

REGIONAL APPRAISAL SUMMARY TABLE (RAST)

The RAST table should be completed **CLEARLY IN BOLD** by the promoter of the intervention under the following guidelines:

***Section A, B & C is mandatory (all proposed interventions to be assessed)**

***Sections D and E should only be completed if an Annex E/PAR has not been completed or if the appraisal does not provide evidence against the assessment criteria - otherwise please input "Shown in Annex E/PAR"**

***Completion of the template should be cross-referenced to the DRAFT Regional Prioritisation Framework report**

	SCHEME DETAILS	ASSESSMENT CRITERIA	EVIDENCE FROM PROMOTER
SECTION A	NAME OF PROPOSED INTERVENTION	Formal Name	Worcester Integrated Transport Strategy
	DESCRIPTION OF PROBLEMS	Clear description of problem/s	<p>The city of Worcester is one of the premier historic English cathedral cities. Its setting on the River Severn adds to its attraction for visitors. The city performs a vibrant role as a focus for social and economic activity in the region, particularly for surrounding rural communities.</p> <p>To some extent, Worcester's success as a sub-regional focus has brought accessibility problems that have resulted in congestion and frustration. Through movement is subjected to rapidly increasing levels of delay due to:</p> <ul style="list-style-type: none"> • Limited river crossings (by car) • Bus services which are delayed by traffic congestion • Capacity problems on the strategic rail network <p>Access to the City Centre has become car dominated within a street pattern with negligible potential for capacity enhancement. Bus travel is increasingly frustrated by delay and unreliability caused by traffic volumes and congestion in the City Centre and the very limited provision of systematic measures to protect buses from these. In combination, these problems are undermining the achievement of the high aesthetic and environmental ideals that Worcestershire County Council and Worcester City Council are seeking to promote.</p> <p>Bus patronage (other than concessionary fare travel) has continued to decline during the LTP period, with a year-on-year decline of approximately 10% in non-concessionary fare travel since April 2006. In addition, traffic congestion in Worcester has led to a reduction in bus operating speeds along corridors without bus priority measures, with consequent increase in operating costs. Commercial bus service frequencies and periods of operation have been curtailed along some corridors in response to extended and unreliable journey times, declining patronage and increased operating costs.</p> <p>Traffic congestion in Worcester is exacerbated by inappropriate use of the car for short distance local trips including use of key regional highway links, in particular the Southern Link Road (A4440) (A4440). The congestion on this road is encouraging a proportion of cross-city traffic to re-assign on to the city centre highway network, with consequent adverse impacts on road conditions, accidents, air quality, journey times (by all modes), the local environment and overall accessibility.</p> <p>The West Midlands Regional Spatial Strategy (RSS) defines Worcester as a sub-regional focus. It is expected that Worcester will expand in response to the outcomes of this strategy. The growth in travel demand generated from this expansion must be met in a sustainable way through remedial measures, or existing transport problems will be further compounded. The challenge is to balance the transport needs of Worcester, against economic vitality and improved quality of life for residents and visitors.</p>

DESCRIPTION OF INTERVENTION

Description and does the proposed intervention demonstrate clear "SMART" objectives

The Worcester Integrated Transport Strategy delivers a holistic and pragmatic approach to Worcester's existing and future transport constraints. The strategy has the following foci:

- *Encouraging people to use the most appropriate mode of transport for their particular journey*
- *Improving the quality of service offered by sustainable modes of transport (through investment in infrastructure and services), making them a viable alternative to the car for those journeys where car is a less appropriate mode of transport (e.g. for short distance local journeys within Worcester and for regular commuting journeys into/out of Worcester)*
- *Increasing the number of residents and visitors that use sustainable modes of transport, specifically, public transport, walk and cycle.*

Best practice in comparable cities such as Oxford, Cambridge and York confirms that the potential for success is significant. This is further supported by the successful Worcester Sustainable Travel Town initiative and the multi-modal modelling work supporting this RFA bid. The Worcester Integrated Transport Strategy includes the following interdependent elements:

Public Transport – A hierarchical approach to public transport is proposed that defines key routes. These routes are defined through accessibility modelling and existing and forecast multimodal travel patterns. In general terms the hierarchy consists of:

- *Premium routes – serving key corridors with significant total travel demand – these services to be typically 6vph, limited stop (no less than 400m stop spacing, ideally 800m where accessibility allows) – with off-bus ticketing systems and high quality vehicles, infrastructure and information systems meeting the Worcestershire County Council "Gold Standard"*
- *Core Routes – serving other major (but not key) corridors with high levels of local demand – these services will typically be no less than 3vph – with vehicles, infrastructure and information provision meeting the Worcestershire County Council "Silver Standard"*
- *Other (Feeder) routes – serving areas outside the premium and core route corridors – with vehicles and infrastructure meeting the Worcestershire County Council "Bronze Standard"*

In Worcester, the investment in the key route network (known as Premium Route Network) will be focused on providing the infrastructure and demand management needed to deliver attractive and reliable journey times, convenient services, comfortable and accessible vehicles and high quality waiting facilities and passenger information systems. The premium routes will be both radial and orbital and support a network of new multi-modal interchange hubs (including park and ride).

Interchange and Park & Ride - The interchange hubs will be located on the premium route network to intercept journeys by car into Worcester from the following transport corridors:

- *A38 (South) in the vicinity of St Peters,*
- *M5 (South) in vicinity of M5 Junction 7*
- *M5 (North) at Sixways (M5 Junction 6)*
- *A38 (North) at Perdiswell (existing facility)*
- *A449 (North) in the vicinity of Claines*
- *A4103/A44 (West) in the vicinity of Grove Farm*
- *A449 (West) utilising the existing rail corridor between Malvern and Worcester*

The potential of these routes has been tested using the Worcester multimodal model, to ensure that their design is underpinned by a thorough understanding of user needs collected through the sustainable travel town initiative and delivery through enhancing existing partnerships with local operators. Public transport provides the platform for Worcester to develop as a balanced, sustainable community, acting against a trend towards being a dormitory for the West Midland conurbation.

With the exception of the A449 (West) corridor, the premium routes will be defined as bus rapid transit (BRT) corridors with the provision of high frequency services linking key journey generators and attractors including: residential areas; employment zones; city centre; and park and ride sites. The BRT network would be supported by investment in infrastructure and vehicles including: systematic bus priority measures; high quality infrastructure for passengers at stops and interchanges; real time information; high quality accessible buses and off bus ticketing.

Demand Management - an integral part of City Centre improvement. The protection of the historic and environmental ideals of the city can be significantly enhanced through selected removal of general traffic in much the same way as comparator cities such as York, Oxford, Bath and Winchester. The demand management strategy will seek to enhance accessibility, but through non-intrusive, non-polluting modes compatible with the delivery of a high quality public transport network to genuinely support a modal shift towards public transport.

Walking and Cycling - the existing walk and cycle networks are developing through works promoted in the second Local Transport Plan. These routes will be enhanced to ensure they relate to the public transport strategy and work to enhance the City Centre, and create legible and safe secure routes through/between retail, employment and residential areas. A major investment in facilities for cyclists (including new connected, convenient and coherent routes) will provide a step change for cyclists across the city.

Intelligent Transport Systems - Intelligent Transport Systems (ITS) consisting of public transport information, direction to interchange hubs, park and ride sites and information on City Centre car park availability, will lead to better use of available travel opportunities and the infrastructure over which they run. The use of ITS is an extension to the Sustainable Travel Towns initiative, giving information to allow informed decision making over the use of the transport network. The sustainable travel towns initiative has shown the ability to influence travel mode and travel behaviour through information and marketing but has lacked the repetition and real time reinforcement that ITS based solutions can bring.

Dualling of Southern Link Road (A4440) – this scheme is essential not only to cope with future travel demands (for example placed upon strategic traffic resulting from new development, and in particular economic development associated with the Central Technology Belt), but the existing situation where congestion is stifling accessibility, and thus economic growth in communities to the West of the River Severn, including west Worcester, Malvern and the rural areas to the west. Monitoring undertaken during 2005 demonstrated that traffic speeds fall to approximately 50% of the free flow speeds throughout the day-time period, and that peak period journey times are 3 times longer than those in the off peak.

City Centre Bridge - a new bridge diverting traffic to the north of the city centre will facilitate:

- The downgrading of the existing bridge to a 'green bridge' (public transport, walk and cycle only); and
- The downgrading of Deansway to shared use (predominantly pedestrians, cyclists, public transport and access only vehicles), enabling the public realm and demand management measures to be implemented in the city centre.

Smarter Choices - The sustainable travel town (STT) programme has demonstrated locally what can be achieved through well-targeted and personalised travel information and awareness campaigns. The major scheme builds upon this success with a high intensity package of smarter choices measures.

Demand Management and Enhanced Public Realm - Demand management is seen as a natural requirement in order to achieve a city centre that is economically efficient and offers a high quality user experience. The approach sees public realm enhancement and demand management as one, with an integrated package of measures that maximises the attractiveness of the city by public transport, walking and cycling.

Outputs:

High quality public transport network, comprising:

- Seven new or enhanced multi-modal interchange hubs (including park and ride),
- 50 kilometres of BRT network and associated infrastructure, across 7 key routes throughout the city
- Enhanced infrastructure at key stations on the Malvern – Worcester City rail corridor, including Malvern Link, Great Malvern and Worcester Foregate Street stations
- City centre demand management
- Variable Message signing on 7 key arterials, combined with real time bus passenger information
- Off bus ticketing
- Major cycle network enhancements and connectivity
- New City Centre River Crossing
- Dualling of Southern Link Road (A4440)

DESCRIPTION OF OUTCOMES

Anticipated outcomes as a result of intervention

The anticipated outcomes of the scheme are:

- **A high quality, secure public transport network which:**
 - *Delivers the accessibility improvements essential to provide a realistic alternative to car for journeys into, out of and within Worcester*
 - *Supports RSS growth*
 - *Supports the aim of making Worcester a self-sustaining city.*
- **An increase in passenger transport usage (to be reported as the number of additional trips in the opening and future year, and the level of mode shift away from the private car).**
- **An attractive and financially sustainable BRT network:**
 - *Delivering competitive and reliable journey times*
 - *With high quality and accessible stops and stations*
 - *Operated using high quality vehicles*
 - *Supported with effective information systems for passengers and operators.*
- **Accident reductions**
- **Journey-time savings for continuing road users reducing both business and private costs of vehicle travel.**
- **Traffic reduction on the congested key routes into Worcester.**
- **Increased walking and cycle use across the City contributing to a healthier and fitter and more inclusive society.**

Overall, the package of measures enables the city to grow to meet the needs of the RSS, facilitating employment and housing, whilst maintaining Worcester's role as a self-sustaining community.

SECTION B	DEMONSTRATE YOUR TRACK RECORD OF IMPLEMENTING OTHER SCHEMES	Evidence to demonstrate delivery of other schemes	<p>Worcestershire has significant experience in delivering complex public transport focussed schemes within the city of Worcester, including:</p> <ul style="list-style-type: none"> • Completion of the Worcester North Park and Ride site (despite significant land acquisition and archaeological issues) which has seen patronage on the Worcester Park and Ride services (including radial and orbital routes) grow from 420,000 (2004/05) to 440,000 (2006/07) passengers per year. • Completion of the first stage of bus priority measures on the Barbourne Road corridor, reducing peak period average in-vehicle journey times by bus from the Park and Ride site to the City Centre from 16 minutes to 10 minutes. • Work currently underway to complete the Sixways Interchange Hub (including a Coachway to be served by National Express) adjacent to M5 Junction 6.
	WHAT ARE THE CONSEQUENCES OF NOT TAKING ANY ACTION	Evidence of consequences of not taking action (the do-nothing scenario)	<p>Congestion levels across Worcester will remain high, although they are not likely to increase further during the peak periods because the strategic roads are at capacity. This will result in the 'spreading' of congestion over longer periods, a lengthening of the peak periods and the diversion of traffic onto nearby minor roads. Traffic congestion and its associated economic, environmental, safety, accident, noise and other disbenefits, will, therefore, 'spread' over a wider geographic area and over an extended time period. Problems with bus reliability will expand into the off-peak periods and worsen as traffic delays increase, leading to declining levels of accessibility, increased costs of provision and declining demand. The city will not be able to facilitate growth and economic regeneration in accordance with the RSS and it's sub regional role, failing to deliver housing numbers and employment opportunities due to constraints of accessibility. Malvern becomes a less attractive location for inward investment as part of the Central Technology Belt due to worsening strategic transport links.</p> <p>Fewer visitors will be attracted to Worcester, as congestion inhibits the experience and enjoyment of the visitor – directly resulting in a poorer local economy. Local health problems worsen as congestion results in increasing air quality problems - several sites within the city centre are borderline Air Quality Management Areas and an increase in traffic congestion will lead to formal declaration.</p>
	WHAT ALTERNATIVE OPTIONS HAVE BEEN CONSIDERED	Evidence of alternative options considered and anticipated outcomes	<p>Alternative options considered are:</p> <p>Dualling of the Southern Link Road (A4440) to relieve the City Centre of through traffic (which is currently diverted through the city as a result of the existing single lane Southern Link Road (A4440) operating significantly over capacity). Benefit to Cost Ratio 1.92</p> <p>North West Link Road, similarly seeking to remove through traffic from the city, particularly for longer distance trips between Malvern (and beyond) and Birmingham (and beyond). Benefit to Cost Ratio 2.4</p>
	DEMONSTRATE EVIDENCE OF SIMILAR INTERVENTIONS	Evidence of similar interventions undertaken and the achieved outcomes	<p>There are a number of similar UK locations (cities of comparable scale, ambition, diversity and historic character) where similar progressive public transport proposals have been delivered with clear successful outcomes, most notably:</p> <ul style="list-style-type: none"> • Cambridge, where passenger growth over the last five years has been 77% (the fastest growing bus network outside London), achieved through progressive bus based measures centred around Park and Ride, active city centre priority, high quality vehicles, affordable pricing and simple route branding and timetables. • York, where passenger number have increased by 40% since 2001, as a result of bus priority, demand management in the city centre, and high quality, affordable Park and Ride services on all arterial routes into the city. • Oxford, where sustained investment in the public transport network and infrastructure allied to demand management in the city centre has delivered significant growth in the numbers using bus and rail to access Oxford, with approximately 44% of journeys to the city centre being made by bus (up from 27% in 1990), and approximately 32,000 passengers per day using bus services to travel into the city centre.

	OBJECTIVE	THEME	SUMMARY OF OBJECTIVES	ASSESSMENT CRITERIA	EVIDENCE FROM PROMOTER#
SECTION C	CONTRIBUTION TO POLICY OBJECTIVES - REGIONAL	Economic	<ul style="list-style-type: none"> • Support sustainable economic growth – developing the business base and enterprise, building on existing economic centres • Increase international engagement through exporting goods, services and attracting inward investment <ul style="list-style-type: none"> • Support the knowledge economy and the development of higher value added activities and jobs • Develop the RES priority clusters • Support the modernisation of the manufacturing base • Support the development of the visitor economy 	Jobs Created only if there is an EIR 'signed off' by DfT AND/OR:	No EIR at present.
				Improvements to strategic road links to:	
				Major business centres outside region (taken to be London, Bristol, Cardiff, Manchester, Leeds, Nottingham)	<p>Creating a sustainable city brings relief to the strategic road network through the removal of local trips. The M5 is already operating at or near capacity for most of the day as it approaches Birmingham. In addition, there are capacity constraints at the junctions between the M5 and the regional and local highway network around Worcester, particularly at Junction 6. Hence improvements to the city centre sustainable transport networks that supports an increase in strategic rail use (by making the Worcester stations more accessible), will relieve pressures on the motorway network for trips to major conurbations, ports and airports.</p>
				Major ports (Southampton, Dover, Hull, Harwich)	
				Birmingham and other major international Airports (Heathrow, Stansted, Manchester, East Midlands)	
				Significant improvements in links from the region's business centres to the region's strategic road network (Motorways/Trunk Roads)	<p>Decongestion resulting from significant diversion of local trips to public transport will facilitate improved access to the strategic highway network via the M5.</p> <p>The evidence base for this forecast is predicated on the modelling analysis. This has demonstrated that total network journey time to access the strategic road network (i.e., M5 junctions 6 and 7) from Worcester as a regional business centre, as a consequence of the transport investment, is reduced by approximately 9% (3541.5 total network minutes) relating to the AM modelled peak hour. Against an existing constrained network, this saving is relatively significant for strategic movements to access the strategic road network.</p> <p>Capacity enhancements at key sections of the Southern Link Road (A4440) will also enable improvement in level of service as a key regional highway link along the Central Technology Belt (also known as the High Technology Corridor) linking Malvern with Birmingham.</p>
				Significant improvements in the region's strategic rail links to business centres outside the region	<p>The proposals include enhancements to Great Malvern, Malvern Link and Foregate Street stations. There are no significant strategic rail improvements proposed, although the scheme has been developed with a recognition of the potential delivery of the Worcestershire (Norton) Parkway station (the subject of a separate funding bid process) with the combined proposals significantly increasing the attractiveness of the overall public transport offer, and enabling longer distance trips to Birmingham, Oxford, London and Bristol to be captured.</p>
Significant developments to the region's rail freight network	The scheme does not propose any rail freight network enhancements.				

			<p>Improvements in access to labour within and outside of region</p>	<p>Improved accessibility (by all modes) within Worcester will facilitate access to the development sites associated with the Central Technology Belt (in Worcester, Malvern, Droitwich and beyond). In particular it will address existing access to work problems identified through the Worcestershire Accessibility Strategy in the most deprived wards within Worcester. Through the enabling of growth (housing and employment) in accordance with the RSS projections, greater opportunities will be captured for local people to access local jobs.</p> <p>In support of this assertion, Hanson gravity modelling has been carried out using the Accession software, weighting destinations by attractiveness and includes the standard weightings on PT journey time elements (i.e., access/egress interchange). This demonstrates a 15% net improvement in accessibility to employment as a result of the Strategy (weighting employment areas by workplaces).</p> <p>However, the key benefit is where this net improvement is captured by a significant proportion of the surrounding geographic to enable access to greater labour pool within and outside the region. Worcester being the largest and main settlement in the county of Worcestershire, and also the fastest growing district in the county with population projections for 2007/8 at 102,000 (increase of 34% since 1981), it is well placed to provide key labour supply to the region. The Strategy will therefore enable an extension of the existing wider catchment population for labour supply that is currently 350,000. Indeed this is particularly important as Worcester currently has the highest unemployment rate at 2.5% (Dec 2007) within the County (County average 1.8%) therefore access to employment within and outside of the region is important to improve the labour supply and catchment pool for Worcestershire.</p>
		<ul style="list-style-type: none"> • Strategic Importance to economy of adjoining region(s) 	<p>{It is for the region concerned to make out the case that the improvement is strategically significant. The significance to the West Midlands and the other region(s) are to be considered together (in effect additively) in making the overall assessment of the contribution to the economic theme}.</p>	<p>Not applicable</p>
	Social	<ul style="list-style-type: none"> • Improve access to education, health, training and other services – in particular reducing inequalities in access to provision 	<p>Captured in transport efficiency assessment and sub-regional social objectives in relation to deprived areas below</p>	<p>The accessibility enhancements set out in Section D in the RAST, of which the Strategy will provide the delivery vehicle,, will support social inclusion through comprehensive integration of the city's communities with key employment, health, education, leisure and retail opportunities.</p>
	Spatial	<ul style="list-style-type: none"> • Promote the creation of thriving, balanced and stable communities with clear, pleasant and vibrant living environments • Secure more sustainable patterns of development more generally and reduce the need to travel • Promote the reuse of brownfield land and optimise the use of existing buildings and infrastructure 	<p>Removal of constraints on the development of a better balance of population and employment within communities</p>	<p>The Strategy proposals seek to create an environment where genuine sustainable development can take place, creating vibrant and self-sustaining communities. Improving accessibility across the city will ensure that genuine opportunities are opened up for residents to live and work within Worcester, and improve the diversity of employment and housing offer provided. Without an appropriate sustainable transport, the ambitions of growth cannot be realised.</p> <p>The technical work underpinning the Strategy appraisal demonstrates that the need to unlock development land (i.e., sustainable housing) located in relative close proximity to Worcester (serving as the major employment attractor) will not occur in the absence of sustained transport investment across all transport modes. This will enable an improved balance between employment opportunities and population in Worcester and subsequently will reduce commuting travel distance by all modes of transport.</p>
			<p>Removal of constraints on the redevelopment of major areas of unused or underused sites and premises</p>	<p>Providing an enhanced city centre environment and significantly improved levels of public transport accessibility will support regeneration of the city, and the potential release of brownfield land for redevelopment (hectares of potential land to be quantified). This is particularly important in the context of the demands to be placed on the city as a result of significant increases in the number of students due to locate to Worcester as a result of the new University status. Reducing traffic congestion through the city will open opportunities for the major development of the Grove Farm (approximately 24.5 hectares) and adjacent sites to the west of the City. This will aim to give a better geographic distribution of employment opportunities in the city.</p>

		Housing	<ul style="list-style-type: none"> • Ensure an adequate supply of housing for all groups, providing a mix of tenures and types and greater choice • Support improvements in the supply and condition of affordable housing 	Removal of transport constraints on bringing forward the necessary housing land allocations	<p>Removing congestion and enhanced accessibility for public transport, cycling and walking has a key role to play in facilitating sustainable development in line with the expectation of the RSS. Given the constraints of the local highway, this can only be achieved through better use of the existing infrastructure, affording priority for buses, and creating an accessible network of high quality (BRT) routes.</p> <p>The technical work underpinning the Strategy appraisal demonstrates that the preferred option scenario (Growth option 2) is based on the investment releasing the following housing allocation:</p> <ul style="list-style-type: none"> • 7440 residential dwellings <p>In the absence of this investment, the housing land allocation would not come forward due to the significant congestion impact on an already constrained network and hence impact on achievement of the RSS target.</p>
CONTRIBUTION TO POLICY OBJECTIVES - SUB-REGIONAL		Economic	<ul style="list-style-type: none"> • Support the role of Birmingham as a World City* • Provision of high quality sites and buildings to meet regional needs • Support focus of economic growth in MUAs and other designated areas for change, linking areas of opportunity with areas of need • Support the development of the Regeneration Zones • Support the developing role of the high technology corridors • Support the diversification and modernisation of the rural economy through appropriate development 	Strategically important to economic development objectives/regeneration in relation to:	
				a Major Urban Area	<p>Fundamental to Policy CF2, which identifies Worcester as the focus for development within the Worcestershire sub-region beyond 2011.</p> <p>The Strategy importantly aligns with one of the key strategic priorities recommended by the Eddington Transport Study to improve economic productivity. This alignment is demonstrated by the Strategy addressing:</p> <p style="text-align: center;"><i>‘Congested and growing urban areas and their catchments (<u>Urban Networks</u>)’</i></p> <p>The Strategy will provide accessibility improvements that will also increase labour supply within the existing labour catchment area due to barriers, which have been well researched, experienced by potential bus and rail users (and walk and cycle users) to secure employment in pockets of the catchment population. For example, service unreliability can act as a significant barrier to access employment opportunities, particularly in time constrained employment, even within acceptable journey time thresholds. The Strategy will therefore contribute to achieving economic development objectives in Worcester by enabling not only an increase, but an improvement in the labour catchment area.</p> <p>Reducing traffic congestion through the city will also open opportunities for the major development of the Grove Farm (approximately 24.5 hectares – a significant area to contribute to Worcester City Council’s total requirement for employment development) and adjacent sites to the west of the City.</p> <p>The Strategy will also implement relatively smaller schemes (for example, walk and cycle) that, as the Eddington Study acknowledges, can bring substantial value to the efficiency of planned transport investment.</p>
				A Regeneration Zone	Not applicable.
				A High-Technology Corridor	<p>The Central Technology Belt, fundamental to Policies PA3 and PA7, identifies Worcester and Malvern as key nodes. The CTB seeks to promote the development of high technology industries. The scheme will help to stimulate the opportunities within Worcester and, through traffic decongestion, will encourage business relocation to the corridor.</p> <p>Accessibility modelling using the weighted Hanson gravity approach demonstrates a 15% net improvement in accessibility to employment and hence will provide an increase in labour demand and supply on the corridor.</p>
Rural areas (in particular market towns)	Not applicable.				

A major investment site/development of regional significance

The development of Worcester as a sub-regional focus is of regional significance. Through decongestion of the road network and an increase in transport choice delivered through an integrated transport network it will encourage business relocation to and development in the area.

The technical work underpinning the Strategy appraisal demonstrates that the preferred option scenario is based on the investment releasing the following commercial development (incl. redevelopment)

- 96 hectares of commercial development

Without the Strategy investment, this allocation would be at severe risk of delivery towards achievement of sub-regional objectives.

{For Areas where there will be overlap, e.g., in relation to the MUAs, the criteria above are alternatives not additions to public transport accessibility criterion below to avoid double counting, although qualitative contributions are still to be highlighted}

Social

- Improve access to and quality of services in MUAs
- Provide a comprehensive network of public transport in the MUAs
- Tackle poverty and disadvantage, particularly those suffering from multiple deprivation

Significant improvements in public transport accessibility benefiting wards in the 20% most deprived nationally based upon IMD

Worcester is characterised by significant economic disparities, with areas of high affluence combined with areas of multiple deprivation.

Aligned to this situation, the urban centre of Worcester currently has an unemployment rate of 2.5% (as of Dec 07), which is the highest rate across Worcestershire (County average 1.8%) (Source: Worcestershire CC Research & Intelligence Unit). Table 1 shows the evidence base on which Worcester is positioned with regard to unemployment rates compared with other sub-regional districts.

Table 1 - Unadjusted Job Seekers Allowance Claimant Count by Local Authority District (Based on 2001 Census wards of economically active population)

DISTRICT	TOTAL	RATE
Bromsgrove	652	1.5%
Malvern Hills	432	1.3%
Redditch	955	2.2%
WORCESTER CITY	1217	2.5%
Wychavon	834	1.4%
Wyre Forest	1061	2.1%
WORCESTERSHIRE	5151	1.8%

Historically, affluence has dominated transport planning decisions, resulting in an over emphasis on measures targeting increased car use, further disadvantaging those who live within the areas of multiple deprivation. 2 out of the 61 super output areas within Worcester City are within the top 10% of the most deprived areas nationally. These will directly benefit from improved accessibility, and greater opportunity afforded by improved public transport access to employment, healthcare and education facilities.

To support this assertion, accessibility modelling using the weighted Hanson gravity approach has demonstrated significant improvements in accessibility to public services, which captures many of the deprived areas in Worcester noted above. This analysis demonstrates net improvement in accessibility to:

- Employment (+15%)
- Hospital (+12%)
- General Practitioners (GP) (+9%)
- Primary schools (+55%)
- Secondary schools (+9%)
- Further education (+16%)

	Spatial	<ul style="list-style-type: none"> • Promoting an urban renaissance in the MUAs to address decentralisation of people, jobs and other activities • Promote development of specific roles of sub-regional centres 	MUAs should be adequately covered above Strategically important to support specific form of development of centres outside MUAs, in particular Hereford, Rugby, Shrewsbury, Telford and Worcester	Fundamental to Policy CF2, which identifies Worcester as the focus for sustainable development within the Worcestershire sub-region beyond 2011.
	Housing	<ul style="list-style-type: none"> • Provision of high quality housing in MUAs and support for targeted action where the market is weak • Provision of housing in centres outside the MUAs • Support housing development in rural areas, including affordable housing where this is necessary to meet needs, retain population and support local services 	Covered by regional level criteria - which will necessarily be assessed at sub-regional level. Qualitative observations to be added on the significance of the housing developments involved in regional/sub-regional terms	Improving the sustainable transport network and increasing capacity though improved accessibility are fundamental to the achievement of housing growth objectives for Worcester. Evidence from the highway modelling to support the dualling of the Southern Link Road (A4440) and the creation of the North West Link Road for Worcester has shown that these highway improvements alone (either in isolation or jointly) are unable to accommodate the additional trips associated with RSS Option 2, hence the city must develop a high quality, high capacity sustainable transport network capable of meeting the additional travel demand associated with the housing and associated economic growth. This is particularly important given the need to create a self-sustaining city, i.e. a city capable of internal growth, which does not risk becoming a dormitory to Birmingham which would place even greater pressure on the already over capacity external highway network.
CONTRIBUTION TO POLICY OBJECTIVES - LOCAL	Economic	Confirmed, i.e., signed off by Draft, Economic Impact Report (EIR) >> OR Unconfirmed/no EIR	Jobs to be created	No EIR prepared as yet.
			Jobs taken up by residents of wards in 20% worst deprived output areas nationally	No EIR prepared as yet.
			Ha of employment land opened up for development	The scheme will enable employment land to be opened up on the east and west of Worcester. See previous section (Regional Objectives). However specific evidence includes: <ul style="list-style-type: none"> • 96 hectares of commercial development (with 24.5 hectares earmarked at Grove Farm to the west of the urban area of Worcester)
			Journey time savings to/on strategic road network	The peak period journey times on the strategic highway network will improve. Road user journey time-savings will accrue. Evidence base to support this assertion is as follows: In general, the reduction of 4% in highway trips is forecast to reduce the average highway journey time by 6.2% in the 2011 AM peak period (with Strategy) compared to the do-minimum and in 2026 journey times are predicted to be 2.8% lower in the AM peak period (with Strategy). Due to current high levels of congestion, such time-savings will have a relatively significant impact on total journey times. Specifically, the modelling analysis has demonstrated that total network journey time to access the strategic road network (i.e., M5 junctions 6 and 7) from Worcester and from the motorway junctions to Worcester communities (i.e., tidal flows), as a consequence of the transport investment, is reduced by approximately 9% (3541.5 total network minutes) relating to the AM modelled peak hour. Against an existing constrained network, this saving is relatively significant for both strategic and local vehicle movements and hence reduction in both business and private costs of travel.

				<p>Significant improvements in capacity and/or quality of public transport access to employment centres within or outside the area</p>	<p>Access to employment opportunities will be significantly enhanced, through: Significantly enhanced public transport accessibility within Worcester, in particular to existing key employment and housing areas; Development of a public transport network providing excellent levels of accessibility to proposed new housing and employment opportunities associated with RSS Option 2; The release of new housing and employment opportunities afforded by improved accessibility; and Better connections to the external road and rail networks as a result of a decongested city centre and improved access to Worcester rail stations (i.e., Foregate Street and Shrub Hill).</p> <p>Supporting evidence is provided from the accessibility modelling, using the weighted Hanson gravity approach, demonstrating a 15% net improvement in accessibility to employment areas.</p>
	Social	>>		<p>Significant improvements in access, based on DfT accessibility indicators (see below)</p>	<p>The package of public transport improvements has been tested using an iterative forecasting model and SATURN highway model. The outputs from this modelling process have been fed into the County Council's validated Accession model to assess the accessibility outcomes arising. The results of this assessment are summarised in Section D.'</p>
	Spatial	>>		<p>Removes significant constraint(s) on development of settlements as proposed in approved UDP/Local Plan/LDF</p>	<p>Will unlock key housing development sites in the City Centre, and the east and west of the city as denoted in the planning frameworks. In particular it will enable these areas to be developed in a sustainable way in line with the guiding principles of the Regional Spatial Strategy.</p> <p>Current forecasts under the RSS are 7440 dwellings based on Growth Scenario 2.</p>
				<p>Removes significant constraint(s) on planned redevelopment of substantial areas of unused or underused site and premises</p>	<p>Providing an enhanced city centre environment and significantly improved levels of public transport accessibility will support regeneration of the city, and the potential release of brownfield land for redevelopment (hectares of potential land to be quantified). This is particularly important in the context of the demands to be placed on the city as a result of significant increases in the number of students due to locate to Worcester as a result of the new University status. Reducing traffic congestion through the city will open opportunities for the major development of the Grove Farm (approximately 24.5 hectares) and adjacent sites to the west of the City. This will aim to give a better geographic distribution of employment opportunities in the city.</p>
	Housing	>>		<p>Removed constraint(s) on planned bringing forward of key site(s) for housing development</p>	<p>The overall Strategy aims to unlock travel demand arising from 7440 residential dwellings planned within the RSS allocation (see previous text).</p>
				<p>Only to 'score' where impacts clearly additional to those counted under Spatial section, although contribution still to be highlighted</p>	

	OBJECTIVE	THEME	SUMMARY OF OBJECTIVES	ASSESSMENT CRITERIA	EVIDENCE FROM PROMOTER
SECTION D	EFFICIENCY	Economic	Intervention provides value for money	Benefit/Cost Ratio (BCR)	BCR 6.07 (2002 prices and values-discounted to 2002)
				Optimism Bias Uplift	32% Uplift rate commensurate to the level of scheme development.
				Appraisal Period	60 years
				Operating/Maintenance Costs	£417.95 million (2002 prices and values-discounted to 2002) over 60 year appraisal period

			Provide secure environs for all social groups using the transportation system	<p>Improvements to personal security at designated public transport waiting areas for all social groups</p> <p>The proposals provide a coordinated and safe public transport network for Worcester. All Interchange Hubs and associated park and ride sites will be designed in accordance with 'safe by design' principles, incorporating security measures e.g. CCTV, staffing, and lighting to improve perceptions of security in the general locality.</p> <p>Increased demand for public transport will generate network vibrancy, self enforcing safety outside of the peak hours, and will support higher visibility for passengers on off peak services.</p>
				<p>Improvements to personal security at designated highway waiting areas (for example lay-bys) for all social groups</p> <p>The BRT bus stops will be designed in accordance with 'safe by design' principles and will incorporate lighting and where required CCTV.</p>
	Social Equity	Improve access to life opportunities for different socio-economic groups	Access to School	
			Improved access by public transport to a primary school for pupils of compulsory school age	<p>The proposals form part of a wider investment package in sustainable transport which includes support through the LTP for school travel plans (30 of the 39 primary schools in Worcester already have travel plans in place). Decongestion on the local network (improving bus reliability), supported by improved bus services will ensure the current 100% accessibility for primary school children will be maintained.</p> <p>Accessibility modelling using the weighted Hanson gravity approach has demonstrated net improvement in accessibility to primary education of 55% (with schools weighted according to pupil places to capture the importance of individual destinations) as a consequence of the Strategy implementation.</p>
			Improved access by public transport to a secondary school for pupils of compulsory school age	<p>Accessibility to all secondary schools in Worcester will also be maintained at the 100% level (pupils within 30 minutes of school by public transport).</p> <p>Accessibility modelling using the weighted Hanson gravity approach has demonstrated net improvement in accessibility to secondary education of 9% (with schools weighted according to pupil places to capture the importance of individual destinations) as a consequence of the Strategy implementation.</p>
			Improved access by public transport to a primary school for pupils of compulsory school age in receipt of free meals	Accessibility to all primary schools in Worcester (children in receipt of free meals) will be maintained at 100% (pupils within 30 minutes of school by public transport) – see above.
			Improved access by public transport to a secondary school for pupils of compulsory school age in receipt of free meals	Accessibility to all secondary schools in Worcester (children in receipt of free meals) will be maintained at 100% (pupils within 30 minutes of school by public transport) – see above.
			Access to Further Education	
			Improved access by public transport to a Further Education establishment for 16-19 year olds	<p>Decongestion on the local network (improving bus reliability), supported by the BRT network of services, improved access to Malvern – Worcester rail services and associated supporting infrastructure measures, will see accessibility to Further Education in Worcester increase from 93% of pupils within 30 minutes of school by public transport to 99% of pupils within 30 minutes of school by public transport (the comparable improvements for those in the lowest 20% IMD is from 84% to 100%). In addition the provision of park and ride sites will increase travel choice for those with access to a car, but not able or wanting to drive all the way to college (for example the existing Worcester North (Perdiswell) park and ride provides an important means of access for students to/from schools on Barbourne Road).</p> <p>Accessibility modelling has demonstrated a net improvement in accessibility to further education sites of 16%.</p>
			Access to Work	

			Improved access by public transport to a workplace for people of working age	Decongestion on the local network (improving bus reliability), supported by the BRT network of services, improved access to Malvern – Worcester rail services and associated supporting infrastructure measures, will see accessibility to major employment sites in Worcester increase from 99% of the working population within 30 minutes of an employment site by bus to 100% of the working population within 30 minutes of an employment site by public transport.. Indicators will also assess reductions in total journey time (and costs) and disparity between public transport and car journey times (and costs). Accessibility modelling has demonstrated net improvement in accessibility to employment of 15% (weighting employment sites by attractiveness according to number of workplaces).
			Improved access by public transport to a workplace for people in receipt of jobseekers allowance	Accessibility for those in receipt of jobseeker allowance will be maintained at 100% (working population within 30 minutes of an employment site by public transport). – not undertaken however see above.
			Access to Hospitals	
			Improved access by public transport to a hospital for all households	Decongestion on the local network (improving bus reliability), supported by the BRT network of services, improved access to Malvern – Worcester rail services and associated supporting infrastructure measures, will see access to Worcester Royal Hospital (WRH) significantly improved, increasing from 85% of the population within 30 minutes of WRH by public transport to 94% of the population within 30 minutes of WRH by public transport. Indicators will also assess reductions in total journey time (and costs) and disparity between public transport and car journey times (and costs). Method as above (including weighting process). Net improvement of 12%.
			Improved access by public transport to a hospital for non car owning households	Access to Worcester Royal Hospital (WRH) for those without access to a car will be significantly improved, increasing from 88% of the population within 30 minutes of WRH by public transport to 95% of the population within 30 minutes of WRH by public transport.. – not undertaken however see above.
			Access to GPs	
			Improved access by public transport to a GP for all households	Decongestion on the local network (improving bus reliability), supported by the BRT network of services, improved access to Malvern – Worcester rail services and associated supporting infrastructure measures, will see access to GPs maintained at 100%. Method as above (including weighting process). Net improvement of 9%.
			Improved access by public transport to a GP for non car owning households	Access to GPs for those without access to a car also be maintained at 100%. Not undertaken however see above.
			Access to Major Centres	
			Improved access by public transport to a major shopping centre for all households	Decongestion on the local network (improving bus reliability), supported the BRT network of services, improved access to Malvern – Worcester rail services and associated supporting infrastructure measures, will see access to Worcester City Centre (the focus of most city based shopping trips) will access levels (by public transport) maintained at 100%. Method as above. Net improvement of 11%.
			Improved access by public transport to a major shopping centre for non car owning households	Access to Worcester City Centre (the focus of most city based shopping trips) for those without access to a car will be maintained at 100% (by public transport). Not undertaken – however see above.
	Environment	Improving the built and natural environment	Reduction in Noise	Demand management measures in the City Centre, coupled with improvements to sustainable modes of transport, will reduce the volume of vehicles on the road as a consequence of modal shift. Latest estimates account for a 4% modal shift from the car which accounts for a relatively significant volume of vehicles as an absolute measure. This will subsequently provide a marginal benefit to a number of properties experiencing reduced noise levels due to their close proximity to the relevant main highway arteries. Assessment Score: SLIGHT POSITIVE

			Improvements in local air quality	<p>Demand management measures in the city centre, combined with increased priority measures for public transport vehicles and improvements to walk and cycle routes, will increase the competitiveness of non car modes in Worcester. The forecast impact of the investment will lead to modal shift to public transport and cycle/walk use with a consequential 4% reduction in highway trips in Worcester area, weighted towards trips made to the city centre where this exhibits a predicted reduction of over 10% in trips. This will increase the efficiency of the transport network, and reduce overall levels of NO_x and PM₁₀ (there are several sites within Worcester that are currently borderline AQMA areas - in particular, the sensitive and historic heart of the city).</p> <p>Assessment Score: SLIGHT POSITIVE</p>
			Reduction in greenhouse gases	<p>The forecast modal shift from car to PT, walk and cycle modes will reduce total vehicle mileage on the highway network thus subsequently leading to a forecast reduction in the amount of carbon and carbon dioxide emissions from by private vehicles. The monetary benefits associated with the reduction in carbon, NO_x and PM10 amounts to over £3.25m PVB (2002 prices) over the 60 year appraisal period based on current valuations of pollution.</p> <p>Assessment Score: SLIGHT POSITIVE</p>
			Protection and enhancement of the landscape	<p>The design of the interchange hubs, park and ride facilities and other transport infrastructure associated to the Strategy will be sensitively managed to ensure they maximise the external landscape (in particular the longer distance aspect of Malvern Hills). Appropriate landscaping will reduce any local visual impact, screening the car parking with dense native vegetation.</p> <p>Assessment Score: SLIGHT NEGATIVE</p>
			Protection and enhancement of the townscape	<p>The Worcester cityscape will be significantly enhanced, by providing congestion relief to the historic central area (in particular the Cathedral and its environs).</p> <p>Assessment Score: MODERATE POSITIVE</p>
			Protection of the heritage of historic resources	<p>The historic core of Worcester City will be enhanced (in particular the Cathedral precinct) through the reduction in congestion levels, and the provision of a pedestrian and cycle friendly environment in keeping with the historic core of the city. Sensitive development of park and ride sites will maximise historic resources (for example, at the existing Worcester North park and Ride considerable efforts have been placed upon preserving a roman fort unearthed during construction, which is now a protected feature of the site).</p> <p>Assessment Score: MODERATE POSITIVE</p>
			Support biodiversity	<p>No flora or fauna resources of significant value will be affected. Scheme proposals will not result in the destruction of trees carrying TPOs or destruction/ fragmentation of nationally or locally designated nature conservation sites/ wildlife corridors. Design proposals can mitigate against indirect impacts/ disturbance to flora and fauna e.g. sensitive lighting.</p> <p>Assessment Score: NEUTRAL</p>
			Protection of the water environment	<p>Marginal adverse impact on the water environment may occur due to the capacity enhancement measures of the Southern Link Road (A4440) due to increased surface run off within an area close to the River Severn flood plain. However detailed design will incorporate appropriate mitigation measures to capture such run-off and for dispersal by an appropriate sustainable drainage system.</p> <p>Assessment Score: NEUTRAL</p>
			Encourage physical fitness	<p>Improvements to pedestrian and cyclist facilities as part of scheme design proposals will increase the attractiveness of walking and cycling journeys. Provision of cycle parking at the park and ride facility may encourage longer distance (duration) cycle journeys. Increase in walking to/from public transport network (modal shift from the private car).</p> <p>Assessment Score: MODERATE POSITIVE</p>
	Other	To provide an assessment of potential impacts of the scheme not covered above	Sensitivity Test BCR:	The following broadly summarises the sensitivity test currently proposed through the public transport modelling work.
			Test 1 As preferred scenario but excluding net increase in parking revenue	BCR 2.55 (2002 prices and values discounted to 2002)

			Test 2 Public transport improvements and walking and cycling enhancements alone	BCR 2.42 (2002 prices and values discounted to 2002)
			Test 3 Public transport improvements, walking and cycling enhancements, and Southern Link Road (A4440) dualling	BCR 1.92 (2002 prices and values discounted to 2002)
			Test 4 Public transport improvements, walking and cycling enhancements, and Southern Link Road (A4440) dualling, city centre bridge, demand management and completion of North West Link Road	BCR 2.40 (2002 prices and values discounted to 2002)
			Test 5 <Description and Assumptions>	No further tests.
			Safety	<p>Improvements to the public transport network will increase human presence/ interaction in the local areas and thereby improve actual and perceived security. The interchange hubs and park and ride designs will incorporate security measures e.g. CCTV, staffing and lighting to improve perceptions of security in the general locality. BRT stops and interchange design will be carefully considered to enhance activity and increase safety, combined with physical safety features (CCTV, lighting, barrier controlled car parking at park and ride if required).</p> <p>By promoting modal shift from road to public transport (and walk and cycle modes), anticipated trip reductions along the major arterial routes into Worcester will enhance safety for all road users on the local and strategic highway network. Reductions in accident rates and severity are anticipated. Reductions in personal injury accidents (and their associated monetary present value benefit) will be reported once public transport modelling is complete.</p>
			Severance	<p>Any additional traffic flows on the localised highway network (resulting from the park and ride sites, which could potentially increase severance to walking and cycling movements) will be offset by the congestion reductions across the City Centre.</p> <p>Improvements to cyclist and walking facilities e.g. enhanced linkages to city centre / park and ride, will reduce severance.</p> <p>Reduced traffic levels within city will reduce severance, as will the provision of dedicated walk and cycle routes.</p>
			Linkages between projects	<p>The sustainable transport mode enhancement proposals from a major component of the strategy to accommodate sustainable growth of Worcester. They should be considered alongside, and complimentary to, RASTs submitted for other major schemes associated with the growth of Worcester (for example, Worcestershire Parkway). In particular they have been developed to:</p> <ul style="list-style-type: none"> • Offer a realistic alternative mode to the private car for journeys into, out of and within Worcester City; and • Support the RSS Option 2 level of growth by providing a highly accessible and attractive passenger transport network compatible with Worcester developing as a sustainable city and a regional focus for investment.

				<p>Option values: Provision of a high quality, dedicated public transport will increase the availability of access to public transport services in the area and thereby increase number of attractive mode options.</p>
				<p>Access to the transport system: Scheme proposals will deliver substantial improvements in access to the public transport system and the level of accessibility delivered by that system. Infrastructure provision will deliver a high quality network of routes, integrated with outlying park and ride sites, with information provision, enabling safe and clear access to the existing public transport network.</p>
			<p>Other examples</p>	<p>Transport Interchange: Delivery of a network of park and ride sites will enhance the physical passenger transport interchange. The facilities will provide a high quality passenger environment, passenger transport information and visible staff presence. Physical linkages will be improved for pedestrians and cyclists interchanging with bus services. The Park and Ride sites will provide multi modal interchanges and will provide opportunities for interchange between public transport services in addition to between private car and public transport.</p>
				<p>Total scheme benefits: NPV £889.43m (2002 prices) Predicated on: PVB £1,064.79m PVC £175.36m Business user benefits: To be calculated in next stage modelling and appraisal</p>

	OBJECTIVE	THEME	SUMMARY OF OBJECTIVES	ASSESSMENT CRITERIA	EVIDENCE FROM PROMOTER#																		
SECTION E	DELIVERABILITY	Feasibility	Ensuring the feasibility of the intervention	Proven technology	Proven approach to delivering a sustainable transport system within a city of the scale and historic nature of Worcester. Similar examples exist in York, Cambridge, Durham, Winchester, Oxford and Brighton.																		
				Has necessary legal powers (Primary legislation and Statutory procedures)	The scheme requires planning permission and may require CPO of land. Preparatory work is underway.																		
				Detailed costing	Outline scheme costings have been reported separately. Detailed costing schedule under preparation. To date, total cost is approximately £181,000,000 @ 2007 prices .																		
				Detailed work programme (phasing)	<p>A detailed scheme work programme is being developed. Realistic delivery phases are defined as follows:</p> <table border="1" data-bbox="1522 716 2623 1451"> <thead> <tr> <th data-bbox="1522 716 2306 779">Components</th> <th data-bbox="2306 716 2623 779">Expected Completion</th> </tr> </thead> <tbody> <tr> <td data-bbox="1522 779 2306 873">Network of new or enhanced multi-modal interchange hubs (including park and ride),</td> <td data-bbox="2306 779 2623 873" style="text-align: center;">2015</td> </tr> <tr> <td data-bbox="1522 873 2306 968">50 kilometres of BRT network and associated infrastructure, across 7 key routes throughout the city</td> <td data-bbox="2306 873 2623 968" style="text-align: center;">2015</td> </tr> <tr> <td data-bbox="1522 968 2306 1031">Dualling of Southern Link Road (A4440)</td> <td data-bbox="2306 968 2623 1031" style="text-align: center;">2015</td> </tr> <tr> <td data-bbox="1522 1031 2306 1157">Enhanced infrastructure at key stations on the Malvern – Worcester City rail corridor, including Malvern Link, Great Malvern and Worcester Foregate Street stations</td> <td data-bbox="2306 1031 2623 1157" style="text-align: center;">2013</td> </tr> <tr> <td data-bbox="1522 1157 2306 1220">City centre demand management</td> <td data-bbox="2306 1157 2623 1220" style="text-align: center;">2016</td> </tr> <tr> <td data-bbox="1522 1220 2306 1314">Variable Message signing on 7 key arterials, combined with real time bus passenger information</td> <td data-bbox="2306 1220 2623 1314" style="text-align: center;">2014</td> </tr> <tr> <td data-bbox="1522 1314 2306 1377">City centre cycle / pedestrian routes</td> <td data-bbox="2306 1314 2623 1377" style="text-align: center;">2012</td> </tr> <tr> <td data-bbox="1522 1377 2306 1451">New City Centre River Crossing</td> <td data-bbox="2306 1377 2623 1451" style="text-align: center;">2016</td> </tr> </tbody> </table>	Components	Expected Completion	Network of new or enhanced multi-modal interchange hubs (including park and ride),	2015	50 kilometres of BRT network and associated infrastructure, across 7 key routes throughout the city	2015	Dualling of Southern Link Road (A4440)	2015	Enhanced infrastructure at key stations on the Malvern – Worcester City rail corridor, including Malvern Link, Great Malvern and Worcester Foregate Street stations	2013	City centre demand management	2016	Variable Message signing on 7 key arterials, combined with real time bus passenger information	2014	City centre cycle / pedestrian routes	2012	New City Centre River Crossing	2016
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Funding dependability	<p>The scheme will be funded from a variety of sources, including land use developers, LTP2 (and successor) and Major Scheme funding,</p> <p>In summary, funding to be sought through:</p> <p>RFA: £127.0 million Third party contribution: £54.0 million (The South Worcestershire Partnership are developing robust mechanisms secure appropriate levels of funding from land use developers) Total: £181.0 million</p>																						

			Acceptable level of contingency	The optimism bias uplift is appropriate for the level of scheme development at this stage (close to the upper percentile for a scheme of this type). A detailed risk register is currently in preparation to understand the key risks, their severity impact and likelihood of occurrence across all scheme development elements (e.g., for example costing, programme, development, consultation, etc.).
			Labour availability	Labour availability is not envisaged to be a problem. Any labour availability risks during construction and operation will be transferred to the private sector.
			Feasible delivery period	The work programme is considered robust, based upon the current status of the scheme (preliminary design).
			Land availability	Land availability is not considered a significant risk at this stage of the scheme development.
	Effectiveness	Compliance with best practice procurement	Procurement strategy	Best practice procurement strategy will be adopted, to deliver value for money.
	Acceptability	Intervention is acceptable to all	Commitment of partners	Public sector partners are strategically committed to the project.
			Wide institutional support	<p>Strong support has been demonstrated from a variety of key stakeholders.</p> <p>The West Midlands Regional Transport Partnership (membership includes Regional Assembly, Advantage West Midlands, Confederation of Passenger Transport, Network Rail, Highways Agency, Sustainability West Midlands) has recently announced key transport priorities for the region (dated 11th March 2008), prior to appropriate funding processes and current investment commitments. The list of priorities included road and public transport improvements in Worcester as a key contributor to the 'New Growth Points/Settlements of Significant Development' priority theme. Demonstrating strong wide institutional support and acknowledging the key benefits of road and public transport improvements targeted in Worcester.</p>