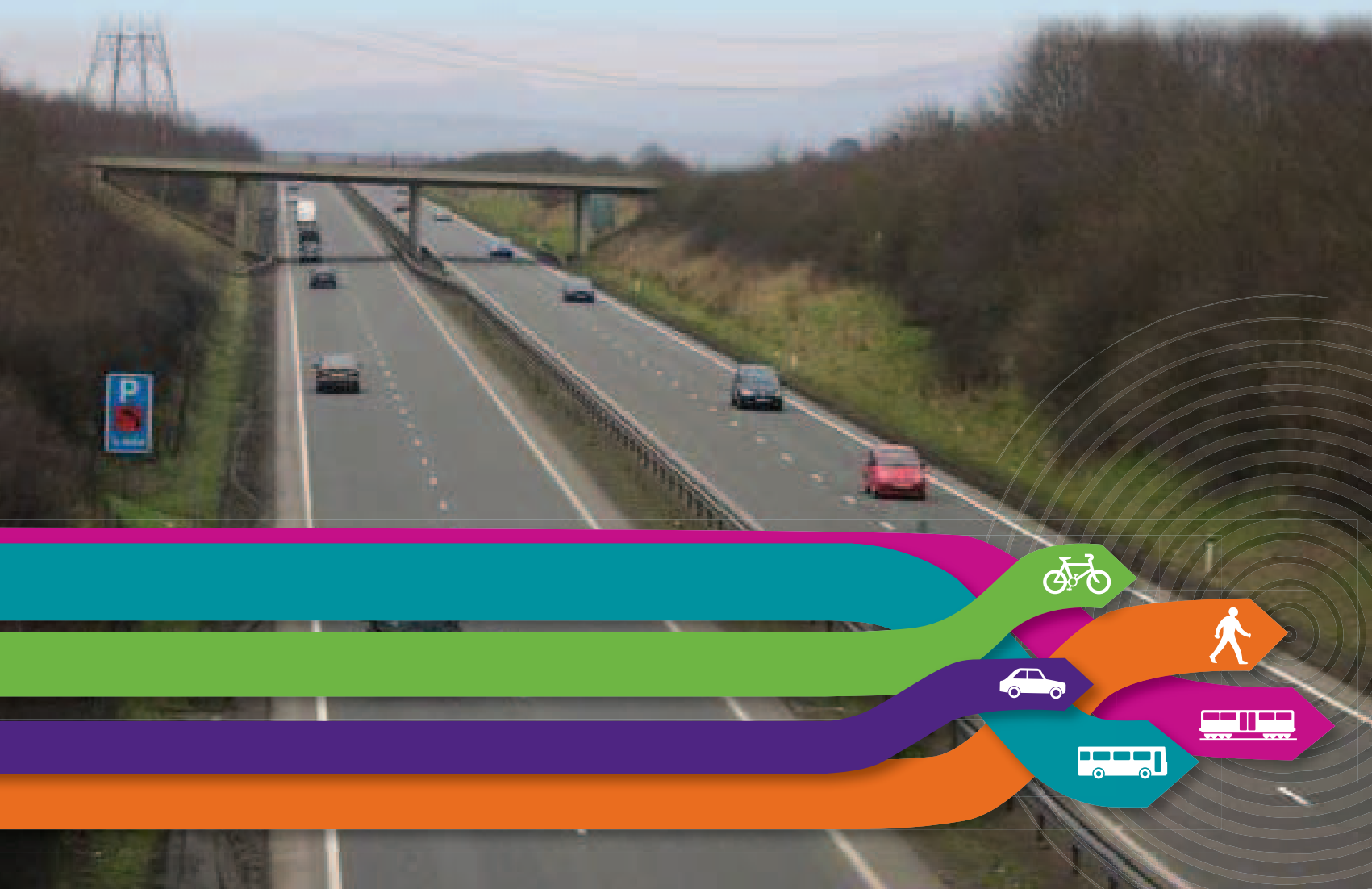


A4440 Southern Link Road, Worcester – Dualling Project



Worcestershire Local Transport Body Funding Application May 2013



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Scheme Name	A4440 Southern Link Road Dualling Scheme
Promoter	Worcestershire County Council (WCC)

1. Headline Description

The A4440 Southern Link Road (SLR) forms a key part of Worcestershire's Primary Road Network (PRN) and links the Strategic Road Network (M5, J7) and the eastern side of Worcester City with the A38, A449, A4103 and A44 as well as existing and planned residential and commercial developments on the southern and western side of the city. The A4440 SLR is one of only two road crossings of the River Severn in Worcester and is an important bypass around the south of the city of Worcester providing a key link to West Worcestershire.

The current performance of the A4440 SLR is poor, particularly during the peak periods. The journey times and speeds are forecast to deteriorate further in future years in the absence of infrastructure improvement works.

In view of the importance of the A4440 SLR, an improvement scheme has been developed to be implemented in phases, as follows:

- Whittington Junction improvements: Implemented 2012
- Ketch Junction improvements: To be implemented by April 2015 (DfT funding secured)
- Dualling Ketch – Whittington Junction: To be implemented by 2020 (end of first phase of the South Worcestershire Development Plan)
- Further capacity enhancements between Powick Junction and the M5

This funding bid is related to the third phase of improvements to the A4440 SLR and includes:

- Dualling Broomhall Way
- Enlarging Norton Junction
- Dualling Crookbarrow Way between Norton and Whittington Junctions

2. Geographical Area

The plans in Annex 1 illustrate the location of the A4440 Southern Link Road (SLR) in relation to the wider South Worcestershire transport network, including the Highways Agency managed Strategic Road Network (SRN). It also indicates the location of the development sites set out in the Local Planning Authorities (LPA's) South Worcestershire Development Plan (SWDP) and associated Infrastructure Delivery Plan (SWIDP).

3. Strategic Case

3.1 Scheme Description

Summary

The A4440 SLR Dualling scheme will address a significant constraint on the performance of the transport network in Worcester and wider South Worcestershire. It will provide additional link and junction capacity over a key section of the A4440 SLR and forms the third phase of an

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enhancement scheme for this road:

- Phase 1: Whittington Junction improvements: Implemented 2012
- Phase 2: Ketch Junction improvements: To be implemented by April 2015
- Phase 3: Dualling Ketch – Whittington Junction: To be implemented by 2020 (end of first phase of the SWDP)
- Phase 4: Further capacity enhancements between Powick Junction and the M5

The delivery of the scheme is a priority for Worcestershire County Council, the Worcestershire Local Enterprise Partnership (LEP), Chamber of Commerce, Members of Parliament and the Worcestershire District Authorities. The scheme is aligned with agreed priorities, in particular in terms of supporting economic growth in Worcestershire. The A4440 SLR Dualling is included within Worcestershire's adopted Local Transport Plan (LTP3), the Worcester Transport Strategy (WTS) and the South Worcestershire Development Plan (SWDP) and associated Infrastructure Delivery Plan (SWIDP). It is one of the three major schemes being promoted by Worcestershire County Council for funding via the emerging Worcestershire Local Transport Body (WLTB), the other two being Worcestershire Parkway and the Hoobrook Link Road.

The scheme includes:

- Upgrade to dual carriageway standard of the 1.8km section of the A4440 SLR between Ketch Junction and Whittington Junction
- Increase to the capacity of Norton Junction
- Replacement of the existing railway bridge with new structure able to accommodate a dual carriageway
- Provision of a new pedestrian cycle and equestrian bridge adjacent to the railway bridge, such that users do not have to cross the carriageway at grade
- Replacement of an existing farm access bridge

Failure to deliver this scheme will critically undermine the ability of the Worcestershire transport network to accommodate the planned growth set out in the LPA's SWDP. As such the scheme, once delivered will:

- Support the delivery of the SWDP and its planned 23,200 new homes and 315 hectares of employment land by 2030 and the wider delivery of Worcestershire LPA's proposed 35,500 new homes and 4,345 hectares of commercial development by 2030
- Support the growth of the Worcestershire economy by reducing travel times and costs imposed on businesses, transport operators and other network users by the current and forecast traffic congestion on the A4440 SLR
- Improve the performance and attractiveness to users of the A4440 SLR as a bypass for Worcester City Centre, thereby helping to better manage traffic conditions in the constrained central area
- Improve access to the Strategic Road Network from areas to the west and north west of Worcester, including Malvern Hills District, Herefordshire and parts of the Welsh Marches
- Improve access to key international hubs, including Birmingham International Airport
- Provide 'High Value for Money', with a strong combined economic and financial BCR of 2.1
- Contribute to environmental objectives, particularly addressing the perverse incentive for

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traffic to route via the constrained Worcester City Centre rather than use the A4440 SLR as a bypass

3.2 Description of Problems to be Addressed

Objectives and Priorities

The objectives and priorities of Worcestershire County Council and its partners, including the Worcestershire LEP, are set out in the authority's Corporate Plan and the Worcestershire LEP's Business Plan, with economic growth a key aim. The priorities are set out in a range of documents, including:

Worcestershire County Council's Corporate Plan

www.worcestershire.gov.uk/cms/general-council-information/corporate-plan-2011-2017.aspx

Economic Strategy

www.worcestershire.gov.uk/cms/research-and-intelligence/economy/local-economic-assessment/purpose-and-scope.aspx

Infrastructure Strategy

www.worcestershire.gov.uk/cms/strategic-planning/infrastructure-planning.aspx

Local Transport Plan (LTP3)

www.worcestershire.gov.uk/LTP3

The associated transport strategy for Worcester, the Worcester Transport Strategy:

www.worcestershire.gov.uk/cms/transport-and-highways/transport-schemes/worcester-transport-strategy.aspx

The priorities are also consistent with the transport elements of the South Worcestershire Development Plan (SWDP) policies and associated infrastructure Delivery Plan (SWIDP). The need to dual the A4440 SLR is a specific transport infrastructure improvement referenced within the SWDP and SWIDP.

www.swdevelopmentplan.org/

www.swdevelopmentplan.org/?s=IDP

These priorities are closely aligned with those of the Worcestershire LEP as set out in its 2012 Business Plan.

www.wlep.co.uk/read-all-about-it/

Economic Context and Problems

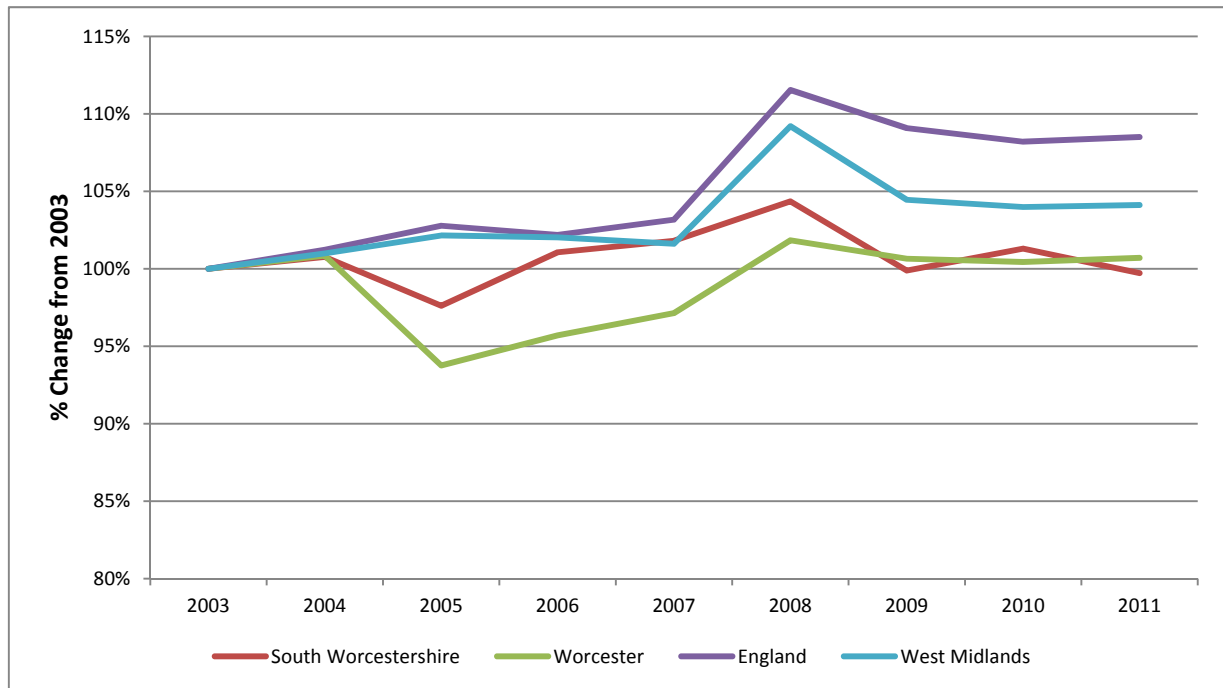
South Worcestershire covers the largely rural districts of Malvern Hills and Wychavon, and the predominantly urban area of Worcester City. Although South Worcestershire has relatively high levels of economic participation and low levels of unemployment, economic trends in the sub-region over the past decade have been mixed. The area's employment grew sluggishly between 2003 and 2008, prior to the global economic downturn. In addition, employment levels in the urban areas of South Worcestershire were already declining prior to the recession.

The Worcestershire economy is still regarded as weak, with a significant proportion of employment within the public sector, which is and will be subject to contraction. There is a clear need to stimulate economic growth and activity through improving conditions to support new and expanded businesses. In the City of Worcester, the unemployment rate currently stands at 4.2%.

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Since the recession, the South Worcestershire economy has shrunk considerably in terms of employment opportunities. In particular, the number of jobs reduced by 4.4% between 2008 and 2011. In comparison, the number of jobs nationally declined by 2.7% over the same period. Furthermore, the employment data sourced from the Office of National Statistics suggests that the number of jobs in South Worcestershire in 2011 were marginally less than the 2003 estimates for the sub-region. In comparison, the number of jobs across the West Midlands and England is nearly 5% and 10% higher than 2003 levels respectively.

Figure 1: Employment Growth 2003 to 2011 (indexed based on 2003 levels)



Source: ABI Workplace data and BRES data, Office of National Statistics

As a consequence of the decline in employment in South Worcestershire, job density data shows that the number of jobs per working age population in the area has reduced from 0.84 in 2003 to 0.79 in 2011 (a decline of 6%). In comparison, jobs density across England fell by 3% over the same period. The general decline in job numbers in South Worcestershire is compounded in some areas by a reliance on public sector employment and a slow-growing private sector, particularly in the sub-region's urban areas, such as Worcester. Data sourced from the Department of Business Innovation and skills confirms that Worcester has a higher proportion of public sector workers than the national average (28% vs. 21%) and a private sector that was growing slowly relative to national levels (1.6% growth vs. 5.3% growth) prior to the economic downturn.

The recently prepared **South Worcestershire Development Plan: Economic Prosperity Background Paper (2012)**, suggests that a continuation of such trends of sluggish or no growth poses significant threats to the area. The document highlights the area's limited ability to create new jobs could reflect that the ageing demographic of South Worcestershire would have failed to provide enough economic opportunities and new homes for the local youth. Subsequently, young people and families would be priced out of the local housing markets. In this context, the local talent would look toward migrating out of the area.

Furthermore, the document states that the inadequate labour supply caused by the housing shortage could force businesses to relocate out of the area and there would be little investment in infrastructure or jobs. With depressed markets, existing businesses would subsequently find it difficult to grow and inward investors wouldn't see Worcester and South Worcestershire as the

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right place to locate. A decline in the area's economic output would affect the local consumer spending, subsequently impacting on the vitality of the area's city, town and neighbourhood centres.

Policy Drivers

Recognising such real threats, the South Worcestershire Development Plan (SWDP) states that the key challenges facing the area in planning for the future are:

- job creation to promote economic prosperity
- housing provision and addressing a crucial need for affordable housing, and
- ensuring adequate infrastructure, particularly transport infrastructure.

In particular, the SWDP seeks to create 25,000 new jobs and deliver 23,200 new homes in South Worcestershire by 2030.

The SWDP allocates some 280 hectares of employment land to facilitate the creation of 25,000 new jobs by 2030. Table 1 demonstrates that despite this provision, South Worcestershire has made limited progress on its employment target.

Table 1: South Worcestershire's progress against its employment target

Indicator	Estimate	Source
A. Employment Growth Target by 2030	25,000	Sourced from SWDP: Economic Prosperity Background Paper
B. Total FTE Employment 2006	123,365	ABI 2006 Workplace Analysis.
C. Total FTE Employment 2011	121,723	BRES 2011 Employment
D. Growth 2006 to 2011	-1,642	$D = C - B$
D1. Achieved Annual Growth Rate 2006 to 2011	-328	$D1 = D / 5$
E. Outstanding Employment Requirements from 2012 - 2030	26,642	$E = A - D$
E1. Outstanding Annual Employment Requirements from 2012 – 2030	1,402	$E1 = E / 19$

Similarly, Table 2 demonstrates that South Worcestershire has been lagging behind its housing target.

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Table 2: South Worcestershire's progress against its housing target

Indicator	Estimate	Source/Comment
A. Housing Growth Target 2006 to 2030	23,200	Source: Net Dwellings South Worcestershire, SWDP (Jan 2013)
A1. Housing Annual Growth Target Rate 2006 to 2030	967	$A1 = A / 24$
B. Target Housing Growth 2006-2011	4,833	$B = A1 \times 5$
C. Achieved Housing Growth 2006-2011	3,951	Worcester City/Malvern Hills AMR's 2010-11, Wychavon Housing Land Availability Monitor and Five Year Housing Land Supply Update, Net Completions
D. Shortfall / Surplus 2006-2011	-882	$D = C - B$
E. Outstanding Housing Requirements from 2012 - 2030	19,249	$E = A - C$
E1. Outstanding Annual Housing Requirements from 2012 - 2030	1,013	$E1 = E / 19$

Barriers to Growth

The core reasons for South Worcestershire's poor performance against its employment and housing targets are beyond the implications of weak economic climate. In particular, the area's poor transport infrastructure, including the highways network, is identified as a major constraint to bring forward development sites which are critical for achieving South Worcestershire's growth aspirations. That said, the prevailing economic conditions, which impact the financial viability of developments, significantly reduce the prospect of private sector led investment and delivery of important highways (and other transport) infrastructure, which is typically classed as a "public good".

In response, SWDP and supporting SWIDP has identified the need for approximately £204 million of investment in transport infrastructure schemes in the area to support the plan. This includes the delivery of the Worcester Transport Strategy and associated phased major improvements to A4440 SLR, identified in the Worcestershire Local Transport Plan 3 (LTP3).

Analysis of A4440 SLR traffic flows and conditions indicates that traffic flows vary from approximately 2,000 vehicles per hour (vph) between the Ketch and Norton junctions to over 2,700 vph between Norton and Whittington Roundabouts. Further assessment of the ratio of flow to capacity shows that both of these sections of the A4440 SLR are operating with a ratio of flow to capacity (RFC) of 90% in both AM and PM peaks and over 100% westbound in the AM peak.

An RFC of approximately 85% indicates a junction having peak time congestion and values over 100% indicate very unstable conditions with regular and severe congestion and queuing occurring. The current RFC values for the A4440 SLR are at, or close to, 100%, indicating severe peak time

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congestion and very unstable operating conditions. These conditions will deteriorate as the development envisaged in the SWDP comes to fruition.

Within this context, the SWDP states that the delivery of the wider housing and employment requirements for South Worcestershire (as outlined in Policy SWDP3) will require implementation of the transport infrastructure promoted in LTP3, including partial dualling of the A4440 SLR during the first period of the plan (to 2020), with further capacity enhancements to this road during the subsequent plan period to 2030. Furthermore, Policy SWDP45 specifically states that deliverability of Broomhall Community and Norton Barracks site (also known as the South Worcester Urban Extension), which seeks to deliver 2,450 new homes and bring forward 20 hectares of employment land, is contingent on proposed improvements to the A4440 SLR, including the dualling between Ketch Junction and Whittington Junction by 2020.

Proposed Solution

In light of the above, implementation of the proposed dualling of the A4440 SLR between Ketch and Whittington Roundabout (as part of the phased improvements between the A44/A449/A4103 and the M5) will remove one of the major barriers to growth identified in the SWDP. The scheme is also integrated with the other improvements to Worcester's transport network as set out in the LTP3 and Worcester Transport Strategy and identified as being needed to support the planned growth.

Hence, the delivery of the project will create conditions for the area to facilitate the achievement of its growth targets of bringing forward 280 hectares of employment land, creation of 25,000 new jobs and delivering 23,200 new homes by 2030 (refer to the location plans in Annex 1 for details of the location of envisaged employment and housing growth in South Worcestershire).

On a similar note, the A4440 SLR dualling scheme's implementation will create certainty for development of the single most significant site allocated in the SWDP, Broomhall Community and Norton Barracks, which lies within the immediate vicinity of the scheme proposals.

3.3 Options Considered

The improvements to the A4440 SLR form part of the wider transport strategy for Worcestershire (LTP3), South Worcestershire and Worcester City. The dualling of the A4440 SLR forms a key part of the Worcester Transport Strategy (WTS) which is also referenced within the adopted LTP3, the SWDP and the SWIDP.

The WTS was developed over the period leading up to the publication of the LTP3 and the separate (but parallel) submission of the Worcester Transport Strategy Major Scheme Bid (WTSMSB). A preliminary appraisal of the WTS was undertaken during this period. The findings were set out in a Preliminary Appraisal Report (PAR), prepared during 2009. A copy of the PAR is available and will be provided upon request.

Summary of WTS PAR

The composition of the WTS has been driven by a set of 'desired outcomes' (economic growth, increased accessibility, reduced congestion and more sustainable travel) which in turn have been derived from agreed policies and objectives.

In addition, it was necessary to consider the future development of the City of Worcester and the future transport needs of the city. Inputs included the Regional Spatial Strategy (RSS) for the West Midlands and the South Worcestershire Joint Core Strategy (SWJCS) which was developed to plan the delivery of this growth (this was a predecessor to the current SWDP).

In developing and updating the WTS, it was apparent that without increased transport capacity, Worcester's ability to grow and remain a key centre in Worcestershire and the wider region would

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be significantly constrained. Traffic congestion was forecast to increase, access to key services reduced, and negative environmental impact would occur due to reduced air quality, resulting in a decline in the quality of life for residents and reduction in the overall attractiveness of the City for businesses and visitors.

Bringing together the problems, desired outcomes and growth requirements, it was recognised that a wide-ranging package of multi-modal transport measures would be required, including the following potential components:

- Highway infrastructure improvement schemes to increase transport capacity for local and strategic movements, supporting proposed new land-use developments.
- Improvements to multi-modal transport infrastructure along key corridors
- New walk and cycle schemes, including improvements to the public realm in the City Centre
- Adoption of an intelligent transport system to maximise the capacity of the existing road network and including elements such as real time passenger information for bus passengers and variable message signing for car drivers
- Improved bus stop facilities and information, and new interchange locations
- Smarter Choices measures to encourage sustainable travel
- Introduction of new park & ride services and facilities, integrated with the commercial bus network and with supporting measures on access routes to the City Centre;
- Measures aimed at reducing traffic demand, including the reallocation of road space and provision of improved alternatives to the private car, in order to increase transport choice;

The experiences and plans of a number of comparable cities (e.g. Oxford, Cambridge, York, Lincoln) with similar underlying issues on congestion, accessibility and a need to encourage economic growth were examined. These cities are proposing/implementing a phased package of measures, containing sustainable modes and local highway schemes, providing high value for money and supporting economic growth. As such, this model was seen as best practice.

The WTS was split into phases, to ensure deliverability and to fit with available funding. The proposed phasing approach follows the example set by other cities which had successfully secured funding for transport packages. The first phase of the WTS, which formed the subject of a successful Major Scheme Business Case (MSBC) to the DfT, comprised the following:

- Junction capacity enhancements on the A4440 SLR (this is NOT the dualling scheme)
- Key corridor improvements (along two corridors)
- Upgrades to two rail stations
- Implementation of an Intelligent Transport System scheme

It was recommended that the subsequent phase of the WTS included the rest of the package including one or more of the major strategic highway infrastructure projects, e.g. A4440 SLR dualling.

Appraisal of the WTS Package

The preliminary assessment of the WTS was undertaken, following DfT requirements and was designed to identify the package and wider strategy which offered the best value for money in the round.

WTS Phase 1: The appraisal showed it to deliver strong positive benefits across DfT appraisal

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criteria.

WTS Phase 2: The case for the subsequent phase of the WTS (including the dualling of the A4440 SLR) is as robust as Phase 1 in terms of the value for money offered.

A copy of the PAR is available and can be provided upon request.

Option Development

Narrow lanes through existing Railway Bridge (avoid need for a new bridge)

The first option to be considered involved “squeezing” four lanes of traffic through the existing railway bridge. The primary obstacle to this is that there is only just over 13m between the safety fences. This is insufficient to fit four lanes of traffic and a central reservation, even if narrow lanes are utilised. If the road was constructed without a central reservation, the traffic lanes would have to be narrower than the standard width of 3.65m. Four lanes of 3.2m would be feasible; however, this would not leave sufficient room to retain the existing combined footway/cycleway.

Although single carriageway four-lane roads are seen in urban situations (subject to a 30mph or 40mph speed limit), this is not appropriate for the A4440 SLR due to the high speed nature of the alignment (straight and on a gradient), the rural character of the location and the designated national speed limit. These factors combine to make it difficult to discourage high vehicle speeds. It is considered that this layout is not sufficiently safe to justify the required departure from standards for the reduced lane width.

Offline Dual Carriageway

This option assumes retaining the existing rail bridge and using the existing road as the eastbound carriageway of the dual carriageway. The new westbound carriageway would pass under the railway through a newly constructed bridge, which would be similar in form and dimensions to the existing rail bridge. Because the new bridge could not be constructed directly alongside the existing one, the nominal spacing between them creates a very large central reservation, hence the new carriageway would be ‘offline’ relative to the existing one.

The advantages to this layout occur primarily during construction. The new bridge and carriageway could be constructed with only nominal disturbance to existing traffic, as a large portion of the construction work would be away from the current highway. In addition, the new bridge could be “jacked” under the railway and, with traffic temporarily diverted onto the new carriageway, the existing bridge could be demolished and the new deck lifted in without implementing a full road closure.

The main disadvantages of this layout; however, are that it involves greater land take and excavation/disposal. The westbound carriageway is located further south; therefore, the area of land to purchase is larger. In addition, the route would also be in cutting, resulting in significantly more excavated material to dispose of. This has implications on cost and the environment. Other factors considered include the cost of the extra spans of the farm accommodation bridge and footbridge, which offset the cost savings of the smaller rail bridge (compared with the online option proposals).

One operational difficulty with the offline option is that carriageways that are clearly separate are less intuitive for drivers because it may not necessarily be obvious to a driver that they are driving on a dual carriageway road. In addition, large central reservations, particularly with structure supports located within them, have a higher maintenance liability and will require interim night-time closures of the high speed lanes to facilitate these operations (e.g. inspections and maintenance).

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Online Dual Carriageway

The online option provides a conventional dual carriageway cross section between Whittington and Norton Roundabout. The new larger span rail bridge will be constructed on the same site as the existing one, with the demolition of the old bridge and lifting in of the new bridge deck taking place during an extended closure of both the rail line and the A4440.

This option has the advantage to road users of being a clearly recognisable dual carriageway, designed and constructed to normal standards. It has a smaller land take footprint than the offline option and will require a smaller span footbridge. The deck of the existing farm accommodation bridge will be reused on new abutments.

In cost terms, the online and offline options are broadly similar, with the additional cost of the 'online' structures being offset by the additional costs of 'offline' land take and earthworks.

The route alignments for the offline and online options are presented in Annex 2.

As part of the feasibility study, a detailed workshop was completed to determine the preferred route of the highway scheme (online v offline). The appraisal tested the options across the following key criteria:

- Strategic fit with the core objectives of the Worcester Transport Strategy & Dualling of the Southern Link Road
- Key stakeholder acceptability
- Technical robustness
- Deliverability
- Value for money in terms of benefit-cost-ratio.

The outcome of the workshop determined that the overall preferred option was the online option. This option scored higher in 11 categories out of 23 compared with 4 for the offline option. The remaining categories were scored equally. As such, the online option is being progressed and forms the basis of the proposed scheme in this submission.

3.4 Expected Benefits / Outcomes

This phase of the A4440 SLR dualling improvements (i.e. between Ketch and Whittington Junctions), the focus of this funding bid, are a critical integrated element of the SWDP's transport schemes identified to support growth in South Worcestershire.

The scheme represents good value for money with a BCR of 2.1 placing it in the DfT's High/Medium category). The net present value of benefits of A4440 SLR dualling scheme is £75million.

The implementation of the major transport infrastructure schemes identified in the SWDP and SWIDP will result in the following impacts in the South Worcestershire area:

- Facilitate delivery of 23,200 homes by 2030, in particular create certainty for delivery of 19,249 units between 2012 and 2030;
- Remove barriers to bring forward 280 hectares of employment land by 2030; and
- Create conditions to support the delivery of 25,000 new jobs by 2030.

As identified later in this funding application, the costs of the first phase of the A4440 SLR dualling proposals are estimated at £31 million (outturn costs). This relates to approximately 14% of costs estimated for all transport infrastructure improvements required in the area. Within this context,

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14% of the above mentioned outputs of the SWDP's transport schemes, in particular the housing and employment impacts, will be attributable to the first phase of the A4440 SLR dualling proposals. The A4440 SLR dualling proposal contained within this bid is estimated to:

- Facilitate delivery of 2,695 homes across South Worcestershire by 2030,
- Create conditions to bring forward 3,554 new jobs across South Worcestershire by 2030.

Using the sectoral breakdown for the employment impacts identified in the South Worcestershire Development Plan: Economic Prosperity Background Paper and the per capita per annum Gross Value Added (GVA) benchmarks sourced from Annual Business Survey data, the GVA impact of the proposed scheme is estimated at:

- £1.24 billion, undiscounted, over the appraisal period
- £811 million, discounted, over the appraisal period.

(Note: the estimation of GVA impacts assumes that the persistence of each job created is 10 years.)

Furthermore, during the construction phase, the £29 million capital expenditure (including design development but excluding land costs) will also result in GVA and employment impacts. These impacts, which will materialise by 2018/19, are estimated at:

- 196 construction based gross new full-time equivalent jobs
- £11.01 million of GVA (undiscounted).

The results of the economic appraisal are provided in Annex 3, but in summary, the scheme is forecast to generate (excluding GVA benefits):

- A Present Value of Benefits of £75m
- A Net Present Value of £38.6m
- A benefit cost ratio of 2.1 (excluding air quality, noise, accidents and journey quality and no benefits claimed for bus passengers and active modes which would be expected to accrue)

3.5 Project Scope

The scope of the project is to upgrade the existing Southern Link Road between the Whittington junction and the dual carriageway that will be constructed to the East of the Ketch Roundabout. It includes upgrading the existing Junction at Norton and an enlarged bridge beneath the Worcester – Norton Junction Railway line. The scheme will also include a new footbridge for non-motorised users and replacement of an existing farm access accommodation bridge.

Value Engineering has not yet been carried out, as the scheme is in the early stages of development. It is anticipated that the deck for the accommodation bridge can be reused by lifting it off and placing it on new abutments.

3.6 Related Activities

The scheme assumes that the Ketch Roundabout improvement will be constructed before this scheme, so that the dual carriageway can be continued between the Whittington and Ketch Roundabouts.

Land will have to be acquired to construct the scheme. Whilst negotiations with land owners are in progress to obtain land by agreement, the programme has allowed for the Compulsory Purchase of the land.

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The scheme is also dependant on the successful construction of a larger railway bridge beneath the Oxford Worcester Wolverhampton Rail line to accommodate the widened carriageway. This involves reaching agreement with Network Rail on the form, construction methods and construction programme for the bridge. Discussions with Network Rail are underway to agree these and related issues.

3.7 Consequences of Funding Not Being Secured

South Worcestershire has significant employment and housing targets, namely to deliver 25,000 new jobs and 23,200 new homes by 2030. The delivery of these targets is contingent to the successful and timely implementation of the first phase of the A4440 SLR improvements dualling improvements (i.e. between Ketch and Whittington Junctions), the focus of this funding bid.

As demonstrated in response to Question 3.2, highways infrastructure requirements such as A4440 SLR improvements are already impacting negatively on South Worcestershire's performance against its growth targets. If the bid is unable to secure the requested funding, Worcestershire County Council and its partners will not be able to deliver the identified and much needed improvements to this road.

Hence, failure to secure funding would also result in continuation of A4440 SLR position as a major growth constraint for South Worcestershire. This would significantly impact upon South Worcestershire's ability to achieve its employment and housing targets, which are critical to revive the area's struggling economy.

Failure to renew South Worcestershire's economic prospects and housing market poses significant threats to the area, not least in terms of continued decline in employment levels, business investment and economic output. This will have a significant detrimental impact on South Worcestershire's attractiveness as a business location or place to live leading to a downward spiral for the area's economy.

4. Fit with Strategic Policy & Objectives

4.1 Fit with Over-Arching Economic Objectives

Economic Context

Economic trends in South Worcestershire over the past decade have been mixed. The area's employment grew sluggishly between 2003 and 2008, prior to the global economic downturn. The number of jobs per working age population in South Worcestershire reduced by 6% between 2003 and 2011 (compared with 3% across England). The general decline in job numbers in South Worcestershire is compounded in some areas by a reliance on public sector employment and a slow-growing private sector, particularly in Worcester.

The recently prepared South Worcestershire Development Plan: Economic Prosperity Background Paper (2012) suggests that a continuation of such trends of sluggish or no growth poses significant threats to the area.

Objectives and Priorities

The objectives and priorities of Worcestershire County Council and its partners, including the Worcestershire LEP, are set out in the authority's Corporate Plan and the Worcestershire LEP's Business Plan, with economic growth a key aim.

Worcestershire County Council's Corporate Plan

The Corporate Plan highlights the relatively poor performance of the Worcestershire economy. The county's Gross Value Added is £4,200 per annum below neighbouring Warwickshire's, with this

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a longer term problem than current economic difficulties. The Corporate Plan is aiming to try and close this gap, including through developing the County's assets and skills base and investments in the County's infrastructure where this addresses barriers to economic growth. This will include investment in transport infrastructure where this supports Corporate Objectives.

The Corporate Plan highlights that spending on capital programmes will be a priority where this tackles enablers critical to growth, including transport schemes such as:

- Strategic route improvements
- Rail station improvements

The A4440 SLR scheme falls within the strategic route improvements category.

Worcestershire LEP

The Worcestershire LEP recognises that connectivity and good transport infrastructure is essential to maximise Worcestershire's potential and to create a competitive environment. Examples include the improvement of pinch points that are barriers to growth, which would include the A4440 SLR.

Worcestershire Economic Strategy

One of the strategic objectives of the Worcestershire Economic Strategy for Worcestershire is to support the sustainable development of the county through infrastructure development, especially transport. The Strategy highlights the need for targeted capital investments such as the A4440 SLR dualling, which can create conditions for growth.

4.2 Fit with Local Policy Objectives

The A4440 SLR scheme is closely aligned with the objectives and priorities of Worcestershire County Council and its partners, with economic growth a key aim. The need to improve the performance of the A4440 SLR is referenced in the Worcestershire LTP3. The dualling of the A4440 SLR is a specific LTP3 policy (W16), whilst the earlier phases of the improvements to the A4440 SLR are also referenced in LTP3 policies W4 (Ketch Junction) and W5 (Whittington Junction).

Local Transport Plan

Worcestershire's LTP3 highlights that an efficient multi-modal transport network is important in sustaining economic success in modern economies, and that slow and unreliable transport networks will inhibit economic performance. The economic objective of the LTP3 is to support Worcestershire's economic competitiveness and growth through:

- Prioritising limited funding towards improving the transport infrastructure and services and reducing transport costs along the busiest /most used transport corridors and in congested urban areas, such that the Worcestershire economy obtains the greatest benefits from investment
- Dealing with 'pinch points' on Worcestershire's transport networks, to ensure the efficient movement of people and goods around Worcestershire

In mature economies like Worcestershire's, with well-established transport networks and where connectivity between economic centers is already in place, investment should be focused on maintaining or enhancing the performance of the existing networks (across all modes of transport), particularly where journey time reliability is deteriorating (as with the A4440 SLR).

Hence, the LTP3 identifies major improvements to A4440 SLR as a major priority for the area going forward.

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South Worcestershire Development Plan

The need to dual the A4440 SLR is a specific transport infrastructure improvement referenced within the SWDP and associated SWIDP. The need to improve the capacity of the A4440 SLR is also referenced by the Highways Agency in their comments on the SWDP and their inputs to the SWIDP

The SWDP aspires to improve, protect and manage sustainable growth via a set of overarching aims:

- Delivering economic prosperity with Worcester at the heart;
- Locally justified housing;
- Infrastructure-led development.

The aims are aligned with Worcestershire LEP's strategic objective to address planning, development and transport infrastructure in the area. The key housing and employment targets identified in SWDP are outlined in Policy (SWDP3), and include:

- 280ha of employment land, of which 80ha will be in Worcester City and 120ha in total across the wider Worcester Area;
- 23,200 net dwellings, of which 5,500 will be in Worcester City and 9,400 in total across the wider Worcester Area.

The SWDP also outlines 200 land allocations for various housing, employment and mixed-use development schemes over the plan period. The largest individual site is South Worcester Urban Extension (SWDP8/1), located just south of Worcester and the A4440 SLR. The site is allocated for 2,450 dwellings and 20 ha of employment land, or 11% and 7% of the total housing and employment land respectively.

The SWDP highlights that the A4440 SLR dualling forms a critical integrated element of the Plan's transport schemes identified to support growth in South Worcestershire. The SWDP policy which crystallises this approach is: SWDP 4 - Moving around South Worcestershire. This is the key transport policy within the plan.

In the section of Policy SWDP 4, titled; *Delivering transport infrastructure to support economic prosperity* it states that:

"With respect to growth at Worcester.....The implementation of 9,400 dwellings and 117ha of employment land up to 2030 will therefore be dependent upon the development and satisfactory implementation of additional [to Phase 1] elements of the Local Transport Plan 3 Worcester Transport Strategy, including:

- i. Partial dualling of the Southern Link Road [i.e. the subject of this bid]*
- ii. Multi-modal enhancements on all the remaining key radial and orbital transport corridors in Worcester City*
- iii. Additional walk and cycle route enhancements*
- iv. Upgrade of Worcester Shrub Hill station and associated improvements to the local highway network*
- v. Smarter Choices (Choose How You Move) measures at all new developments (traffic generation increases by approximately 10% without these measures)"*

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5. Deliverability

5.1 Details of Any Previous Work Undertaken

Concept Study	✓
Feasibility	✓
Preliminary Design	✓
Detailed Design	
Risk Register	✓
Detailed Work Programme	✓
Quantified Risk Assessment	✓
Environmental Appraisal	✓
Member Approval	✓
Commitment of Partners	✓
Consultation with Key Stakeholders	✓
Strategic Business Case	✓
Business Case with BCR	✓
Other (Specify)	

5.2 Dependencies and Risks / Barriers to Delivery

5.2.1 Land Ownership

In order to construct the scheme, land will need to be purchased from five different private land owners. The adjacent land is either farmland or earmarked for development. The proposed development is dependant on improvements to the Southern Link Road being undertaken.

5.2.2 Requirement for Compulsory Purchase

Whilst negotiations with land owners are in progress to obtain land by agreement, the programme has allowed for the Compulsory Purchase of the land. This will reduce risk to the scheme programme.

5.2.3 Land Type (e.g. all highways, presently occupied etc.)

The land required for the scheme is a combination of WCC Highways and privately owned land. The privately owned land is distributed between five parties. In assessing the value of the land, Worcestershire County Council has taken account of the current usage and as set out in the SWDP (where this differs). This ensures that the scheme costs take account of planned development potential.

5.2.4 Requirement for Major Statutory Instruments (e.g. TWA, Side Road Orders etc.)

If required, compulsory purchase of land will be carried out under the powers of the Acquisition of Land Act 1981. This will also rely on the following sections of the Highways Act 1980:

- Section 239: which deals with general powers for the acquisition of land for the construction of a highway.
- Section 240: which deals with general powers for the acquisition of land required for, or for use in connection with construction of the highway.
- Section 246: which deals with the acquisition of land for the purpose of mitigating any

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adverse effect which the existence or use of the proposed highway will have on its surroundings.

5.2.5 Requirements for Planning Consents

Current advice is that the scheme will require planning consent. This has been allowed for within the programme and cost estimates. It is not anticipated at this time that a statutory Environmental Impact Assessment (EIA) will be required, however, a screening opinion is to be prepared and submitted to Worcestershire County Council planning department to confirm this. Regardless of the screening decision, the programme will not be adversely affected.

5.2.6 Known Environmental Impacts (e.g. SSSIs, Ancient Monuments, Green Belt etc.)

The A4440 and the immediate surrounding area does not lie within a conservation area although there is a Scheduled Monument nearby. The anticipated environmental impacts are not considered to be significant. An initial environmental appraisal has been undertaken and further details are provided in Section 9 and in the Value for Money Report in Annex 3.

5.2.7 Other

The detailed design is yet to be undertaken, however, the impacts of the risks associated with this (e.g. on cost and programme) have been considered and due allowance has been made for this risk in the Quantified Risk Assessment and programme.

6. Timescales

6.1 Earliest Start on Site

April 2016

6.2 Scheme Delivery Date Assessment

Delivery Period		Overall Deliverability <i>(Tick only one row)</i>				
		Highly Deliverable	Readily Deliverable	No Major Barriers	Moderate Delivery Risks	Significant Delivery Risks
Before 2014/15						
2014/15 to 2018/19 (inclusive)	✓			✓		
2019/20 to 2025/26 (inclusive)						
Beyond 2026						

6.3 Approximate Duration of the Scheme

24 months

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7. Delivery Agency

7.1 Proposed Delivery Agency

Worcestershire County Council

7.2 Partnership Bodies (if any) you Plan to Work with During Design or Delivery

None, however, we are and will continue to be work closely with Network Rail and the Highways Agency.

8. Costs & Funding

8.1 Cost

Specific estimate if available	£31.36m (outturn cost)
--------------------------------	------------------------

8.2 Proposed Sources of Funding

Source	Contribution (<i>tick</i>)	Approx %
LTP		
Major Scheme Funding	✓	19.1
CIL		
Highways Agency		
Network Rail		
Regional Growth Fund		
Local Authority (e.g. Prudential Borrowing / asset release)	✓	23.5
Transport Operator		
Private Sector	✓	57.4
Other (specify if known)		

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8.3 Project Costs

8.3.1 Table A: Funding Profile (Nominal Terms)

£000s	Earlier years	2015/16	2016/17	2017/18	2018/19	Later Years	Total
LTB funding sought		0	4,500	1,500	0		6,000
Local Authority contribution	2,060	230	1,110	3,470	490	0	7,360
Third Party contribution	1,000	2,550	6,800	5,100	2,550	0	18,000
TOTAL	3,060	2,780	12,410	10,070	3,040	0	31,360

8.3.2 Table B: Cost Estimates (Nominal Terms)

Cost Heading	Cost (£000s)	Date Estimated	Status (e.g. Target Price)
Scheme development including surveys/design development/3rd party costs (e.g. Network Rail), PI costs, etc...	4,720	March 2013	Cost Estimate
Works Cost (incl Land, excl. Pt1 Claims)	22,840	March 2013	Cost Estimate
Works Supervision	670	March 2013	Cost Estimate
Quantified Risk	3,130	March 2013	Cost Estimate
TOTAL	31,360		

Notes:

1) LTB funding must not go beyond 2018/19 financial year.

2) A minimum local contribution of 10% (local authority and/or third party) of the project costs is required.

3) Costs in Table B should be presented in outturn prices and must match the total amount of funding indicated in Table A.

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9. Economic Assessment

	<i>Tick <u>one</u> box for each row only</i>						
	<i>Large / High Beneficial</i>	<i>Moderate Beneficial</i>	<i>Slight Beneficial</i>	<i>Neutral</i>	<i>Slight Adverse</i>	<i>Moderate Adverse</i>	<i>Large / High Adverse</i>
<i>Economic</i> (Note: VfM: Low = 0>1.4, Medium 1.5 > 2.0, High 2.0+)							
<i>Transport Economic Efficiency (VfM)</i>		✓					
<i>Reliability</i>		✓					
<i>Wider Economic Benefits</i>	✓						
<i>Environment</i>							
<i>Noise</i>				✓			
<i>Local Air Quality</i>				✓			
<i>Greenhouse Gasses</i>				✓			
<i>Landscape / Townscape</i>						✓	
<i>Heritage</i>					✓		
<i>Biodiversity</i>						✓	
<i>Water Environment</i>				✓			
<i>Social</i>							
<i>Physical Fitness</i>				✓			
<i>Journey Quality</i>		✓					
<i>Accidents</i>				✓			
<i>Security</i>				✓			
<i>Access to Services</i>	✓						
<i>Affordability</i>				✓			
<i>Severance</i>				✓			
<i>Option Values</i>				✓			

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Provide a brief bullet point summary of justification for the above WebTAG appraisal based on each of the three main headings only:

Economy	<ul style="list-style-type: none"> The package delivers time saving benefits to business trips. Over 60% of trips will have a time saving, and 7% will be over 2 minutes of travel time, and 3% over 5 minutes. A proportion of traffic will also divert from Worcester City Centre to use the improved A4440 SLR, with consequent benefits to the city centre network. The A4440 SLR dualling scheme will provide opportunities to unlock the SWDP sites, in particular those located in and around Worcester and its planned large urban extensions, including that adjacent to the scheme. The scheme will also provide new housing, employment and economy benefits to the City and County.
Environment	<ul style="list-style-type: none"> There may be an increase in noise levels associated with increases in traffic flows and if traffic speed increases. There is also the potential for changes in noise level at properties adjacent to the wider road network resulting from changes in traffic patterns. Dualling to the south would take some traffic further away from sensitive receptors located north of Crookbarrow Way.
Social	<ul style="list-style-type: none"> Reduction in traveller stress through less unproductive time, less opportunity for conflict and easier trip planning / scheduling. In order to minimise driver uncertainty, high quality road markings / signage will be provided as part of the proposed works. Reduced journey times and improved reliability for local bus services as a result of decongestion. Benefits will accrue to the full range of trips on the local highway, which will include commuters and business users. The scheme will unlock the development potential associated with the SWDP sites, in particular those located in and around Worcester and its planned large urban extensions, including that adjacent to the scheme.

10. Financial Case – Affordability & Risk

a) What risk allowance has been applied to the project cost and what is the basis of this allowance?

The risk allowance is £3.13m. This allowance excludes any risks associated with ongoing operation costs. Refer to the summary of Scheme Costs, Risk Management Plan (including High Level Risk Register) and Quantified Risk Assessment in Annexes 4, 5 & 6 respectively for further details.

b) How will cost overruns be dealt with?

WCC has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution and accepts its responsibility to meet any costs over and above the LTB contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties.

c) What are the main risks to project delivery timescales and what impact this will have on cost?

The key “fixed” milestone in the programme is the extended railway possession required for the

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demolition of the existing bridge structure and installation of the new deck. This is programmed to occur over Christmas 2017 and failure to meet this deadline could result in a 3 to 12 month delay because the required length of possession is only achievable at Christmas or Easter. The programme has taken this into consideration; however, the key risk to achieving this date is if the CPO Public Inquiry (if required) takes significantly longer than anticipated.

d) How will cost overruns be managed?

WCC accepts its responsibility to meet any costs over and above the LTB contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties. This responsibility includes seeking increases in third party contributions where this is considered to be appropriate and feasible.

11. The Economic Case – Value for Money

The scheme represents good value for money with a BCR of 2.1 placing it in the DfT's High/Medium category). The net present value of benefits is £75million.

Annex 3 includes the Value for Money Assessment for the proposed scheme. Chapter 2 of this report covers the traffic modelling of the scheme using the Worcester Transport Models, developed as part of the Worcester Transport Strategy and assessed as fully WebTAG compliant by DfT. Included in the report is a summary of the model validation showing compliance against DMRB for flows and journey times, demonstrating the model is fit for purpose for testing of a major scheme. Also included in this chapter is analysis of the impacts of the scheme with assessments including flow changes and congestion relief to the network, reflecting positive and negative impacts. Chapter 4 of the value for money report includes the economic appraisal, and Table 4.4 reports the distribution of time saving benefits and the number of gainers and losers, in terms of travel time impacts, of the scheme. Overall, the gainers will exceed the losers by 25%, with 95% of time savings less than 1 minute.

Annex 3 includes the Value for Money Report, with Chapter 4 covering the estimate of the BCR. The approach to calculating the Benefits Costs Ratio (BCR) has been completed in a spreadsheet, and is based on TUBA and the values in WebTAG. The outputs from the WTM Model covering changes in vehicle hours and kilometres travelled between the reference case and the scheme form the inputs to the economic appraisal.

A summary of the economic results for the scheme are shown below. Full TEE, PA and AMCB tables are provided in Annex 3, Chapter 4.

Benefits / Costs	Central Case
PVB	74.9
PVC	36.2
NPV	38.6
BCR	2.1

To reflect uncertainty in the case, a number of sensitivity tests have been completed, as reported below. The combined effect of the potential downsides to the economic case would reduce the BCR from 2.1 to 1.6. Clearly, there is also the potential for upside impacts to the case that would increase the BCR to above the central case to a value of 2.3.

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Benefits / Costs	Central Case	+10% Capital Costs	Halved Maintenance Cost	Low Demand Growth	High Demand Growth	Exclude Developer Contribution
Impact	Central Case	Downside	Upside	Downside	Upside	Downside
PVB	74.9	74.9	74.9	58.4	84.6	103.7
PVC	36.2	41.2	28.9	36.2	36.2	65.0
NPV	38.6	33.6	45.9	22.2	22.2	38.6
BCR	2.1	1.8	2.6	1.6	2.3	1.6

12. The Commercial Case

An outline procurement strategy will require development for the proposals at the earliest opportunity to allow a high level preliminary sift of potential options that, once a select number of options have been identified, can be revised and further developed in due course. The procurement will be in line with the WCC Procurement Code and, due to the scheme value, will be via OJEU.

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13. The Management Case - Delivery

13.1 Development and Construction Milestones

Description	Estimated Date
Surveys	January 2014
Outline design	May 2014
Planning Approval	May 2014
Publish CPO (if required)	Sept 2014
Inspectors Report (if required)	Sept 2015
Commence Procurement (OJEU)	May 2015
Award Construction Contract	February 2016
Commence site works	April 2016
Planned Rail bridge closure	December 2017
Scheme open to traffic	May 2018

A high level project plan in Gantt chart form is provided in Annex 7.

13.2 Previous Delivery Performance

Worcestershire County Council is currently delivering the £19.56m Worcester Transport Strategy (Phase 1) Major Scheme (WTS). This scheme comprises a series of improvements to the network in and around the city of Worcester including improvements to key corridors into Worcester city centre and upgrading of the existing Ketch roundabout on the A4440 Broomhall Way (part of the Southern Link Road). The Ketch roundabout upgrade scheme has been specifically designed to be compatible with the proposed dualling scheme. The WTS scheme continues until March 2015 and is currently on programme and within budget.

Worcestershire County Council is currently delivering the £8.2m Evesham Abbey Bridge project funded through the DfT Major Scheme process. This major scheme comprises the replacement of a key bridge over the River Avon in Evesham, the modification of an adjacent junction and provision of improved facilities for pedestrians and cyclists. The scheme has involved managing the development and procurement of a bridge design compatible with the area and which offers value for money within available funding, preparation and submission of a successful planning application and associated consultation (and ongoing communications) with the public and key stakeholders and the preparation of a traffic management strategy for the period of construction. The bridge is currently under construction, and will be operational by the end of 2013. The scheme is currently on programme and within budget.

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14. Statutory Powers and Consents

Please list separately each statutory power / consent required.

Statutory Powers and Consents Required		
Description	Act or Legislation	Comments
Full Planning Consent	Planning Act 2008	To be determined by Worcestershire County Council.
Compulsory Purchase Order	Highways Act 1980	To be determined by Secretary of State. May not be required if third party negotiations are successful.
Land Drainage Consent	Land Drainage Act 1991	
European Protected Species Licence	Conservation of Habitats and Species Regulations 2010	To be determined by Natural England. Low potential for EPSL to be required, but would be necessary if bat roost or otter holt impacted.
Badger Disturbance Licence	Badger Protection Act 1992	To be determined by Natural England if a badger sett is impacted/ disturbed.

15. Governance

Project Governance details are provided in Annex 8.

16. Risk Management

A Risk Management Strategy is provided in Annex 5. A summary of the QRA is provided in Annex 6.

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17. Stakeholder Management

(a) Please provide a summary of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.

Please see the Communications Review (which includes the Communications Plan) in Annex 9 which presents any engagement undertaken to date and outlines the strategy for managing key stakeholders up to and beyond the funding application.

Letters of Support for the proposals have been secured from primary stakeholders and the stakeholders are aware of this application to the Worcestershire Local Transport Body.

(b) Can the scheme be considered as controversial in any way? If yes, please provide a brief summary (in no more than 100 words)

The scheme could be considered contentious by a small number of residential properties adjacent to the proposals.

(c) Have there been any external campaigns either supporting or opposing the scheme? If yes, please provide a brief summary (in no more than 100 words)

No

18. Benefits Realisation, Monitoring and Evaluation

Introduction

A commitment to monitor scheme impacts, and evaluate the impact of the scheme once implemented and its benefits realisation is based on WebTAG guidance to bidders for major transport schemes. The guidance requests details on the likely benefits and how they will be measured and reported. It is proposed that this will broadly follow the 'standard monitoring' approach set out in the 'Monitoring and Evaluation Framework for Local Authority Major Schemes', although this effort will be adjusted accordingly, to be appropriate, proportionate and cost effective. "Standard monitoring" should include measures covering inputs, outputs, outcomes and impacts of the scheme. For the purposes of this scheme, it is proposed to consider the following questions:

- Was the scheme delivered to cost and timescale?
- Has the scheme delivered the type and scale of benefits forecast?
- Has the scheme delivered the desired outcomes?

Costs and Delivery

The scheme build would be monitored, covering procurement, achievement of timescale and key milestones, risk outcomes, and stakeholder feedback. The actual scheme as delivered would be assessed, including success of the design and materials used. Outturn costs will be compared to forecasts and on-going maintenance costs, ensuring the scheme remains affordable and demonstrates value for money. This could include indicative outturn BCR based on final costs and benefits outcomes.

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Benefits, Impacts and Monitoring

Desired outcomes from the scheme include:

- Maximising the efficiency of the road network;
- Reducing congestion and transport costs;
- Increasing journey time reliability; and
- Supporting growth and development, by addressing constraints on network performance.

As such, outcome analysis will concentrate on travel time savings (for journeys using the link and adjacent corridors) and traffic flows (on the Southern Link Road and surrounding and parallel routes). This will be accomplished through data collection in Worcester, including monitoring traffic flows and journey times on the Southern Link Road and associated routes (such as A449 and A4440).

Existing program data sources will be used as much as possible with limited bespoke data collection. For instance, journey times can be monitored through manual observation and/or use of StrateGIS, BLISS or TrafficMaster data (if available). Data collection and reporting would include before opening (Stage 1), 1 year after full opening of the link (Stage 2) and 5 years after full opening (Stage 3), with reporting at stages 2 and 3.

As the scheme is specifically targeted at unlocking development land, impacts on the local economy are also important. Statistics on changes in employment and development permissions and completions would be collated, covering size, timescale, occupancy and take up of sites in the South Worcester Development Plan sites and wider Worcestershire.

19. Equality Analysis

See Annex 10 for a copy of the Equality Impact Screening undertaken for the Hoobrook Link Road scheme.

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20. Senior Responsible Owner DECLARATION

As Senior Responsible Owner for A4440 Southern Link Road Dualling Scheme I hereby submit this request for funding consideration to the Worcestershire Local Transport Body.

Name: PETER BLAKE

Signed:

Position: HEAD OF INTEGRATED TRANSPORT

21. Section 151 Officer DECLARATION

As Section 151 Officer for Worcestershire County Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Worcestershire County Council has allocated sufficient budget to develop and deliver this scheme on the basis of its proposed funding contribution

Name: SEAN PEARCE

Signed:

Position: HEAD OF CORPORATE FINANCIAL STRATEGY

22. Contact Details For Further Enquiries

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