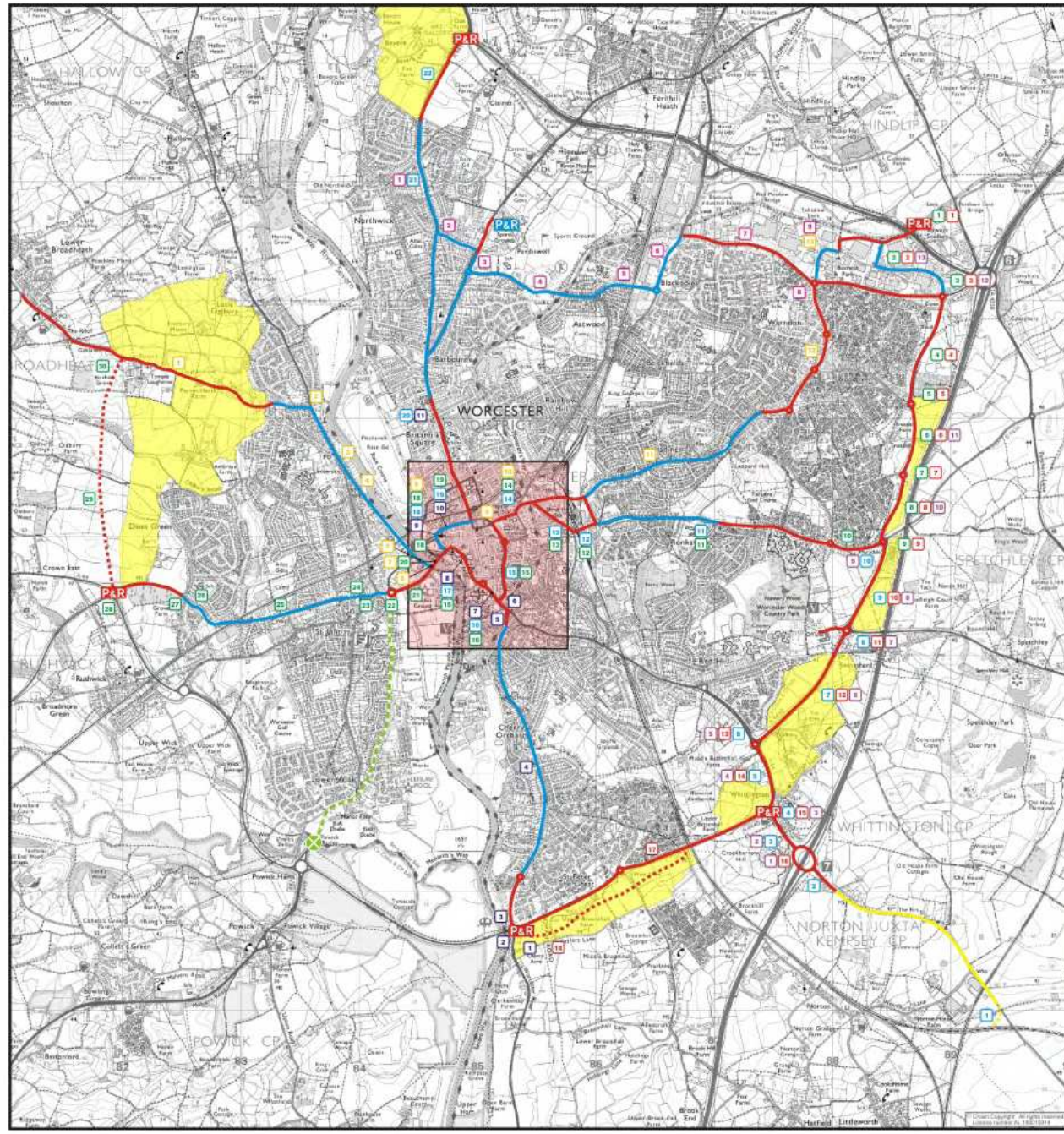


Bus Priority: Overview

- Figures B1 - B4**
- Premium Route 1: St Peters Interchange - Perdiswell Interchange**
- Segregated busway through RSS development south of the A4440 linking directly to St Peters Interchange on south side of A4440. No residential property to be more than 250m from a stop in this development.
 - St Peters Interchange to meet the IPTS Infrastructure Strategy "Gold Standard"
 - Priority crossing of the A4440 between St Peters Interchange and Bath Road
 - Red Route treatment of Bath Road, with bus priority provided wherever possible (bus lanes potentially between St Peters Drive and Timberley Avenue and traffic management parking relocation between Timberley and Sidbury Avenue)
 - Bus priority at the junction between Bath Road and London Road at Sidbury (SVD as a minimum)
 - Dual carriageway between the Bath Road/London Road and College Road/City Walls Road to be reconfigured to make the western carriageway a two-way bus and cycle way, with other traffic using eastern carriageway
 - College Street - Cathedral Square Bus/Cycle way
 - Cathedral Square - Deansway - Dolday Bus/Cycle way
 - Priority access to Crowngate Bus station via Dolday and The Butts (the latter to be passenger transport, cyclists, emergency vehicle, local access only)
 - Priority egress from Crowngate Bus station to Foregate Street station via The Butts and Shaw Street (removing all non-local "through" traffic from The Butts and Shaw Street)
 - Bus priority along Foregate Street, Barbours Road and Drotchick Road (as being developed by Hatrow)
- Figures B5 - B14**
- Premium Route 2: Worcestershire Parkway - Claines Interchange**
- Gold standard interchange at Worcestershire Parkway, including priority access to station bridge
 - Priority measures on approaches to and across M5 Junction 7
 - Carriageway widening for passenger transport between M5 Junction 7 and junction between A4440 and S4064 - Possibly a dual Busway?
 - Priority access across A4440/S4064 junction
 - Additional lanes for passenger transport between A4440/B4084 junction and A44/Swenshaw Way (A4440/Wildwood Drive junction) - Possibly a dual Busway?
 - Priority access across A44/Swenshaw Way (A4440) junction
 - Carriageway widening for passenger transport along A4440, with direct walk links into adjacent RSS development sites OR segregated busway through the larger RSS site
 - Priority access across Swenshaw Way (A4440/Wildwood Drive junction) with provision for passenger transport movements into/out of Wildwood Drive from A4440 (both directions)
 - Carriageway widening for passenger transport along A4440, with direct walk links into adjacent RSS development sites
 - Passenger transport-only access into/out of Worcester Woods development and WRH from Nursery Way (A4440)
 - Bus priority measures + Red Route treatment along Newtown Road between WRH and Sheriff Street (currently being developed by Hatrow), including new WRH bus stop and improved walk links to WRH
 - Inbound Bus and emergency vehicle - only access under railway bridges as part of Worcester Shrub Hill / Sheriff Street gyratory being developed by Hatrow
 - Improved bus-rail interchange at Worcester Shrub Hill (being developed by Hatrow)
 - Bus priority measures between WSH and City Walls Road (being developed by Hatrow)
 - City Walls Road Bus/Cycleway
 - College Street - Cathedral Square Bus/Cycleway
 - Cathedral Square - Deansway - Dolday Bus/Cycleway
 - Priority access to Crowngate Bus station via Dolday and The Butts (the latter to be passenger transport, cyclists, emergency vehicle, local access only)
 - Priority egress from Crowngate Bus station to Foregate Street station via The Butts and Shaw Street (removing all non-local "through" traffic from The Butts and Shaw Street)
 - Bus priority along Foregate Street and Barbours Road (being developed by Hatrow)
 - Red route treatment and bus priority (where feasible) along Ombersley Road from junction with Drotchick Road (A30) to junction with A440 (Claines Interchange)
 - Segregated busway through RSS development west of A449 linking directly to Claines Interchange. No residential property to be more than 250m from a stop on this development
- Figures B15 - B21**
- Premium Route 3: S1ways Interchange - Lower Broadheath**
- Gold Standard interchange at S1ways
 - Busway between S1ways Interchange and Wainwright Road via Offerton Lane & Southcoke Way
 - Priority access across Wainwright Road/Warndon Way/Barkley Way Junction
 - Segregated busway alongside & adjacent to A4440 between Wainwright Road/Warndon Way/Barkley Way Junction and A4440/Plantation Drive Junction serving the proposed new developments. Precise alignment of the busway to be determined by the location/configuration/scale of new development.
 - Priority access across A4440/Plantation Drive junction, with provision made for buses to access Plantation Drive from the busway
 - Segregated busway alongside & adjacent to A4440 between the A4440/Plantation Drive junction and A4440/Dugdale Drive Junction serving the proposed new developments. Precise alignment of the busway to be determined by the location/configuration/scale of new development.
 - Priority access across A4440/Dugdale Drive junction, with provision made for buses to access Dugdale Drive from the busway
 - Segregated busway alongside & adjacent to A4440 between the A4440/Dugdale Drive junction and A4440/Newtown Road Junction serving the proposed new developments. Precise alignment of the busway to be determined by the location/configuration/scale of new development.
 - Priority access across A4440/Newtown Road S4036 Junction into:
 - Newtown Road and the Worcester Woods Development
 - Segregated Busway along A4440 toward Whittington (see Premium Route 2)
 - Priority route through Worcester Woods Business Park with bus and cycle only access between the business park and Charles Hastings Way
 - Bus priority measures + Red Route treatment along Newtown Road between Charles Hastings Way (WRH) and Sheriff Street (currently being developed by Hatrow), including new WRH bus stop and improved walk links to WRH
 - Inbound Bus and emergency vehicle - only access under railway bridges as part of Worcester Shrub Hill / Sheriff Street gyratory being developed by Hatrow
 - Improved bus-rail interchange at Worcester Shrub Hill (being developed by Hatrow)
 - Bus priority measures between WSH and City Walls Road (being developed by Hatrow)
 - City Walls Road Bus/Cycle way
 - College Street - Cathedral Square Bus/Cycle way
 - Cathedral Square - Deansway - Dolday Bus/Cycle way
 - Priority access to Crowngate Bus station via Dolday and The Butts (the latter to be passenger transport, cyclists, emergency vehicle, local access only)
 - Dolday Bus/Cycleway
 - Bridge Street Bus/Cycleway
 - New Road Bus/Cycleway
 - Priority Access across New Road/Bromwich Road/Tybridge Street/St John's Junction, with provision made for buses to access Bromwich Road
 - SVD at St John's signal controlled junction
 - Bus and local traffic-only access to Bromyard Road from St John's
 - Gold standard infrastructure along Bromyard Road (B4) opportunity for additional bus priority other than at Pelicans/Toucanes - Red Route theme
 - Priority access into Grove Farm Park & Ride from Bromyard Road (possibly via adjacent Business Park dependent upon level of priority at junction between Business Park access road and Bromyard Road)
 - Gold Standard interchange at Grove Farm
 - Priority Access across A44/A4013/Bromyard Road/RSS Development Zone access road junction with provision made for buses to access the Grove Farm Interchange from all approach routes
 - Segregated busway through RSS development between Grove Farm and Lower Broadheath north of the A44. No residential property to be more than 300m from a stop in this development (will impact on stop spacing here)
 - Busway to permit circular operation Grove Farm - RSS Development - Martley Road/Worcester University



- Figures B22 - B27**
- Development Route 4: Lower Broadheath - Stewards Interchange**
- Red Route treatment between Lower Broadheath and Worcestershire University
 - Existing single priority junction to be upgraded to signal control (with priority at Martley Road / Newark Road)
 - Red Route treatment along Newark Road / Hyton Road
 - University Gold Standard interchange for opposite Little Holywell Hill
 - Hyton Road to be bus and cycle only between junctions with Tybridge Street and New Road
 - Priority control at Hyton Road / Tybridge Street junction
 - Bridge Street Bus/Cycleway
 - Priority access to Crowngate Bus station via Dolday and The Butts (the latter to be passenger transport, cyclists, emergency vehicle, local access only) then via Dolday - Deansway - City Walls Road
 - City Walls Road Busway
 - Bus priority measures between City Walls Road and Loosmoor Place (being developed by Hatrow)
 - Red Route treatment along Totland Road to Middle Hollow Road
 - Provision of bus lanes (each direction) along Woodgreen Drive between Middle Hollow Road and Cotswold Way with reconfiguration of the four roundabouts in between to provide priority control
 - Red Route treatment along Brimley Way and Wainwright Road, with Busway between Wainwright Road and S1ways Interchange
- Figures B28 - B33**
- Premium Route 5: S1ways Interchange - St Peters Interchange**
- Gold Standard interchange at S1ways
 - Busway between S1ways Interchange and Wainwright Road via Offerton Lane & Southcoke Way
 - Priority access across Wainwright Road/Warndon Way/Barkley Way Junction
 - Segregated busway alongside & adjacent to A4440 between Wainwright Road/Warndon Way/Barkley Way Junction, and A4440/Plantation Drive Junction serving the proposed new developments. Precise alignment of the busway to be determined by the location/configuration/scale of new development.
 - Priority access across A4440/Plantation Drive junction, with provision made for buses to access Plantation Drive from the busway
 - Segregated busway alongside & adjacent to A4440 between the A4440/Plantation Drive junction and A4440/Dugdale Drive Junction serving the proposed new developments. Precise alignment of the busway to be determined by the location/configuration/scale of new development.
 - Priority access across A4440/Dugdale Drive junction, with provision made for buses to access Dugdale Drive from the busway
 - Segregated busway alongside & adjacent to A4440 between the A4440/Dugdale Drive junction and A4440/Newtown Road Junction serving the proposed new developments. Precise alignment of the busway to be determined by the location/configuration/scale of new development.
 - Priority access across A4440/Newtown Road S4036 Junction
 - Additional lanes for passenger transport along A4440, with direct walk links into adjacent RSS development sites
 - Priority access across Swenshaw Way (A4440/Wildwood Drive junction) (with provision for passenger transport movements into/out of Wildwood Drive from A4440 (both directions))
 - Carriageway widening for passenger transport along A4440, with direct walk links into adjacent RSS development sites OR segregated busway through the larger RSS site
 - Priority access across A44/Swenshaw Way (A4440) junction
 - Additional lanes for passenger transport along A4440, with direct walk links into adjacent RSS development sites OR segregated busway through the larger RSS site
 - Priority access across A44/Swenshaw Way (A4440) junction - Possibly a dual Busway?
 - Priority access across A4440/B4084 junction
 - Gold standard interchange at M5 South Parkway, including priority access/egress onto former A44
 - Additional lanes for passenger transport along Crookbarn Road and Boonhill Way, with priority junction improvements into/out of Wildwood Drive from A4440 (both directions)
 - Priority access / egress into proposed St Peters Interchange
- Figures B34 - B38**
- Premium Route 6: Claines Interchange - S1ways Interchange**
- Red Route treatment and bus priority (where feasible) along Ombersley Road from junction with A440 Claines Interchange/Junction with Chucks Lane
 - Bus priority along Drotchick Road (as being developed by Hatrow)
 - Reconfiguration of existing roundabout at A38/Biford Road (as being developed by Hatrow)
 - Red Route treatment along B4482 (Biford Road)
 - Priority constraint at Biford Road underbridge - Potential for bus gate operation?
 - Continuation of Red Route treatment along Blackpole Road to Cotswold Way, including priority junction, potential bus gate at Cotswold Way Junction
 - Bus priority lane (each way) along Cotswold Way to junction with Woodgreen Park
 - Reconfigured junction at Barkley Way / Woodgreen Drive
 - Red Route treatment along Brimley Way and Wainwright Road, with Busway between Wainwright Road and S1ways Interchange
- Figures B39 - B43**
- Premium Route 7: M5 South Interchange - Stires Business Park**
- Gold standard interchange at M5 South interchange, including priority access/egress onto former A44
 - Priority access across A4440/B4084 junction
 - Additional lanes for passenger transport between A4440/B4084 junction and A44/Swenshaw Way (A4440) junction
 - Priority access across A44/Swenshaw Way (A4440) junction
 - Additional lanes for passenger transport along A4440, with direct walk links into adjacent RSS development sites OR segregated busway through the larger RSS site
 - Priority access across Swenshaw Way (A4440/Wildwood Drive junction) (with provision for passenger transport movements into/out of Wildwood Drive from A4440 (both directions))
 - Additional lanes for passenger transport along A4440, with direct walk links into adjacent RSS development sites
 - Passenger transport-only access into/out of Worcester Woods development and WRH from Nursery Way (A4440)
 - Segregated busway alongside & adjacent to A4440 between the A4440/Dugdale Drive junction and A4440/Newtown Road Junction serving the proposed new developments. Precise alignment of the busway to be determined by the location/configuration/scale of new development.
 - Priority access across Wainwright Road/Warndon Way/Barkley Way Junction
 - Busway between Wainwright Road and S1ways Interchange via Offerton Lane

KEY

- Physical Priority
- Virtual Priority (Red Route)
- No Infrastructure Improvements
- Priority measures along Bromwich Road
- Proposed Bridge - Proposed restricted (local access)
- Proposed City Centre Alignment - See separate A3 Illustration for detail
- RSS Development Area
- Existing Interchange Hub
- Proposed Interchange Hub

Figure 4-2