

## Webinar Session Question and Answers

Slide title	Question	Response
<p><b>Programme Management, Delays &amp; Delivery</b></p>	<p>Why have multiple improvements been started whilst other schemes are taking places and none finished?</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>
<p><b>Programme Management, Delays &amp; Delivery</b></p>	<p>There have been a number of major project overruns – why is this? The project was due to finish early 2026, now it is end-2026 with major elements yet to be started. Will the project be completed by the end of this year?</p>	<p>The projected completion for Phase 3 has always been by the end of 2026.</p> <p>The project has faced several challenges. We have experience delays related to severe weather conditions, and have uncovered a number of uncharted utilities, including gas, water and electricity infrastructure, that were not shown on existing plans.</p> <p>Each time this happens, we must follow a strict protocols, that take time to stand down and resolve.</p> <p>However, there comes a point where the unexpected issues we've encountered become less of a risk, and the work transitions into a more straightforward phase of construction, without the same level of dependency on other parties.</p>

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<b>Programme Management, Delays &amp; Delivery</b>	The project was due to finish early 2026, now it is end-2026 with major elements yet to be started. Will the project be completed by the end of this year?	<p>The A38 Bromsgrove Route Enhancement Programme (BREP) consists of several phases, with each phase containing individual schemes. We are currently delivering Phase 3 of BREP which is due to complete by end of 2026.</p> <p>As outlined in the slides earlier the programme is projected to complete inside 2026, with many construction elements completing from late summer.</p>
<b>Programme Management, Delays &amp; Delivery</b>	How are decision-makers and project leaders experiencing the traffic and disruption firsthand, and how are they ensuring proper oversight?	<p>The project team regularly travel through Bromsgrove, experiencing the traffic during peak hours. We also walk and drive through the schemes to get a clearer understanding of construction impacts, often with residents or business owners who are experiencing issues or have concerns. This helps us to identify areas that can be improved. We're also working in liaison with your MP Bradley Thomas and your Local County Councillors to resolve issues or concerns highlighted to them. Using One Network Route Monitor we have 24/7 tracking on A38 through Bromsgrove and have data from before the scheme commenced.</p> <p>We also review live traffic queue data and can use traffic replay to check for queue lengths.</p> <p>We also have a weekly meeting to review all major works and events in Bromsgrove.</p>
<b>Workforce productivity</b>	There have been reports on low numbers of workers present during some works and in other areas, workers observed not actively working (e.g on mobiles).	<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"> <li>awaiting materials</li> <li>accommodating or waiting for other contractors (e.g., utility companies)</li> </ul>

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	How does this affect project delivery and safety?	<p>unexpected ground conditions (e.g., invasive species, statutory undertaker apparatus in alternative locations)</p> <p>adverse weather</p> <p>plant and machinery break down</p> <p>rest breaks</p> <p>Road Space booking restrictions (which are planned alongside other works within the area)</p> <p>Works have been ongoing since Christmas in the northbound footway area. BT/Openreach have been working on their existing assets which is necessary before we can continue with the road and footway works</p>
<b>Traffic flow, congestion and impact</b>	What is the projected increase in traffic flow due to Bromsgrove's population growth and BREP changes, and is the design being reviewed for long-term sustainability?	<p>In 2025, the scheme is forecasted to save road users, travelling in the south bound direction, 2.1 minutes in the AM peak. The journey time savings reduce to 1.0 minute when the users travel in the PM peak hour. The scheme is also forecasted to save road users, travelling in the north bound direction, half a minute in the AM and PM peak hours respectively in 2025.</p> <p>In 2040, the scheme is forecasted to save road users, travelling in the south bound direction, circa 1 minute in the AM peak hour. The journey time savings reduce to half a minute when they travel in the PM peak hour. The scheme is forecasted to save road users, travelling in the north bound direction, circa 1 minute in the AM peak hour in 2040.</p>
<b>Traffic flow, congestion and impact</b>	How will traffic, including HGVs, be managed post-completion to prevent residential rat-running and congestion?	Once the works are complete and all road closures are lifted, traffic — including HGVs — will naturally return to the A38, which is the designated strategic route. As the network returns to normal operation, this will significantly reduce the incentive for vehicles to divert through residential areas, helping to minimise rat-running and associated congestion.

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<b>Scheme Design changes</b>	With recent changes to government targets and traffic projections, and the District Council's new plan, is now the time to review the design of the BREP project for long-term sustainability?	No - the new local plan will come up with a set of schemes to mitigate traffic impact.  The current A38 BREP scheme was developed and designed to support the growth set out in the current adopted Bromsgrove Plan. Further growth and allocations in emerging or future plans will need to be assessed to understand the transport impacts and any mitigations which may be required. We continue to work with BDC on their future plans.
<b>Scheme Design changes</b>	Why have certain elements, such as cycle lanes or carriageway layouts, been changed from the original plans without public consultation or clear rationale?	Only slight alterations have been made to schemes during the works.
	What assessments or forecasts were carried out to justify these changes, and how do they balance anticipated benefits against impacts on traffic flow, road safety, and the environment?	A full traffic model and business case was produced which showed the benefits these changes would bring, and the business takes account of traffic flow, road safety and the environment.
<b>Cycling Infrastructure</b>	What is the projected usage of the new cycle lanes or evidence to justify these changes compared to the loss of road capacity?	Experience elsewhere shows that one of the major barriers to walking and cycling is poor infrastructure such as limited pedestrian/cycle crossings, narrow footways, poor signage and few off-road options for cyclists. Where these facilities are provided or improved on key routes, use grows over time even where historically it has been limited.  We don't have specific breakdowns for each individual scheme. However, as

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		mentioned when outlining the intended outcomes of BREP, the business case forecasts an estimated 2,000+ additional walking and cycling trips per weekday in the future.
<b>Cycling Infrastructure</b>	Has consideration been given to alternative, safer routes (e.g. connecting M42 to Bromsgrove or extending to Redditch) to make the disruption worthwhile?	This does not form part of the A38. Current Government policy is to focus on short trips for cycling, walking and wheeling and where possible reducing the vehicular traffic. This includes journeys key destinations such as schools, shops and places of employment. The active travel schemes included in BREP is focused on linking the town centre to the station via Oakalls, and to the High Schools. The proposals for a longer distance link between Redditch and Bromsgrove is included within Local Transport Plan 4 and remains a longer-term aspiration.
<b>Road safety, enforcement and behaviour</b>	How is BREP addressing safety risks for drivers, cyclists, pedestrians, and vulnerable road users across the wider network, including pinch points, dangerous junctions, and HGVs on diversion routes?	All new infrastructure is subject to road safety audits both before construction and after it is completed. Regarding HGVs, once the diversions are lifted, traffic will naturally return to the A38, which functions as the strategic route for these vehicles.
<b>Road safety, enforcement and behaviour</b>	Why are speeding and red-light violations common along the works, and what enforcement measures (e.g. cameras or patrols) will be introduced to protect all road users?	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.

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<b>Environment, trees &amp; landscaping</b>	<p>How is BREP compensating for mature trees felled outside the original plan, and what measures are in place to restore and maintain green areas and verges?</p> <ul style="list-style-type: none"> <li>•</li> </ul>	<p>All trees removed as part of BREP are as planned.</p> <p>To accommodate the improvements, tree removal is required in some areas of the scheme. this is 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. An initial three-year period maintenance period is set out within the contract scope, which specifies the number of visits required per year and the number of years for which the visits must happen. For the first three years this falls to the contractor. Following this it becomes the responsibility of WCC.</p>
<b>Environment, trees &amp; landscaping</b>	<p>Why is there such a discrepancy between the trees reported as felled and the actual number and why have healthy trees been felled (Poplar)?</p>	<p>The arborists who felled this tree highlighted that in the core of the stem and into the root there was a very large void with the tree rotting from the inside. They told us that left the tree was left it would have blown over and no doubt caused significant damage to surrounding area and possibly injured passersby. We are aware that there is re-growth from the remaining tree root, but the root will be removed later in the programme when the traffic management moves to this area.</p>
<b>Environment, trees &amp; landscaping</b>	<p>Why are overnight works continuing despite severe noise and disruption to residents, and what steps are being taken to minimise the impact?</p>	<p>When developing Traffic Management (TM) plans for a scheme, our primary objective is to minimise disruption as far as is reasonably practicable, while fully complying with legal obligations. However, we acknowledge that some degree of impact is inevitable and is unavoidable.</p> <p>Where possible we aim to undertake closures at off-peak times to minimise the impact on the travelling public. During night closures, we aim to undertake those activities that generate the most noise as early as possible, where able to do so.</p>
<b>Flooding, drainage and road conditions</b>	<p>This winter saw some of the worst flooding at the Morrisons island despite all the new drainage being in place. What is being done about this?</p>	<p>The repair of potholes within the existing carriageway is the responsibility of Worcestershire County Council (WCC) Highways Maintenance team. We are working with the maintenance teams to co-ordinate road space where appropriate for them to carry out repairs.</p>

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		You can report any instances of a pothole via the Highways Services section of the WCC website.
<b>Flooding, drainage and road conditions</b>	The recently tarmacked sections of the roads are already showing signs of wear: holes and cracks in multiple areas. Will these be repaired properly, or is this considered acceptable?	There was a section of the lower re-surfacing layer that was identified as having a material problem. When we closed the road on 16th January we removed and replaced this area before we laid the upper surfacing layer.
<b>Flooding, drainage and road conditions</b>	Flooding and road surface deterioration are causing traffic delays and hazards in several areas. What immediate and long-term measures are being taken to address drainage and maintain road conditions?	The repair of potholes within the existing carriageway is the responsibility of Worcestershire County Council (WCC) Highways Maintenance team. We are working with the maintenance teams to co-ordinate road space where appropriate for them to carry out repairs. You can report any instances of a pothole via the Highways Services section of the WCC website.

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<b>Diversions, HGV movements and community impact</b>	What measures are being taken to protect residents from the impact of diversions, including heavy HGV and contractor traffic through residential areas, and to prevent unsafe cut-throughs/rat-runs?	<p>We have requested temporary signage while the works are ongoing. However, a review of the site confirms that low bridge warning signs are already installed in accordance with national guidance (TSRDG) and positioned at the earliest points where HGVs can still turn or reroute safely. These locations provide the clearest and most effective decision points for high sided vehicles.</p> <p>Installing additional advance signs further away from the bridge would not improve compliance. Over signing can dilute the message, create driver confusion, and would not offer HGVs any extra turning opportunities beyond those already available. Signage placed deeper within residential areas would also fall outside national siting criteria and contribute to unnecessary sign clutter.</p> <p>While temporary works on Regents Park Road may be influencing current traffic patterns, the existing low bridge signage remains correctly located, compliant, and appropriate for the route.</p>
<b>Diversions, HGV movements and community impact</b>	How long will diversions remain in place after completion, and what plans exist to restore normal traffic flows and minimise long-term community disruption?	<p>Diversions are only required while a road closure is in place, and they must follow the New Roads and Street Works Act 1991 (NRSWA) and Streetworks guidance. This means that, for major routes such as the A38, any diversion must use an equivalent A-road capable of carrying all vehicle types.</p> <p>Once the road closure is lifted, the diversion is removed immediately because it is no longer needed. Normal traffic flows can therefore resume straight away, minimising any long-term disruption for the community.</p>
<b>Communication, Transparency and Public Information</b>	Why is the BREP 'Latest News' section and project information so out of date, and how can the	It can be difficult to strike a balance, decisions regarding the level of TM 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

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	public access timely updates on closures and progress?	<p>with relevant legislation. As a result, we do not publish upcoming closures until those permits are granted, and in some instances this can mean there is a short lead time in providing an update via our website.</p> <p>However, we do acknowledge that there is a need to accelerate the updating of information on our website for all aspects of BREP, and will take this feedback onboard with the aim of improving in the future.</p>
<b>Communication, Transparency and Public Information</b>	Will visual representations, such as artist impressions or plans, be provided to show what the completed project will look like?	A selection of visualisations during the presentation. Others will follow and be uploaded to the website.
<b>Communication, Transparency and Public Information</b>	How will residents' feedback be incorporated into ongoing and future project decisions?	All feedback is taken on board. For example, on Regents Park Road, residents have raised valid and robust concerns about the operation of the recently installed priority arrangement at the narrowed section of road. In response, we are undertaking a full review of how it is operating.
<b>Communication, Transparency and Public Information</b>	How do you plan to promote the use of the A38 once the work is completed to ensure people don't continue to use the diversion routes?	We wouldn't usually go promote a using a route, the diversions and signs are removed once the scheme is open, the natural strategic route will be the A38. If there is perceived to be an issue with rat running beyond this, we will monitor the issue.
<b>Strategic planning, value for money and long-term vision</b>	Is BREP fit for purpose - what strategic planning and value engineering were undertaken to	<p>Yes, it is fit for purpose</p> <p>Delivery question, but we are not making significant changes. Where there are changes these are a result of new information becoming available once work has</p>

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	ensure long-term effectiveness before work began?	started. Such as cables and pipes not being mapped or in different places to their mapped locations.
<b>Strategic planning, value for money and long-term vision</b>	With project delays and cost overruns, how is the council ensuring value for money for the public, and what lessons are being applied to future schemes?	We're ensuring value for money by keeping both the programme and overall project costs on target, despite the challenges that can arise during a complex construction scheme. The project remains within its planned budget and timeline, demonstrating strong financial control and effective delivery management.
<b>Strategic planning, value for money and long-term vision</b>	What is the long-term vision for Bromsgrove's road network, including the A38 and surrounding routes, to accommodate projected population and traffic growth sustainably?	<p>The long-term vision for Bromsgrove's road network focuses on ensuring the A38 and its surrounding routes can cope sustainably with future population and traffic growth. The current scheme has been designed to increase capacity at the most significant junctions along the A38 — the points where delays are currently the greatest. By targeting these pressure areas, the improvements aim to deliver smoother traffic flow and more reliable journey times along the full length of the route.</p> <p>The current A38 BREP scheme was developed and designed to support the growth set out in the current adopted Bromsgrove Plan. Further growth and allocations in emerging or future plans will need to be assessed to understand the transport impacts and any mitigations which may be required. We continue to work with BDC on their future plans.</p>
<b>Regents Park Road Design &amp; Safety</b>	Why was Regents Park Road narrowed and given pinch points and cycle lanes without consultation, causing congestion, poor visibility, unsafe junctions	The changes on Regents Park Road form part of the Department for Transport - approved Full Business Case, which requires upgraded walking and cycling infrastructure.

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	(e.g. Green Park Road), flooding, and dangerous crossings for residents and children?	<p>To meet national and Worcestershire County Council design standards, the road had to be narrowed so a safe, compliant shared pedestrian-cycle facility could be delivered. Narrower lanes and traffic-calming features follow national guidance aimed at reducing vehicle speeds and improving safety.</p> <p>Current congestion is temporary and not reflective of the final scheme. Ongoing construction on Schemes E and 6, along with significant temporary traffic management and reduced capacity at the A448 roundabout, is causing additional delays and rat-running onto Regents Park Road.</p> <p>Once these schemes are complete and the network operates normally, modelling shows queues should reduce.</p> <p>Safety has been fully assessed through a Stage 2 Road Safety Audit, with all issues addressed. Visibility requirements and junction standards are met, and the Green Park Road crossing will be improved with a raised table. Drainage has been designed to national and local standards and is expected to perform effectively without causing flooding.</p> <p>Traffic modelling and future usage forecasts are detailed in the publicly available Full Business Case, particularly in Chapter 4.</p>
<b>Regents Park Road Design &amp; Safety</b>	What safety audits, traffic modelling, and usage forecasts justified these decisions, and what actions will be taken to prioritise safety and residents over through-traffic?	<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.</p> <p>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</p>

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		<p>directions:  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> <p>By addressing a longstanding gap in active travel infrastructure, Scheme 6 will enhance route coherence and promote safer, more sustainable travel.</p>
<b>Regents Park Road Design &amp; Safety</b>	Why are overnight works continuing on Regents Park Road while the new tarmac is already cracking/being dug up, and what will be done to fix it and reduce disruption?	There were issues with the temporary surfacing, but these were repaired before the final surfacing course was applied.
<b>Traffic Management</b>	The 'temporary traffic lights' have greatly reduced the capacity, efficiency and through-put of the junction. This is particularly noticeable at peak hours with traffic backing up in all directions. This needs to be addressed with a more efficient and generally better controlled flow returned.	Temporary traffic lights at the Charford Rd and New Rd junctions were set up to mirror the timings of the permanent traffic signals. Some traffic movement / throughput restriction occurs because some of the A38 and side road lanes are closed as a necessity to enable construction of the works. Traffic flows and queues are monitored, and adjustments have been made to improve queue times, but what gets added to one side will adversely affects the other approaches, so there is a limit to how much timing can be adjusted. We continue to monitor, but believe the current arrangement is as good as it can be.

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<b>Traffic Management</b>	Can Redditch Bromsgrove dual carriageway slip road be closed off? Lack of visibility at new pinch point/ speed of cars coming downhill is dangerous. Waited 9 minutes for gap in oncoming traffic last week and queue blocked Slideslow island and A38. God help emergency service vehicles getting through.	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 will publish an update on our website of any outcomes that may result.