link provided below:</p> <p>Why do we need to remove trees to deliver BREP?</p>

Emergency Services

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50	What emergency vehicle protocols were in place on 17 July last year, were they followed, and how will similar incidents be prevented in the future, given that a contractor road sweeper on the A38 delayed an ambulance and prevented me being with my mother in her final moments at the hospital?	<p>Please be assured that ahead of the works starting, the contractor visited the local emergency service stations to discuss any operational concerns relating to the closure, and to support emergency response planning. The services did not raise any concerns regarding the planned works.</p> <p>The Contractor visited the ambulance hub once again, on Wednesday 30th July, to check how services were operating following commencement of the works. They had no issues to report and stated they were well aware and equipped to utilise other local roads if needed. Whilst we received no direct feedback from the fire service or police, the emergency services communicate and share information and we have received no additional concerns.</p> <p>Where feasible, the contractor will assist emergency services in gaining access through the closure. However, this may not always be possible. For example, there may be open excavations within the carriageway that cannot be made safe quickly or securely, either through the use of road plates or rapid reinstatement, posing safety risks.</p>

Planning of Works

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51	Do you liaise with other local roadworks. Current works in webheath, redditch have caused chaos as more traffic is going through Finstall into the Oakalls.	Decisions regarding the level of Traffic Management and the implementation of road closures are determined by Worcestershire County Council's Streetworks Team. They assess each scheme on a case-by-case basis, ensuring that proposed measures are appropriate, proportionate, and compliant with relevant legislation.
52	At 10 am this morning I counted no more than five persons working over the entire length of the project. No wonder you're behind schedule!	<p>It is understandable that the workforce may sometimes appear to be inactive. However, there are sometimes pauses in site activities for reasons such as:</p> <ul style="list-style-type: none"> • awaiting materials • accommodating or waiting for other contractors (e.g., utility companies) • unexpected ground conditions (e.g., invasive species, statutory undertaker apparatus in alternative locations) • adverse weather • plant and machinery break down • rest breaks • Road Space booking restrictions (which are planned alongside other works within the area)
53	Why start everything in one go, with no one working at most of the sites most of the time	<p>We deliver schemes concurrently as our funding is fixed and we have a commitment to deliver by the end of 2026. Delivering in this way is more efficient as it allows teams to complete specific activities before moving to the next scheme, with further teams then following behind to complete their activities (e.g., Utility surveys take place before excavations).</p>

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		To deliver schemes in a linear way would take more time, approximately double the current duration, which would extend the level of disruption, and incur increased costs
54	<ul style="list-style-type: none"> • Why after nearly two years of development, you have not finished one single bit. Nothing in 2 years. Why not finish one part before starting another? • You have unnecessarily hampered the whole of the town & destroyed lives and businesses for such a long time with this approach - why? 	<p>Scheme A has completed and Scheme 6 will be complete in March.</p> <p>We deliver schemes concurrently as our funding is fixed and we have a commitment to deliver by the end of 2026.</p> <p>Delivering in this way is more efficient as it allows teams to complete specific activities before moving to the next scheme, with further teams then following behind to complete their activities (e.g., Utility surveys take place before excavations).</p> <p>To deliver schemes in a linear way would take more time, approximately double the current duration, which would extend the level of disruption, and incur increased costs</p>
56	We're enduring years of hell. Lots of individual sections started, nothing finished. Chaos over the entirety of Bromsgrove for what appears to be bigger pavements. And that's all. When will something, anything actually be finished and what will be the benefit for anyone in Bromsgrove?	<p>Scheme A – Hanbury junction is now complete and Scheme 6 Regents Park is due to complete construction in March.</p> <p>The A38 Bromsgrove Route Enhancement Programme (A38 BREP) is a series of improvements to the highway network throughout the A38 corridor in Bromsgrove seeking to tackle existing and future congestion and accessibility issues. It includes:</p> <ul style="list-style-type: none"> • junction capacity improvements (additional lanes, local widening etc) • junction safety improvements (junction signalisation, new or improved pedestrian and cycle crossings etc) • link capacity enhancements (additional lanes, dedicated right turn lanes etc) • active travel (cycling and walking) improvements both parallel to and crossing the A38 (new and improved

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		<p>footpaths, new and improved cycle paths and new and improved shared pedestrian and cycle routes)</p> <p>The aim of the A38 BREP is to reduce congestion within the corridor and to tackle many of the issues that are currently present, and which will inevitably get worse in future years as traffic continues to grow and environmental conditions continue to worsen.</p>
57	<p>Is there any possibility of having workers work more than a couple of hours a day and at more than one section at a time? We have lots of things closed off and started but zero presence of any workers and zero progress for month after month. What is the plan to actually finish something?</p>	<p>It is understandable that the workforce may sometimes appear to be inactive. However, there are sometimes pauses in site activities for reasons such as:</p> <ul style="list-style-type: none"> • awaiting materials • accommodating or waiting for other contractors (e.g., utility companies) • unexpected ground conditions (e.g., invasive species, statutory undertaker apparatus in alternative locations) • adverse weather • plant and machinery break down • rest breaks • Road Space booking restrictions (which are planned alongside other works within the area)
58	<p>The road system at present is a nightmare. When will it end? Nothing seems to be near completion only destruction and disturbance. No thought in place for the upheaval for residents or commuters just disorganised chaos. What compensation can we expect.</p>	<p>Unfortunately, there is no statutory compensation procedure for inconvenience or loss of business resulting from lawful road works carried out by the Highway Authority, particularly where access is maintained via diversion routes. This position reflects long-standing government policy, which recognises that temporary disruption to traffic flow is an inherent risk of operating a business adjacent to the public highway.</p>

Internal Question Reference Number	Question	Answer
		Our programme can be found our website Phase 3 of A38 BREP improvements Worcestershire County Council
59	Can consideration be given to completing one part of the roadworks first on any part of the A38? The stoke road turning is long overdue and it takes on average 45 minutes to get 1 mile home from the station (stuck on the industrial estate) which is longer than the whole commute to Birmingham!	We deliver schemes concurrently as our funding is fixed and we have a commitment to deliver by the end of 2026. Delivering in this way is more efficient as it allows teams to complete specific activities before moving to the next scheme, with further teams then following behind to complete their activities (e.g., Utility surveys take place before excavations). To deliver schemes in a linear way would take more time, approximately double the current duration, which would extend the level of disruption, and incur increased costs

Speed limit

Internal Question Reference Number	Question	Answer
60	What will be the proposed speed limits? I hope they won't be set at 20mph!	Incomplete question

Traffic Modelling

Internal Question Reference Number	Question	Answer
61	Are the simulated time savings of 0.5 - 1 minute based on original road speeds or the proposed reduction to 30mph? If not based on proposed 30mph what is the simulated saving based on this speed?	The traffic modelling considers all of the improvements proposed as part of the A38 BREP scheme. These are compared to the equivalent values if the scheme was not implemented.
63	Brep Fit for whose purpose?	
64	<ul style="list-style-type: none"> What evidence is there that this £49 million yields benefits in excess of the spend? <p>1 minute saving by 2040 seems minimal given the disruption. Is this the only gain for motorists?</p>	<p><u>The scheme will result in saving circa 90k vehicle hrs in 2040 for the whole network, which equates to circa 342 vehicle hours per day in 2040. This benefit along with saving in vehicle hours in 2025 equates to circa £46m (in present value) for the scheme appraisal period.</u></p> <p><u>Additional benefits from the business case:</u></p> <ul style="list-style-type: none"> <u>The scheme is forecasted to estimate total accidents savings of circa 300 over next 60 years. This benefit equates to circa £10m (in present value) for the scheme appraisal period.</u> <u>The significantly improved walking and cycling facilities will provide a more connected experience by reducing the requirement to use cars e.g. to access local services and Bromsgrove Rail Station. These benefits have also been monetised and equate to circa £20m in present value terms in the next 60 years.</u> <u>The A38 BREP supported the delivery of circa 5500 homes and 14 Hectares of employment land.</u>
65	<ul style="list-style-type: none"> Can you confirm that you said this whole project is to save 1 minute journey time by 2040? Is this a gain 	As above

Internal Question Reference Number	Question	Answer
	given how many hours people have wasted sitting in traffic during this project?	

Webinar

Internal Question Reference Number	Question	Answer
66	Why can't answers be given now instead of being addressed at a later session? The people of Bromsgrove are totally fed up of the delays, false promises, unnecessary changes and the seemingly total lack of management and action with the BREP scheme.	Due to time constraints, the questions were consolidated to ensure that they maximum number were covered off in the available time.
67	I'm worried about the panels answers as many of the panelists aren't actually answering the questions with tangible or actual reasons. for example "Experience" shows is not an answer based on any facts. What about actual surveys or research? What credentials do any of the panel have?	The Panel members are the respective leads within the combined team of those involved in delivering BREP and are suitably qualified to provide answers to the questions asked.
68	Will the call be recorded for those that can't listen on real time?	Yes. Available here: A38 Bromsgrove Route Enhancement Programme (BREP) Webinar Worcestershire County Council

Consultation

Internal Question Reference Number	Question	Answer
69	Why weren't the proposed plans and consultations for BREP more widely publicised amongst residents before deciding to spend £50 million to save 1 - 2 minute on our journey time along A38?	The engagement exercises for BREP were promoted on the usual WCC communication channels, e.g. social media platforms, press releases and webpages. Letters were also written to key stakeholders. Several in-person events were also well attended.
70	I walk from the Oakalls to the train station most days - it takes 20 minutes. What improvements are you planning to the infrastructure and what's the evidence that people will use it..? The 5 minute drive is likely much much more appealing to most, especially with the huge car park...	The design for this section is currently under review.

Communications

Internal Question Reference Number	Question	Answer
71	Can you provide examples of actual changes to plan you have undertaken as a direct result of resident feedback. Just one example will be enough!	Designs for Scheme 3 are under review following feedback from residents, this focuses on a proposed one way system along Drummond Rd.
72	BREP website is difficult to navigate, overly complicated & difficult to find specific info. When you do email a query, it takes 3 weeks to get a generic response & if you ask for more detail you're effectively told 'that's what's been decided' so will all these serious concerns make any difference?	We continually review the website content and regularly update its layout to make information easier to access. We aim to respond to email correspondence within 10 working days; however, this may not always be possible during periods of high demand or when enquiries require further investigation. In such cases, a holding response will be issued.

Scheme A – Hanbury Turn

Internal Question Reference Number	Question	Answer
73	<p>Work on the junction at Hanbury Turn was completed over 1 night but there were multiple weekends when the stretch of road was closed and there were 4 workmen sat in flatbed trucks 2 at each end of the road doing nothing and no work taking place. How much money was wasted paying people to do nothing?</p>	<p>There were several factors that contributed to periods where staff were present on site but no visible activity was taking place:</p> <ul style="list-style-type: none"> • Engineering challenges; The resurfacing works at this location were technically complex, requiring adjustments to the programme and sequencing of tasks. During the first weekend of closure, traffic management crews were positioned at the entries/exits to ensure the safety of the workers the while engineering surveys (pre-planning) took place, prior to the. Over the subsequent weekend closures the resurfacing works and traffic signal configurations, respectively took place. On all weekends when the road was closed, the closures were lifted early where possible, once the works were completed. • Weather conditions; Resurfacing is highly weather-dependent. On several occasions, conditions prevented work from progressing, but crews were still required on site to maintain the closure, manage safety, and respond if conditions improved. <p>During any road closure, even when active works are paused, staff must remain in place to manage traffic management arrangements, ensure public safety, and protect the work zone. Their presence is therefore not an indication of wasted expenditure but a necessary part of maintaining a safe and compliant site.</p>

Scheme B – Buntsford Drive

Internal Question Reference Number	Question	Answer
74	Now there is a nice wide pathway alongside Morrisons, why are there still cones in the road, reducing the carriageway further even though the path appears finished all the way up the hill. As the footpath is as wide as a carriageway, wouldn't another road lane have been a better use of this space?	<p>The cones remain in place as the works in the area are ongoing. With any programme of work of this kind there must be a balance between completing the work promptly and efficiently and minimising the impact on the travelling public. At each location there are a number of activities that may be taking place sequentially including surveying, the removal of the existing carriageway or footway, installation of new materials, temporary relocation of the carriageway to accommodate forthcoming work etc. These tasks are carried out by different teams and there are sometimes periods where an area that has been “coned off” to accommodate works does not have any activity taking place but the cones/barriers cannot be removed for safety reasons e.g. the carriageway surface or footway has been removed, or newly installed materials are “setting”.</p> <p>Scheme B sees the development of Active Travel Corridor Link parallel to A38, by providing a 3m wide shared footway/cycleway from Buntsford Drive to Sherwood Road. This scheme is a key part of the wider active travel strategy for the A38 corridor.</p>
75	Why wasn't the A38 dualled from Morrisons to Townsend North Bromsgrove traffic lights	Tina
76	What is the point of the ultra wide pavement between Morrisons and Buntsford Hill roundabout? The road is closed so often and all that seems to have happened is a massive (pointless) increase in pavement and a significant decrease in road width. How will this help the flow of traffic in Bromsgrove?	<p>Scheme B sees the development of Active Travel Corridor Link parallel to A38, by providing a 3m wide shared footway/cycleway from Buntsford Drive to Sherwood Road. This scheme is a key part of the wider active travel strategy for the A38 corridor.</p> <p>The carriageway will remain as two lanes between the Buntsford Drive Roundabout and the Sherwood Road Roundabout. Traffic</p>

Internal Question Reference Number	Question	Answer
		modelling was undertaken as part of the Full Business Case for BREP, which assessed journey times both at scheme opening and in 2040. This compares the results for “with BREP” and “without BREP”, and indicates journey time savings with BREP.

Scheme C – Stoke Road

Internal Question Reference Number	Question	Answer
77	<ul style="list-style-type: none"> • When is Stoke road going to be two way traffic again. • When will stoke road open fully? This element is way over schedule and causing considerable disruption to residents 	<p>Following delays experienced over the winter months, caused by significant rain fall and additional challenges associated with diverting of statutory undertakers, the programme is under considerable pressure.</p> <p>The Contractor aimed to complete the bridge phase by the end of March, enabling two-way traffic to resume. This position has informed the messaging we have previously shared with the public. Unfortunately, due to adverse weather conditions and repeated flood events within the works zone, completion of this phase is now forecast for late April.</p> <p>We have identified opportunities to recover some programme time, but these are subject to specific criteria being met. The key opportunity relates to reducing the curing period for the new bridge deck; from 28 days to 7 days but this is dependent on the new concrete achieving the required moisture content as set out in the HAPAS certificate and contract.</p>

Internal Question Reference Number	Question	Answer
78	The apron area (sea of mud) alongside the retail park / former Homebase site must have been levelled, compacted and then dug up at least three times. This seems crazy, or simply very poor planning / project management. What is the explanation, if indeed there is one?	Different parts of the project have to be completed in stages, often by different teams, and not all of that work can happen at the same time. To keep the site safe and accessible between stages, we temporarily reinstate the ground before returning to complete the next phase. That can make it seem as though work is being repeated, but in reality the contractor are progressing through the planned sequence of activities which have been devised to be as efficient as possible.
80	The junction with Sherwood Road is still closed and nothing more seems to be done on it. Are they waiting for parts? Why is this section being delayed given the disruption it's causing?	<p>Uncharted utilities were identified within the work zone requiring diversion works that temporarily paused the programme. In addition, the site has experienced several flood events in recent weeks, which have prevented the bridge foundations from being lifted into place.</p> <p>At present, we anticipate that the works will be completed by the end of March 2026.</p>
81	The stoke road works creating a third lane into a small road will surely increase traffic on a residential road. Lots of school pedestrians traffic along this route and access to a small park. Are there any plans for traffic calming measures which resident have been asking for for many years?	<p>The entry into Stoke Road will remain as a single lane. The additional lane included in the proposals is a westbound lane which will allow easier access to the A38 for vehicles exiting Stoke Road. There are no plans for traffic calming measures as part of the A38 BREP works.</p> <p>You can find further details of these improvements on the scheme maps which are all stored in the 'A38 Phase 3 Overview' drop down on this page of our website: https://www.worcestershire.gov.uk/council-services/planning-and-developments/road-improvements/a38-bromsgrove-route-enhancement-programme-brep/phase-3-a38-brep-improvements</p>

Internal Question Reference Number	Question	Answer
82	The lives and safety of hundreds of school children in particular are put at risk in crossing the A38 daily at the Stoke Road junction on the level. Would not the money spent on extending the cycleway not have been better used in providing a footbridge for pedestrians at this point?	<p>A38 BREP MAPS - SCHEME C v03</p> <p>The proposals for Stoke Road junction include toucan (cycle and pedestrian crossing on all the roads which will be a significant benefit for school children.</p> <p>A bridge at this location was reviewed as an option in the scheme scoping, but because of the size and gradient required for ramps was not taken forward, because of a range of concerns including the lack of land to accommodate a bridge and ramps. Other considerations included the dominance of a bridge, potential for safety concerns if the road was crossed without using the bridge and costs.</p>
83	I would like to ensure that the pavement and drainage at the junction of Charford Road and the A38 are addressed. After moderate or heavy rain, there is a large puddle on the road non KFC side, and puddles on the pavement due to incorrect camber. Can additional drainage and repitching be considered?	<p>Drainage changes and carriageway resurfacing are proposed in this location as part of the Scheme C works. These improvements will look to rectify existing drainage issues.</p> <p>You can find further details of these improvements on the scheme maps which are all stored in the 'A38 Phase 3 Overview' drop down on this page of our website: https://www.worcestershire.gov.uk/council-services/planning-and-developments/road-improvements/a38-bromsgrove-route-enhancement-programme-brep/phase-3-a38-brep-improvements</p>

Scheme D – New Road

Internal Question Reference Number	Question	Answer
84	What is the large black painted concrete slab on the west side of the A38 just north of New Road protecting?	This slab has been installed to protect a Severn Trent asset upon agreement with the statutory undertaker.

Scheme E – Oakalls

Internal Question Reference Number	Question	Answer
85	Scheme E: Oakalls Roundabout Visualisation. what is the additional road on that diagram? it seems like there are one too many roads on that diagram - is there a plan to build another road?	Published.
86	On the Oakalls, I can see no benefit at all to the estate once the works are completed.	<p>Scheme 6 is one of three active travel proposals within BREP Phase 3. The A38 currently presents a significant barrier to cyclists and pedestrians, both for those attempting to cross it east-west and for those navigating it along the north-south axis. This scheme is critical to improving connectivity for active travel users, particularly pedestrians and cyclists, from the Oakalls estate. It will link key destinations in two primary directions:</p> <ul style="list-style-type: none">• Northwards towards the town centre via Oakalls Roundabout (Scheme E) and Stratford Road• Southwards to the train station via Drummond Road, Rigby Lane, and New Road (Scheme 3) <p>By addressing a longstanding gap in active travel infrastructure, Scheme 6 will enhance route coherence and promote safer, more sustainable travel.</p>

Internal Question Reference Number	Question	Answer
87	Will the A448 also be resurfaced? The surface is rough broken and generates significant noise pollution for the entire oakalls	<p>Resurfacing is proposed on the A448 as part of the Scheme E works, on both the eastbound and westbound lanes.</p> <p>Resurfacing of the A448 exit from the Oakalls roundabout will extend from the roundabout to near the entrance to the golf club. The resurfacing of the A448 approach to the Oakalls roundabout will begin at roughly the same location.</p>
88	Will traffic's lights be installed on the Oakalls roundabout? They do not appear in the visuals	<p>Yes, all arms of the Oakalls Roundabout, apart from Regents Park Road, are due to be signalled as part of the Scheme E works. This is depicted by symbol and notes on the scheme plans.</p> <p>You can find further details of these improvements on the scheme maps which are all stored in the 'A38 Phase 3 Overview' drop down on this page of our website: https://www.worcestershire.gov.uk/council-services/planning-and-developments/road-improvements/a38-bromsgrove-route-enhancement-programme-brep/phase-3-a38-brep-improvements</p>
89	How many lanes will be between new road jn and oakalls roundabout when completed? Wasn't there mention in past that the existing footbridge limited road wideninghas that reduced original modelled time savings used in justification?	<p>The A38 has been widened as far as possible on the northern side of the bridge. The northbound approach to the Oakalls Roundabout has been extended to the south and the southbound exit from Oakalls has been widened into two lanes to provide additional capacity on this stretch.</p> <p>You can find further details of these improvements on the scheme maps which are all stored in the 'A38 Phase 3 Overview' drop down on this page of our website: https://www.worcestershire.gov.uk/council-services/planning-and-developments/road-improvements/a38-bromsgrove-route-enhancement-programme-brep/phase-3-a38-brep-improvements</p>

Internal Question Reference Number	Question	Answer
		<p>enhancement-programme-brep/phase-3-a38-brep-improvements</p> <p>The bridge has always constituted a pinch point and thus widening is not proposed along the entire section between the A38/New Road Junction and the Oakalls Roundabout. Traffic modelling has been completed on the design as it stands today, without widening underneath the bridge, and therefore all figures used in the Final Business Case are accurate.</p>
90	<p>Pedestrian crossings at the end of the A448 dual carriageway? how long will it take before an accident occurs on the main island exit on to the A448 because of traffic having to stop for pedestrians a few metres on to the dual carriageway ?</p>	<p>Both of the crossings on the A448 are existing crossings. These are due to be upgraded to signalised crossings as part of the Scheme E works. Additionally, the Oakalls Roundabout is due to be signalised as part of the Scheme E works which will reduce speeds of vehicles exiting the roundabout onto the A448. These improvements are seen to greatly improve the safety of the pedestrian link across the A448.</p> <p>The scheme has been designed to the relevant design standards and all schemes go through a comprehensive Road Safety Audit process with input from the police.</p>

Scheme F – Birmingham Road/A38

Internal Question Reference Number	Question	Answer
91	why has the right turn from the A38 down School Lane been taken away, there is a lot of traffic turning right and shouldn't be which causes major issues.	A main component of the Scheme F proposals is the provision of an additional southbound lane to provide extra capacity and ease traffic flow from the M42 into Bromsgrove. As a result of this, northbound vehicles would have to wait for a gap to turn across two live lanes in order to enter and exit School Lane. Firstly, this is not considered to be a safe manoeuvre. Secondly, vehicles waiting to turn into School Lane from the northbound lane would significantly hinder other vehicles wishing to continue north. As such, these manoeuvres must be prohibited for the scheme proposals to remain safe and have an impact on traffic.
92	How is the No Right Turn into School Lane going to be enforced? So far it's an unmitigated disaster with temporary bollards lasting only a day or so and delays up the hill a regular occurrence	There will be a TRO in place which will make it enforceable by law. The splitter island has also been shaped to make it more difficult to turn right in/out
93	So we are now going from 60mph on stretches of the route to 30 mph and that will increase journey time. Please can you explain how we will save time by going slower on narrower roads due to cycle lane?	The current speed limit within this section of road is 40mph. Concerns have been raised by local residents to both existing vehicular speeds within the corridor and whether the changes made to road layout would encourage faster speeds. As part of the scheme proposals and following the safety review, the revised proposal would involve the reduction in speed limit to 30mph throughout this section. It is proposed that the speed limit would be to enforce this with speed cameras either at fixed points or with average speed cameras.
94	Why has the whole of the scheme been coned off, the workforce is inadequate to take on the whole project in one go. Between the Oakalls and the m42 hardly any work has taken	We deliver schemes concurrently as our funding is fixed and we have a commitment to deliver by the end of 2026.

Internal Question Reference Number	Question	Answer
	place yet it's causing chaos. Why weren't sections completed and then opened up again thus meaning less disruption	<p>Delivering in this way is more efficient as it allows teams to complete specific activities before moving to the next scheme, with further teams then following behind to complete their activities (e.g., Utility surveys take place before excavations). To deliver schemes in a linear way would take more time, approximately double the current duration, which would extend the level of disruption, and incur increased costs.</p>
95	What actions are being taken to mitigate hazard to road users, in particular the standing traffic on M42 J1 exit caused by the narrowing of A38?	<p>To mitigate any potential hazard to road users arising from the traffic management in place, we are ensuring that the measures adhere to national standards and best practice (including the Traffic Signs Manual and Safety at Street Works and Road Works: A Code of Practice -The Red Book). Some of the measure include:</p> <ul style="list-style-type: none"> • Advanced warning signs have been installed on the A38 approaches and J1 exit slip to alert drivers to the lane narrowing and potential congestion ahead. • Signs are positioned at appropriate distances to give drivers adequate time to reduce speed and merge safely. • Temporary speed restrictions have been implemented on the A38 to reduce the risk of high-speed traffic meeting standing or slow-moving vehicles (to help smooth traffic flow and minimise sudden braking. <p>Traffic flow is being continuously monitored, and adjustments to the TM layout, taper lengths and signage positions are made where necessary. Up-to-date information on expected closures and diversion options is being provided through official channels to support better driver decision-making and reduce unnecessary traffic entering the affected area.</p>

Scheme 6 – Regents Park Road

Internal Question Reference Number	Question	Answer
96	<ul style="list-style-type: none"> • Having stood & watched cars turning left out of Green Park Road towards the island, it's clear that unless you're driving something smaller than a Fiat 500 you have to swing out across the other lane as the bend is now so sharp. Anyone on the panel in this meeting actually been to look first hand? • Why has the junction of Green Park Road and Regents Park Road been narrowed? It's impossible to turn left out of Green Park Road if there is traffic on Regents Park Road coming from the main island; the turning is now so tight you have to swing onto the other side of the road to get around. • I'd like the person who designed the revised junction of Regents Park Road and Green Park Road to try turning out of Green Park Road in their own car, and see if they can turn safely without crossing onto the other side of the road. The junction is now dangerous. 	<p>Swept path analysis has been undertaken for a range of vehicle types, including:</p> <ul style="list-style-type: none"> • Standard car • Refuse collection vehicle • Emergency service vehicle <p>The swept path for a standard car demonstrates that the left turn can be completed without encroaching into the opposing traffic lane on Regents Park Road.</p> <p>A refuse vehicle and an emergency vehicle would require encroachment into the opposing lane to complete the full manoeuvre. This is in accordance with Paragraph 9.4.11 of Manual for Streets 2.</p>
99	<p>Why has a pinch point been installed on Regents Park Road? What information was used to come to this decision?</p>	<p>We are aware that the current road layout, where narrowed, gives right of way to traffic travelling from east to west. Following feedback and the petition brought to January's Council meeting, we are undertaking a review of the arrangement where the road is narrowed at Regents Park Road. Once finalised, we will publish an update on our website of any outcomes that may result.</p>
100	<p>Green park road junction seems to be overly narrow and difficult for 2 cars to pass easily. Why is this? What is the justification?</p>	<p>Also as above combine 4</p>

Internal Question Reference Number	Question	Answer
101	Why is the new Green Park Road junction so tight? It is difficult to turn left out of the junction without going onto the wrong side of the road into oncoming vehicles.	Combine 5
102	Green Park Road is about to be resurfaced. Can we have a guarantee that access to houses will be maintained at all times, and that the contractors will not attempt to shut the road completely as they did recently on Regents Park Rd despite assurances they wouldn't?	<p>Access – See Regents Park Road FAQs: Will I still be able to access my property? Yes – access to properties will be maintained at all times. Will pedestrian access be maintained? Pedestrian access will be maintained throughout the works via existing provisions along Regents Park Road, with adjustments in place to ensure continued safe passage:</p> <p>Phase 1: The northern footway will be closed. Pedestrians travelling westbound will be directed to cross over to the southern footway to continue their journey safely Phase 2: The arrangement will switch; the southern footway will close, and pedestrians will instead use the northern footway for their travel along Regents Park Road</p> <p>The existing pedestrian crossings at Oakalls Roundabout, Regents Park Road and across the A38 to Stratford Road will all remain fully operational throughout. With the eastbound exit closed onto Regents Park Road, there will be reduced vehicle movements, making north-south pedestrian crossing easier and safer.</p> <p>To further support safe navigation, pedestrian marshals will be in place at the commencement of the works and at the start of the new school year in September. They'll help guide pedestrians, especially schoolchildren, as they adjust to the temporary arrangements.</p>

Internal Question Reference Number	Question	Answer
103	<p>Has anyone sitting on this panel been out in person at peak traffic times to witness what is actually going on? Please answer.</p>	<p>Yes - members of the panel, and the wider BREP team, have visited site on several occasions, and at times where peak traffic flow is present.</p> <p>WCC use software which is recording journey times 24/7 on the A38 around Bromsgrove and this commenced before the BREP scheme. This information has been reviewed by the BREP team and used to both plan and adjust road space layouts. WCC also use this software to track queueing times for the whole of Worcestershire via the use of TomTom data. Abnormal queue lengths will often trigger inspections to check for permit condition compliance.</p>
104	<ul style="list-style-type: none"> • Why did the Regents Park Road works go ahead despite a promise last year from Reform that they wouldn't? <p>Reform took over running the County Council last year and offered a change. Why did you promise that you would cancel unnecessary parts of BREP including Regents Park Road, then break that promise?</p>	<p>Response from Cllr Perks: I want to be very clear at the outset, because the premise of this question matters. I did not promise to pause the BREP programme. I never made that commitment, and it is not contained anywhere in my written correspondence or decisions.</p> <p>What I did commit to, consistently, was listening to residents, scrutinising delivery, and ensuring that where genuine issues were raised, they were reviewed properly. That is not the same thing as pausing or cancelling a nationally funded, contractually committed infrastructure programme.</p> <p>BREP is a long-standing scheme. It has been through statutory consultation, multiple design revisions, a full business case, and government approval. It is fully funded and currently under construction. At the point I took responsibility, the Council was already contractually committed, utilities were programmed, and delivery was underway. To pause the programme at that</p>

Internal Question Reference Number	Question	Answer
		<p>stage would not have been a neutral act, it would have meant significant financial penalties, prolonged disruption, and a real risk of losing Department for Transport funding altogether.</p> <p>Where concerns were raised, such as Drummond Road, I asked for further review, and the outcome was a change. That shows the system working. But it would have been neither responsible nor honest to suggest that I could simply 'pause' the entire programme without consequence.</p> <p>So if the question is why I did not do something I never promised to do, the answer is straightforward: because it was never proposed by me, and because doing so would have materially harmed residents through increased costs, longer disruption, and funding risk.</p> <p>My responsibility is not to offer soundbites or headlines, it is to deliver infrastructure properly, protect public money, and make evidence-based decisions. That is what I have done, and that is what I will continue to do.</p>
105	<p>We were assured that there would be access to the estate along Regents ark Rd at all times for residents and the emergency services. Why did the contractors close the road recently and refuse to let residents through, causing several to abandon their cars?</p>	<p>Access along Regents Park Road was intended to remain available throughout the works, and the commitment given to residents was that, even during closures, access would be maintained, though short delays would sometimes be unavoidable while specific construction activities were taking place.</p> <p>There were, however, limited occasions when access was refused and this should not have happened. We understand</p>

Internal Question Reference Number	Question	Answer
		<p>that this caused disruption for residents and we are genuinely sorry for the inconvenience and frustration this created.</p>
106	<ul style="list-style-type: none"> Can a sign be installed at the A448 exit into the Oakalls estate which says Residents Only- no through traffic. This would reduce the number of motorists using Regents Park Road as a shortcut. 	<p><i>To accommodate signage at the exit from the A448 onto Regents Park Road, a Traffic Regulation Order (TRO)/Temporary Traffic Regulation Order (TTRO) would be required to make the signage lawful.</i></p> <p><i>It also needs to be considered how the increased traffic would impact the A448 and the Oakalls roundabout, whilst Scheme E improvements are being undertaken.</i></p> <p><i>A review is underway as part of our ongoing approach to optimise Traffic Management to minimise disruption wherever possible.</i></p>
107	<p>What research has convinced you that the crazy modifications in regents park road were required.</p>	<p>Scheme 6 is one of three active travel proposals within BREP Phase 3. The A38 currently presents a significant barrier to cyclists and pedestrians, both for those attempting to cross it east-west and for those navigating it along the north-south axis. This scheme is critical to improving connectivity for active travel users, particularly cyclists, from the Oakalls estate. It will link key destinations in two primary directions:</p> <ul style="list-style-type: none"> Northwards towards the town centre via Oakalls Roundabout (Scheme E) and Stratford Road Southwards to the train station via Drummond Road, Rigby Lane, and New Road (Scheme 3) <p>By addressing a longstanding gap in active travel infrastructure, Scheme 6 will enhance route coherence and promote safer, more sustainable travel.</p>

Internal Question Reference Number	Question	Answer
108	Does anyone know that the one way priority alterations is prioritised the wrong way and you can't actually see round the priority alteration – dangerous	We are aware that the current road layout, where narrowed, gives right of way to traffic travelling from east to west. Following feedback and the petition brought to January's Council meeting, we are undertaking a review of the arrangement where the road is narrowed at Regents Park Road. Once finalised, we will publish an update on our website of any outcomes that may result.
109	The manhole on Regent's Park remains unfixed as of January 29th. What actions are being taken regarding this issue?	This issue has since been investigated and rectified. The noise was being caused by the rocking of an existing gully grating, which has since been reset during the resurfacing works. We have continued to monitor this location and believe the matter has now been resolved.
110	Will the people who designed the changes to Regents Park Road, including the junction with Green Park Road, meet with us residents in Regents Park Road to explain to us face to face why they've made the changes that have caused so much disruption?	We are aware that the current road layout, where narrowed, gives right of way to traffic travelling from east to west. Following feedback and the petition brought to January's Council meeting, we are undertaking a review of the arrangement where the road is narrowed at Regents Park Road. Once finalised, we will publish an update on our website of any outcomes that may result.
112	Please can the slip road to the estate from Redditch dual carriageway be closed? It's become a rat run for people who don't want to queue through the lane closure at the end. It's caused absolute gridlock on Regents Park Road at the new pinch point. 19 minutes to exit the estate is not acceptable.	Closure of the slip road is not feasible, however following feedback and the petition brought to January's Council meeting, we are undertaking a review of the arrangement where the road is narrowed at Regents Park Road. Once finalised, we

Internal Question Reference Number	Question	Answer
		will publish an update on our website of any outcomes that may result.
113	The new road layout will be a rat run. Explain why a huge cycle path was needed??	<p>Scheme 6 is one of three active travel proposals within BREP Phase 3. The A38 currently presents a significant barrier to cyclists and pedestrians, both for those attempting to cross it east-west and for those navigating it along the north-south axis. This scheme is critical to improving connectivity for active travel users, particularly cyclists, from the Oakalls estate. It will link key destinations in two primary directions:</p> <ul style="list-style-type: none"> • Northwards towards the town centre via Oakalls Roundabout (Scheme E) and Stratford Road • Southwards to the train station via Drummond Road, Rigby Lane, and New Road (Scheme 3) <p>By addressing a longstanding gap in active travel infrastructure, Scheme 6 will enhance route coherence and promote safer, more sustainable travel.</p>
114	are the council going to provide a service to keep the bush near the give-way on regent's park road cut far back? if this grows out, there will be no visibility to see oncoming cars at the give-way	We are in discussion with the land owner.
115	You say being clear about communication (on your webinar). Regents Park Road should be completed by the end of this month- presuming from the state of it it won't?	TBC