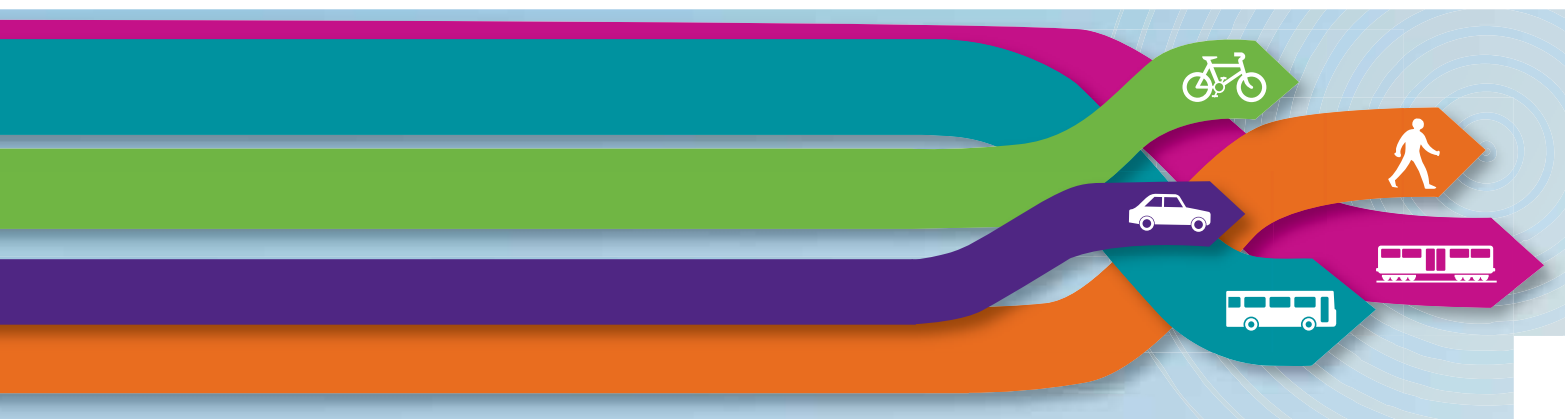




# Annex 2: Letters of Support



The Rt Hon Philip Hammond MP  
Secretary of State for Transport  
Department for Transport  
Great Minster House  
76 Marsham Street  
LONDON  
SW1P 4DR

26 August 2011

Dear Mr Hammond

### **The Worcester Transport Strategy Scheme Bid (Phase 1) Best and Final Bid**

I thought that I would just write a letter of support to outline how important this bid is to Worcester and the Worcestershire Economy.

Investment in Worcester's transport network is essential to support the wellbeing of the City, its residents, its economy and to improve its environment. The Worcester Transport Strategy Bid will certainly support our objectives in our new Corporate Plan since it will support the economy though reducing congestion and increasing journey time reliability. It will reduce transport costs for businesses and will improve the connectivity to some of the poorer parts of the County which are to the west of Worcester. Since economic growth up the Team Valley and into North Herefordshire and around Leominster are, in my view, hampered considerably by the time it takes to travel around the Southern Link to access the M5 motorway and I have indeed in a previous life talked to engineering businesses that were considering a relocation to much cheaper premises just over the county border but decided not to since the time increase and unreliability of the Southern Link.

It will reduce Carbon Emissions, particularly in the City Centre and this is key driver for the County Council as we embrace and push forward with climate change targets and our own green agenda. It will without a doubt increase travel choice and improve connectivity between key residential employment health, retail, leisure and educational facilities. The scheme will also improve our links to Great Malvern and its Science Park along the A449.

I am deeply aware that the current economic climate and associate constraints on public spending, recognising these financial pressures, the need to deliver a 'fit for purpose' transport network for Worcester, the best and final package of measures has been identified. The best and final bid package is a result of considering the wider Worcestershire Transport Strategy measures which represent the best value for money and deliver the greatest opportunity to realise the benefit while recognising the limitations on the funding at this time. The package reduces the cost of the major scheme bid to approx £20m and the funding being sought from the DFT substantially reduced from £46m sought previously to approx £16m. Our appraisal

**Adrian Hardman**  
Leader of the Council  
County Councillor

Electoral Division  
Bredon

County Hall  
Spetchley Road  
Worcester  
WR5 2NP

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Oak Lane  
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Tewkesbury  
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Email  
aihardman@  
worcestershire.gov.uk

shows that the affordable lower cost package represents very high value for money and will deliver real benefits to Worcestershire as well as Herefordshire's and Worcestershire's residents and business.

The consultation has already been run with key stakeholders who appreciate the importance of this bid to the future success of Worcester City and the area to the west. With this in mind I look forward to hearing the outcome of the bidding process and hope the result is favourable for Worcester and Worcestershire.

I have also decided to move the scheme forward by undertaking some early work on the Whittington Roundabout which is not included in this funding bid, since it was to be delivered in the later phase of the scheme through re prioritising our Capital Programme and our Capital Spend, and joining in with the District Council's who will be supplying some of their New Homes Bonus Money. This will enable us to make an investment into the Whittington Roundabout of just over £2m and I therefore, expect this work to start in early 2012. This will be integrated with the investment in the other elements of the Worcester Transport Strategy, in particular the nearby Ketch and Norton Junctions, which form part of the funding bid. This is in effect the County Council re prioritising things in the expectation that our bid is successful, since it was likely that the Whittington work would be carried out towards the end of the project and was going to be entirely funded by the County Council.

Over the past 20 years and certainly the past 13 years under Labour, Worcestershire has fared extremely poorly in its bidding for new infrastructure from the previous government and I am extremely keen to see this process overturned, since I do believe that investing in our infrastructure is key for Worcestershire to continue to drive its economy forward. It is just simply not good enough any longer to rely on the M5 to bring economic growth to our County.

I look forward to hearing in due course how our bid has been received.

Yours sincerely



Adrian Hardman  
Leader of the Council

CC Robin Walker MP  
Peter Luff MP  
Harriett Baldwin MP

---



Dear Sirs

**WORCESTER TRANSPORT STRATEGY MAJOR SCHEME BID (PHASE 1) – Best and Final Bid**

As Cabinet Member with Responsibility for Economy and Infrastructure, I write in support of Worcestershire County Council's Best and Final Bid to the Department for Transport for the Worcester Transport Strategy Major Scheme Bid.

Investment in Worcester's transport network is essential to support the well being of the city, its residents, economy and environment. The Worcester Transport Strategy Preferred Package is designed to:

- Support the economy, through: increased reliability; less congestion, reduced transport costs and improved public realm (particularly in the City Centre)
- Reduce carbon emissions, through: reducing the volume of through traffic operating via the congested city centre and associated Air Quality Management Areas and reducing the dependence on the car for journeys to, from and within Worcester
- Enable greater participation in the local community, through: Improving labour market connectivity across all transport modes, enhancing travel choice to, and connectivity between, key residential; employment; health; retail; leisure and education facilities and improving transport related safety and security across all transport modes thereby supporting an increase in real travel choice

We are very aware of the current economic climate and the associated constraints on public spending. Recognising these financial pressures and the ongoing need to deliver a fit for purpose transport network for Worcester, an "Affordable Lower Cost Alternative" package of measures has been identified. This alternative reduces the cost of the package from £51million to £20million. The funding being sought from the DfT is substantially reduced from £46million to £16million. We have also increased 3<sup>rd</sup> party contributions to approximately £0.78m.

Our appraisal has shown that the Affordable Lower Cost Alternative Package represents excellent value for money and will deliver real benefits to Worcester's and Worcestershire's residents and businesses.

Consultation has already been undertaken with key stakeholders who appreciate the importance of this bid to the future success of the City of Worcester as a prosperous, sustainable city. With this in mind, I look forward to hearing the outcome of the bidding process and hope that the result is favourable for Worcester.

Yours sincerely

Cllr Simon Geraghty



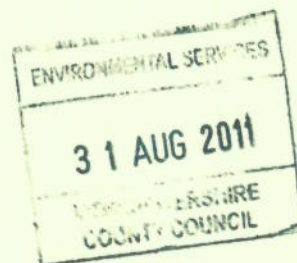


Peter Luff MP  
Mid Worcestershire



HOUSE OF COMMONS  
LONDON SW1A 0AA

Mr Stephen Harrison  
Transport Policy & Strategy Team Leader  
Worcestershire County Council  
County Hall  
Spetchley Road  
Worcester  
WR5 2NP



August 30<sup>th</sup> 2011

*Steve,*

I am grateful to you for the time you spent briefing me on the Worcester Transport Strategy Phase One Major Scheme Bid.

I confirm my strong and robust support both for the scheme and for the bid for the replacement of Evesham Abbey and Viaduct Bridge.

I am convinced that the County Council has brought forward two schemes that are essential to the economic future of South Worcestershire, which represents outstanding value for money and can be delivered in the timeframe expected by the government.

I have written independently to the government expressing my support and I enclose a copy of the letter I have written to Mike Penning, the minister for roads, for your information.

enc

All enquiries including appointments for regular surgeries  
Julia Luff, Secretary Tel: 01905 763952  
E-mail: [peter.luff.mp@parliament.uk](mailto:peter.luff.mp@parliament.uk) [www.peterluff.org.uk](http://www.peterluff.org.uk)

Mike Penning MP  
Parliamentary Under-Secretary of State  
Department for Transport  
Great Minster House  
76 Marsham St  
London  
SW1P 4DR

August 30<sup>th</sup> 2011

### **Worcestershire Major Scheme Bids**

I am very conscious of the fact that Worcestershire County Council is making two bids for major schemes and at a time when funding is so constrained I think it is important you know that I strongly support both of them because of their very different natures.

The replacement of the Evesham Abbey Bridge and Viaduct is crucial to the economic life of the town of Evesham. The Worcester Transport Strategy Phase 1 bid, on the other hand, is crucial to the continued economic success of the City of Worcester and the surrounding areas of South Worcestershire. The Evesham Bridge is a replacement scheme, but the Worcester bid is a scheme to increase capacity and improve flows. If asked to choose between them as the MP for Evesham I would have to choose the Evesham scheme, but as someone who lives in the City of Worcester I can also honestly say just how important I know the Worcester Transport Strategy is.

In both cases we are seeing the product of a shortage of river crossings across the River Avon, in the case of Evesham, and the River Severn, in the case of Worcester.

For Evesham virtually all traffic entering or leaving the town from or to the south (and much of the west and east) goes via the Evesham Abbey Bridge. There is a second bridge called the Workman Bridge over the exaggerated loop of the River Avon that surrounds Evesham on three sides, but it leads into a maze of back streets including the major pedestrianised shopping street. This makes the Abbey Bridge and Viaduct one of the two major gateways to Evesham along with the A4184 from the north. The loss of Abbey Bridge would be a devastating blow to Evesham, effectively turning the whole town into a cul-de-sac.

I have enclosed a simple map of Evesham; to show you the situation and I have highlighted the course of the River Avon in blue. As a Parliamentary democrat you will be interested to recall that it was the shape of the river here that, by trapping the rebel army, probably determined the outcome of the Battle of Evesham in 1265. This in turn, of course, resulted in the gruesome death of Simon de Montfort, founder of British Parliamentary democracy. If you want to come and visit the area to see for yourself the unique geography of Evesham and its absolute dependence on Abbey Bridge and viaduct I would be delighted to escort you.

The Worcester scheme, on the other hand, particularly addresses the extremely high concentration of traffic flows across the Carrington Bridge across the River Severn, linking Worcester, its surrounding area and, indeed, the M5 with all points west of the River Severn. Apart from this bridge there are only two other river crossings anywhere near Worcester - a road bridge in the congested city centre and an historic bridge with limited capacity well north of Worcester at Holt. Easing the flow of traffic along the increasingly congested southern link road that flows across the Carrington Bridge is crucial for the prosperity of south Worcestershire as a whole. Traffic from the M5 heading to Malvern, for example,

depends absolutely on this link, as does traffic going west to Herefordshire and indeed parts of Wales.

I have a very high regard for the officers at Worcestershire County Council responsible for our transport strategies and I have been briefed at length by them on both schemes. As someone who understands absolutely how constrained public finances are I can put my hand on my heart and say that I think these schemes are outstanding value for money, fully deliverable within your time scales and essential to the economy of south Worcestershire and of my constituency in particular.

If you or your officials have any questions that you feel are not being properly answered by the County Council please do let me know. I would hate these schemes to fail for want of a proper understanding of all that is involved in them and their crucial importance to my constituents.

Peter Luff MP

Enc – map of Evesham



HARRIETT BALDWIN MP



HOUSE OF COMMONS

LONDON SW1A 0AA

Mr Peter Blake  
Head of Transport  
Worcestershire County Council  
County Hall  
Spetchley Road  
Worcester  
WR5 2NP

22 July 2011

Dear Peter

Thank you very much to Steve Harrison and his team for briefing me on the Worcestershire County Transport Strategy bid.

I do agree that the right choices have been made in your bid given the reduced funding and I know that my constituents in West Worcestershire would very much welcome your plans to improve traffic flow on the Southern Link road and to improve Malvern Link station.

Your bid has my full support and I wish you every success in winning the money for the County.

Yours sincerely

A handwritten signature in black ink that reads "H Baldwin".

**Harriett Baldwin MP**  
Member of Parliament for West Worcestershire





Robin Walker MP  
Member of Parliament for Worcester  
House of Commons  
London  
SW1A 0AA

Mr Peter Blake  
Head of Integrated Transport  
County Hall  
Spetchley Road  
Worcester WR5 5NP



2 August 2011

Dear Mr. Blake

Following a recent meeting with officers to discuss the Worcestershire Transport Strategy Phase 1, I wish to offer my support as the MP for Worcester for the schemes now being proposed.

I believe that measures such as the junction improvements to the Southern Link Road and proposed improvements at our stations are vital to the economic growth and potential of Worcester City as well as very important to the County as a whole.

My constituents frequently raise concerns over the levels traffic on the Southern link, which drives more traffic through the city centre and this needs to be a priority for improvement. It is at the top of the list of priorities for business in Worcester and also at points West of the city, which rely on this route for their road traffic. I also frequently deal with complaints about the regularity, reliability and speed of train services from both Worcester Foregate Street and Worcester Shrub Hill, as well as the state of the two stations themselves as gateways to the city. Improvements to any of these would benefit the city economically as well as supporting greater wellbeing. The long term commitment to support a Worcestershire Parkway Station is particularly welcome.

I support the measures suggested in the plan to encourage walking and cycling in the city as well as to support better usage of bus routes without the need for massive new investments in bus lane infrastructure. I also welcome measures to provide better customer information.

I understand that the current bid represents substantially better value for money than some of its earlier iterations and believe that it strikes a sensible and proportionate balance between the need for improvements and the need to attain value for money for the taxpayer. I understand that the benefit to cost ratio is around five times, a very welcome outcome.

Yours sincerely,

Robin Walker MP





**Worcester**  
CITY COUNCIL

4<sup>th</sup> September 2011

Peter Blake  
Head of Transport  
Worcestershire County Council  
County Hall  
Worcester  
WR5 2NP

Dear Peter

**WORCESTER TRANSPORT STRATEGY MAJOR SCHEME BID – BaFB**

As the Cabinet Member for Economic Prosperity at Worcester City Council, may I offer my full support for the Worcester Transport Strategy Phase 1 Major Scheme Best and Final Bid.

We recognise the importance of this bid to the future success of Worcester as a prosperous, sustainable city. Investment in Worcester's transport network is essential to support the well being of the city, its residents, economy and environment and the specific Preferred Package of measures included in Phase 1 will significantly help to deliver this. The proposed improvements to the Southern Link road are also particularly important to the success of our emerging South Worcestershire Development Plan.

The degree of collaboration between the City Council and County Council in the development of this bid has been particularly welcome, and has ensured that the proposals for improving Worcester's transport network are fully integrated with the forthcoming Master Plan for the city centre.

Yours sincerely

Councillor Marc Bayliss  
**Cabinet Member for Economic Prosperity**

[www.worcester.gov.uk](http://www.worcester.gov.uk)

**Location:** The Guildhall, High Street, Worcester WR1 2EY

**Typetalk:** 18001 01905 722233 **DX:** 716287





Worcestershire  
Local Enterprise Partnership

Steve Harrison  
Worcestershire County Council  
County Hall  
Spetchley Road  
Worcester  
WR5 2NP

Peter Pawsey Chair  
Worcestershire LEP  
Severn House  
Prescott Drive  
Warndon  
Worcestershire  
WR4 9NE

10 August 2011

Dear Steve

**Worcestershire Transport Strategy Major Scheme Bid (WTSMSB)**

Following your presentation to the Business Board, for which we thank you, the County Highway's proposals have been carefully considered.

I am pleased to advise you that on the recommendation of the Business Board, at their meeting on Thursday last, 4<sup>th</sup> August, the full LEP Board gave their unanimous support to your Bid proposals.

We are happy therefore for this confirmatory letter to be included in support of your final bid documents to Government and we wish you well with the outcome.

Having a first class highways infrastructure is fundamental to the future economic prosperity of Worcester and its environs and we recognise that your proposals represent a further positive and vital step in achieving such goals.

We look forward to hearing the outcome of your application in due course.

Yours sincerely

**Peter Pawsey  
Chair  
Worcestershire LEP**



Stephen Harrison  
Transport Policy and Strategy Team Leader  
Worcestershire County Council  
County Hall  
Spetchley Road  
Worcester  
WR5 2NP

Friday 12th August 2011

RE: WTS PHASE 1 MAJOR SCHEME BID

The Herefordshire and Worcestershire Chamber of Commerce is keen to pledge earnest support for Worcestershire Council's 'Worcestershire Transport Scheme - Phase 1 Major Scheme Bid'.

The state of transport in Worcester has long been a primary concern for the Chamber; the M5 junctions through Worcester are working over capacity, whilst the A4440 Southern Bypass and City Centre road network suffer from incredible congestion. The burdens to the local economy, in terms of road haulage, freight and journey times, and quality of life, are acting as a clear restriction on attracting the inward investment and business development needed to drive forward development in the local economy.

We work proactively within the business and stakeholder community on these issues, and it is clear that there are a number of positive mechanisms that will have a real impact on improving the burden of congestion. By targeting pinch points, improving accessibility and maximising the efficiency of the current infrastructure, the road network in Worcestershire could improve significantly. This would stand to bring both economic and green benefits; firstly improving Worcestershire's credentials as a "place to do business", working to attract business relocation and inward investment, but also to restore the effectiveness of public transport and work to reduce carbon emissions.

Whilst supporting the targeted aims of the bid, the Chamber is also impressed with a number of additional aspects. The bid is deliverable, with a strong delivery structure and project governance in place, and a schedule both to begin works and for completion. It also has a procurement system in place for local businesses, with additional plans to review the infrastructure in place to guarantee quality assurance for the local community.

In summary, this is a very impressive bid, with a package of measures that will work to address a number of Worcestershire's very urgent congestion problems.

Yours sincerely,  
Gary

**Gary Woodman**  
Head of Policy and Education

Our Patrons are:



Crowther Beard  
Chartered Accountants



The world's local bank





Worcester Depot  
Padmore Street  
Worcester WR1 2PA  
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David Hibbs  
General Manager  
Worcester, Kidderminster, Redditch and Hereford Depots  
South East and Midlands  
First Group Plc  
Island Drive  
Kidderminster  
DY10 1EZ

Mr S Harrison  
Worcestershire County Council  
County Hall  
Spetchley Road  
WORCESTER WR5 2NP

Friday, 29 July 2011

Dear Stephen,

Thank you for the update this week on the progress made on the submission of the Best and Final Bid for the funding of the initial phase of the Worcester Transport Strategy.

As General Manager of First Group's Worcester, Kidderminster, Redditch and Hereford Depots, and as the main local public transport provider in the City of Worcester, I would like to offer my strong support to the Worcester Transport Strategy Major Scheme Best and Final Bid.

Worcester is considered by First to be a key urban operation and we are keen to continue to work closely with Worcestershire County Council to further improve the delivery of improved bus services, which will compliment the previous (LTP2 period) and proposed additional investment in public transport infrastructure and information systems. In particular, First offers its strong support toward the public transport elements included in the Best and Final Bid.

First also welcomes working directly with partners and Stakeholders in delivering the Worcester Transport Strategy and ensuring that the benefits of the investment in transport infrastructure are maximised.

### **Key Corridor improvements**

First has previously worked closely and in partnership with Worcestershire County Council to deliver reliable, high frequency services, within the constraints imposed by the infrastructure in Worcester and elsewhere in the county. We have also brought our experience of best practice in terms of high quality bus services and bus rapid transit gained in the UK.

We have welcomed the investment, by and via Worcestershire County Council, in the infrastructure needed to improve bus performance in Worcester. In particular, we have been pleased to see the recent investment in the Bromyard Road and Newtown Road Key Corridors, funded through the Worcestershire LTP2 and the Community Infrastructure Fund.

We fully support the Key Corridor Improvements proposed within the Worcester Transport Strategy Major Scheme Best and Final Bid as these will extend the benefits of this approach to other parts of the city, including the heavily busse d North East (Tolladine Road) and North (Barbourne and Ombersley Road) corridors.

The modal shift to public transport and consequent reduction in car journeys, particularly for trips to/from the city centre and to key employment destinations such as the Shires Business Park, will help to ensure sustainability, providing further opportunities for future investment by First in the bus network.

### **Intelligent Transport Systems**

First has been involved in helping to develop the Real Time Information System proposed as part of the Worcester Transport Strategy Major Scheme Best and Final Bid. As such we are fully supportive of the proposals and recognise the sizeable benefits to those who use Worcester's transport system and to operators. In particular, we recognise that this technology will encourage greater use of bus in the city with consequent benefits in terms of modal switching from car.

### **Improved Use and Perception**

First was previously directly involved in the highly successful Sustainable Travel Town Pilot Project in Worcester (the "Choose How You Move" project). We provided local resource for Individual Travel Planning and worked with Worcestershire County Council to improve local bus services in terms of routes, frequencies, vehicle quality and ticket availability.

Direct marketing and targeting of non and occasional bus users can be a key element in achieving modal shift, bringing benefits by relieving traffic congestion and also increasing bus passenger numbers. First would work closely to ensure that potential passengers are provided with the appropriate information, and ticket offers to promote bus travel.



In support of the Worcester Transport Strategy Major Scheme Bid, First Group will work with Worcestershire County Council and other stakeholders to improve passenger information, marketing and ticketing systems. This will augment the investment in the transport infrastructure, real time information and other intelligent transport systems.

First is fully committed to bus travel in Worcester and, will invest in its future to realise passenger growth.

Yours sincerely

A handwritten signature in black ink, appearing to be 'D. Hibbs', written in a cursive style.

David Hibbs  
General Manager  
Worcester, Kidderminster, Redditch and Hereford Depots  
South East and Midlands  
First Group Plc



15<sup>th</sup> July 2011



**Rotala Plc**, Head office:  
Beacon House, Long Acre,  
Birmingham B7 5JL  
Tel: 0121 322 2222  
Fax: 0121 322 2718  
[www.rotalaplac.co.uk](http://www.rotalaplac.co.uk)

S Harrison  
Worcestershire County Council  
County Hall  
Spetchley Road  
Worcester

Dear Mr Harrison

**Letter in support of Worcester Transport Strategy**

I would like to record the support of the Rotala Plc group of companies for the Worcester Transport Strategy and specifically for the South Worcester Development Plan.

It is our experience from elsewhere in the country that bus patronage grows enabling a more robust and self-funding network provision as a direct response to improving service performance by lowering journey times and making published timetables more reliably and consistently deliverable. Patronage is further developed by improving the quality and quantity of information provided to passengers.

Our understanding of SWDP is that it appears to be directly aimed at facilitating such improvements and as such will have a direct impact of encouraging modal shift toward using bus as the preferred mode for more journeys than is currently the case. Encouraging modal shift towards public transport is in our view a necessary part of enabling Worcester to grow in the next decade.

I trust you will make use of this letter as support for your bid.

Yours sincerely,

Ian Pollard

Group Commercial Manager  
Rotala Plc includes:

**Rotala Plc**  
Reg No. 05338907  
**Central Connect Ltd**  
Reg No. 03506681

**Flights Hallmark Ltd**  
Reg No. 04327651  
**Diamond Bus Company Ltd**  
Reg No. 02591054

**Flights Corporate Transfers Ltd**  
Reg No. 04390228  
**Hallbridge Way Property Ltd**  
Reg No. 06504654



Steve Harrison  
Transport Policy and Strategy Team Leader  
Pavilion H1  
Worcestershire County Council  
County Hall  
Spetchley Road  
Worcester  
WR5 2NP

Network Rail  
The Mailbox  
100 Wharfside Street  
Birmingham  
B1 1RT  
T : 0121 345 3292

22<sup>nd</sup> August 2011

Dear Steve,

### **Worcester Transport Strategy**

We are writing to confirm our support for the Worcester Transport Strategy, which recognises the vital role that transport has to play in supporting the economy, quality of life and the environment. We welcome in particular the proposals for investment in Worcestershire's rail infrastructure and are committed to pursuing a sustainable approach to infrastructure planning, integrating transport and land use planning.

We support the proposals for measures to improve Worcester Foregate Street and Malvern Link stations being made in the Major Scheme Bid. We valued the opportunity to contribute to discussions with Worcestershire County Council regarding these proposals in March 2011, and will continue to support their future development as part of the network-wide strategy for improving safety, accessibility and connectivity. We recognise that this investment will encourage the use of rail as a transport mode within Worcestershire and help to reduce road congestion in the local areas.

Further investment in stations is currently in development through the National Stations Improvement Programme (NSIP) and the Department for Transport's Access for All initiative. As part of our role in the Local Delivery Group for NSIP we are actively engaged in station improvement works at Worcester Foregate Street station. We are also supportive of potential proposals to improve access at Worcester Shrub Hill station and will continue to develop these proposals with our partners.

As you are aware, we have recently published the West Midlands & Chilterns Route Utilisation Strategy (RUS) which considered the medium to longer term requirements for infrastructure improvements in the Worcester area, in light of

forecast passenger and freight demand. The RUS specifically considers capacity on the Hereford – Worcester – Birmingham route and makes a recommendation for train lengthening on all service groups between Hereford/Worcester and Birmingham (via Bromsgrove) during peak times. The strategy also recommends, subject to further timetabling analysis, an additional service in the off peak hours between Worcester Foregate Street and Birmingham New Street. This service is linked to additional services to Tamworth and Nuneaton to provide further connectivity benefits. In addition to these specific recommendations, the RUS has proposed that further work is undertaken to identify any opportunities to carry out enhancements on the line between Worcester and Hereford to improve capacity, journey time and operational flexibility. This work is currently underway and any initiatives being developed will be outlined in the Network Specification for the London North Western Route.

For more detailed information on Network Rail's plans we are due to publish our Network Specifications in September 2011. These documents replace the Route Plans and outline the immediate priorities and work being undertaken by Network Rail. These will be available on the Network Rail website: [www.networkrail.co.uk](http://www.networkrail.co.uk).

If you have any questions regarding rail strategy in the Worcester area or on the West Midlands and Chilterns Route, please direct these initially to the West and Wales Network Planning team in Birmingham.

Yours sincerely,

Chris Aldridge  
Principal Network Planner  
West and Wales Route



~~Mr P Blake~~ *Steve*  
Head of Integrated Transportation  
Worcestershire County Council  
County Hall  
Worcester WR5 2NP

Gerard Burgess  
Partnerships Manager  
London Midland  
102 New Street  
Birmingham B2 4HQ



20 June 2011

Dear Peter

**Worcester Transport Strategy**

London Midland is a keen partner with Worcestershire County Council in developing the Worcester Transport Strategy. This project will create modal shift towards sustainable travel modes in Worcester by investing in infrastructure and services and engaging with the community.

We agree that the quality of rail infrastructure in Worcester and South Worcestershire suppresses use of rail and inhibits growth. This project will help to address this issue; providing new station facilities and improved integration with walk, cycle, bus, taxi and car modes which will benefit existing rail passengers and encourage increased use of rail services in Worcestershire.

The investment will considerably improve Worcester Foregate Street and Malvern Link stations; enhancing facilities for passengers and generating further rail patronage and fare box revenue. It is expected that the schemes will create new revenue streams by releasing commercial opportunities of benefit to passengers. By encouraging use of rail for journeys to/from Worcester and Malvern Link the scheme will also help to reduce traffic congestion in the area.

As a principal partner, we will support project activities at Malvern Link and Worcester Foregate Street; this could include project development and management. We are also providing funding towards the improvements from the National Stations Improvement Programme. We look forward to continuing to participate in collaborative efforts with the County Council to develop improvements to the rail network in Worcestershire.

We believe that this bid represents an opportunity to improve the quality of rail infrastructure in Worcestershire and improve conditions for our customers by improving accessibility and connectivity. The improvements should provide many benefits for the community in Worcestershire.

Yours faithfully,

Gerard Burgess  
Partnerships Manager



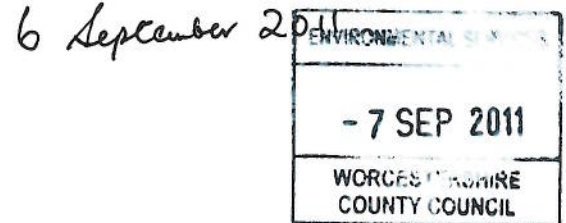


# COTSWOLD LINE PROMOTION GROUP

St Annes  
High Street  
Chipping Campden  
Glos.  
GL55 6AL  
Tel (01386) 841253  
ellis.consultant@virgin.net



Mr S. Harrison  
Transport Policy & Strategy Unit  
Worcestershire County Council  
County Hall  
Worcester  
Worcestershire WR5 2NP



Dear Mr Harrison,

## **Worcester Transport Strategy**

The Cotswold Line Promotion Group would like to register our support of the Worcester Transport Strategy initiative which is being pursued by Worcestershire County Council.

The Cotswold Line Promotion Group is an entirely voluntary organisation, which was formed in March 1978, with the aim of safeguarding rail and bus feeder services along the Oxford to Worcester railway line, and promoting improvements to them. In 1986 the group's activities were extended to include the Worcester to Hereford line. It considers that a mixture of through and local services is essential to the future of the railway in the area.

The proposed improvements to Malvern Link and Worcester Foregate Street railway stations will have a positive impact on travel to and from Worcester, improving the environment at the two stations and bringing them in line with passenger aspirations. The 6 monthly National Passenger Survey demonstrates the importance of station facilities to rail passengers and also how London Midland's passengers are less than satisfied with the facilities at their stations. In our view the Worcester Transport Strategy clearly responds to the need to improve station facilities as highlighted by the National Passenger Survey. The facilities will make rail more attractive, and help to reduce road travel in Worcester and Malvern.

Our view is that the proposals will also positively impact our local and regional economy by making Worcestershire a more attractive place to visit and to carry out business. Members of the Cotswold Line Promotion Group consider that the quality of rail travel in Worcestershire will improve as a direct result of this project. The proposed Worcester Transport Strategy is aligned with the needs of residents of the community and we expect a positive impact on the following;

- Connections with bus services.
- Overall passenger satisfaction with the facilities at the stations.
- Patronage of the railway network in Worcestershire.
- Provision of information about rail services at the stations.
- Stimulating economic, social and educational development.
- The facilities and services at the stations.
- The upkeep of the station buildings.
- Greater use of rail and reduction in road travel

Please accept this letter as formal recognition by the Cotswold Line Promotion Group of the value of this element of the Worcester Transport Strategy in helping to sustain and develop the rail network and usage in the Worcestershire area.

Yours faithfully,

John Ellis

A handwritten signature in black ink that reads "John Ellis". The signature is written in a cursive style with a large initial 'J' and 'E'.

Chairman

Cotswold Line Promotion Group

Transportation Department  
Worcestershire County Council  
County Hall  
Spetchley Road  
Worcester  
WR5 2NP



1 August 2011

Dear Sir / Madam

Bus Users UK is an organisation dedicated to representing users of local bus and scheduled coach services throughout the UK.

We are pleased to support the proposals contained in the Worcester Transport Strategy as we can see improvements for bus users in Worcester and the surrounding areas.

We welcome proposals for the implementation of real-time information systems for bus services. Concerns regarding punctuality and reliability of bus services are always high on the list of users' concerns and real-time systems when properly implemented take away the uncertainty for passengers and give reassurance. .

Multi-modal improvements for the North & North-East corridors are also welcomed. These are important routes into the City for bus users and enhancements to these routes will bring benefits and make bus use more attractive.

The Southern Link Road junction upgrades will help to ease traffic congestion around the City generally, which should enable bus users to enjoy more reliable journeys. The specific improvements to these junctions may also encourage bus operators to run new services using these roads if they believe that congestion may be reduced.

With our wider desire to see more journeys made by public transport in general we are also pleased to see the proposals for improvements to Foregate Street and Malvern Link railway stations are also welcomed.

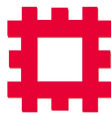
We look forward to seeing implementation of your plans in order that public transport users in Worcester receive an improved service, and to encourage more people to use public transport for at least some of their journeys.

Yours faithfully

A handwritten signature in blue ink, appearing to read "Phil Tonks".

PP  
Phil Tonks  
Bus Users UK

**Head Office** PO Box 119, Shepperton TW17 8UX  
**T** 01932 232574 **E** enquiries@bususers.org **W** www.bususers.org  
President Dr Caroline Cahm MBE



# ENGLISH HERITAGE

## WEST MIDLANDS REGION

Ms M Jones  
Worcestershire County Council  
Spetchley Road  
Worcester  
WR5 2NP

Our ref: HD/P5078/05  
Your ref:  
Telephone 0121 625 6851  
Fax 0121 625 6820

22 July 2011

Dear Ms Jones

re: **WORCESTER TRANSPORT STRATEGY PHASE 1 MAJOR SCHEME BID**

Thank you for sending further information on the proposals relating to the Phase 1 Major Scheme Bid and the Worcester Transport Strategy. In March 2010 we commented on the original bid and Full Transport Strategy. The following comments only relate to the revised bid as explained at our meeting of 24 June 2011.

English Heritage broadly supports in principle the range of measures proposed as part of the revised Phase 1 Scheme Bid. The majority focus on improving and enhancing the existing transport infrastructure, and in encouraging greater use of sustainable transport modes through better information, connectivity and opportunities for walking and cycling. In general, English Heritage advocates maximising the use of existing infrastructure before investing in new infrastructure, particularly major road schemes.

We have a number of specific comments on the package of measures as follows:

- **Rail Station Improvements:** We welcome in principle the proposed enhancement of both Worcester Foregate and Malvern Link Stations. For the former, we recommend that the opportunity is taken to coordinate the planned measures with improvements to the mainline bridge – this also forming a key element in the entry approach to the station.
- **Multi-modal Improvement Corridors:** As part of this programme of works we endorse the undertaking of an initial street audit to inform how the existing signage and street furniture etc. can be rationalised in conjunction with the introduction of any new infrastructure. This approach is recommended by English Heritage's Streets for All Programme; this is now supported by series of practical case studies which may be of interest.

<http://www.helm.org.uk/server/show/category.19645>

8<sup>TH</sup> FLOOR, THE AXIS, 10 HOLLIDAY STREET, BIRMINGHAM B1 1TG

Telephone 0121 625 6820 Facsimile 0121 625 6821

[www.english-heritage.org.uk](http://www.english-heritage.org.uk)

Please note that English Heritage operates an access to information policy.

Correspondence or information which you send us may therefore become publicly available

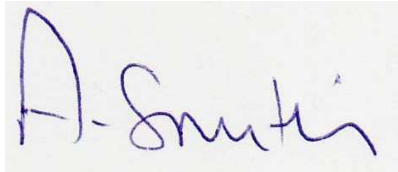




- Southern Link Road Junction Upgrades: Our main interest is the proposed improvements to the two roundabouts due to their direct proximity to the Registered Battlefield and its viewing area. The proposed works, including the upgrade to the Ketch roundabout, are likely to impinge directly on the southern edge of the registered area. We therefore strongly recommend that an agreed scope of works for archaeological assessment and evaluation is established at the earliest stage with the County and City archaeologists.

I trust the above comments will be of help in taking forward the Phase 1 Bid. Please contact me if you require any further information.

Yours sincerely



Amanda Smith  
Regional Planner  
E-mail: [amanda.smith@english-heritage.org.uk](mailto:amanda.smith@english-heritage.org.uk)



8<sup>TH</sup> FLOOR, THE AXIS, 10 HOLLIDAY STREET, BIRMINGHAM B1 1TG

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[www.english-heritage.org.uk](http://www.english-heritage.org.uk)

Please note that English Heritage operates an access to information policy.  
Correspondence or information which you send us may therefore become publicly available

Date: 5 August 2011  
Our ref: 28723-Worc Transport Strategy letter of support



Stephen Harrison,  
Transport Policy and Strategy Team Leader,  
Worcestershire County Council,  
County Hall,  
Spetchely Road,  
Worcester  
WR5 2NP

Block B  
Government Buildings  
Whittington Road  
WORCESTER  
WR5 2LQ

Dear Mr Harrison,

### **Worcester Transport Strategy**

Natural England partly supports Phase 1 of the Worcester Transport Strategy. We welcome a significant raft of praiseworthy elements in the strategy. We propose that the Phase One 'foundation measures' indeed form the bedrock of a transport strategy for the city, but that the construction of new road infrastructure such as the 'north-west link' comprises a last resort, one only to be adopted following full and thorough examination of more environmentally acceptable transport solutions and consideration of the impacts of the proposed scheme. We advocate the development of sustainable transport improvements, suitably modelled and based on an assessment of need rather than demand.

Natural England's view on the Worcester Transport Strategy was informed by our position statements, which made our principles very clear. However, the council should be aware that our position statements are currently under review. Archived position statements are available online at:

<http://webarchive.nationalarchives.gov.uk/20101015025248/http://www.naturalengland.org.uk/ourwork/position/positionstatements/default.aspx>.

Good luck in your Best and Final Bid for the Worcester Transport Strategy and we look forward to working together on the projects within the scheme for the benefit of all.

Yours sincerely,

A handwritten signature in black ink that reads "Hayley Pankhurst". The signature is written in a cursive, flowing style.

Hayley Pankhurst  
Lead Advisor  
Land Use Operations Team  
Tel: 0300 060 1594  
Email: [hayley.pankhurst@naturalengland.org.uk](mailto:hayley.pankhurst@naturalengland.org.uk)

ENVIRONMENTAL SERVICES  
29 JUN 2011

West Mercia Police  
Traffic Management Office  
Safer Roads Team  
PO Box 446  
Worcester  
WR2 4YR  
Tel: 01905-331258  
E-mail: michael.digger@westmercia.pnn.police.uk

27 June, 2011

Our Ref: MJD/GL/Jun-11

Ms Michelle Jones  
Transport Policy & Strategy Officer  
Worcestershire County Council  
County Hall  
Spetchley Road  
Worcester WR5 2NP

Dear Ms Jones,

**WORCESTER TRANSPORT STRATEGY**

I refer to the meeting held at County Hall on 23<sup>rd</sup> June 2011 to discuss matters related to Worcestershire County Councils funding bid to the Department of Transport in relation to schemes forming part of the Worcester Transport Strategy.

I am pleased to see that as part of the strategy it is intended to introduce a major highway improvement scheme on the A4440 between Whittington (near junction 7 of the M5) and the A38 traffic island at The Ketch, Worcester, with the aim of improving traffic flows in this extremely busy location. Having discussed the scheme at length, I have no doubt that this scheme will reduce congestion, increase reliability and support improvements to walk, cycle and the greater use of public transport in the city.

I note that five radial corridors to the city centre, will if the bid is successful, receive investment to improve connectivity, safety, accessibility, journey times, and reliability and there is no doubt that the public realm in general will benefit from the addition of a Real Time Information System (RTIS) for local bus users and Variable Message Signing (VMS) on the local road network. I am particularly keen to see the VMS system enhanced as the limited number that are in operation have time and again proved invaluable in reducing congestion and shortening journey times when unforeseen incidents have created problems within the city centre or its radial routes.

I acknowledge that there are other elements within the bid that I have not touched upon, however as you know the matters referred to above are some of the key

highway issues which are of particular concern to West Mercia Police and I am sure our other partner agencies.

Therefore I am pleased to confirm that West Mercia Police supports Worcestershire County Council in its bid for funding associated with the Worcester Transport Strategy Scheme.

Yours sincerely,



**Mike Digger**  
Traffic Management Advisor to the Chief Constable  
(South Worcestershire)

cc  
Registry file HQ





# West Midlands Ambulance Service

NHS Trust

K Morrey  
Emergency Preparedness Manager  
Mercia Area  
Bromsgrove Ambulance Station  
B61 0EX

22<sup>nd</sup> July 2011

To whom it may concern,

I have recently attended a meeting with Worcester County council Highways department along with other stakeholders.

This meeting was to put forward their proposals for improvement works to road traffic island infrastructure to the Worcester southern bypass.

The merits of the scheme are the increased traffic flows this will allow across the city area which at the moment suffers from chronic delays throughout the day.

West Midlands Ambulance Service supports the proposed road improvements which in our view will be an aid in service response time development and lead to enhanced patient care.

Your,

K Morrey

Ref:PJM/RMB/LAB

26 July 2011

Ms M Jones  
Transport Policy and Strategy Officer  
Transport Pavilion  
Worcestershire County Council  
County Hall  
Spetchley Road  
Worcester  
WR5 2NP

Worcestershire Royal Hospital  
Aconbury East  
Charles Hastings Way  
Worcester  
WR5 1DD

Tel: 01905 760116



Dear Michele

**WORCESTER TRANSPORT STRATEGY – DECEMBER 2010**  
**MAJOR SCHEMES PRE-QUALIFICATION POOL EXPRESSION OF INTEREST**

Further to the meeting at County Hall on 24/6/11 to discuss the above, I write to re-confirm the support of Worcestershire Acute Hospitals NHS Trust for the Worcester Transport Strategy. Whilst the Trust is supportive of the Strategy's content in its current "Lower Cost Alternative" form, it would nonetheless have preferred implementation of the more extensive original proposals.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Peter Male".

**Peter Male**  
**Director of Estates Development**



HEREFORD & WORCESTER  
**HWFR**  
FIRE AND RESCUE SERVICE

Chief Fire Officer/Chief Executive M Yates QFSM MA MCGI DMS MIFireE  
Hereford & Worcester Fire and Rescue Service Headquarters  
2 Kings Court Charles Hastings Way Worcester WR5 1JR  
Tel 0845 12 24454 Fax 01905 357 466 Web [www.hwfire.org.uk](http://www.hwfire.org.uk)

Mr S Harrison  
Worcestershire County Council  
County Hall  
Spetchley Road  
WORCESTER WR5 2NP

Hereford & Worcester Fire and Rescue  
Service  
2 Kings Court  
Charles Hastings Way  
Worcester  
WR5 1JR

Tuesday, 16 August 2011

Dear Stephen,

Thank you for the update on the progress made on the submission of the Best and final Bid for the Worcester Transport Strategy.

Hereford and Worcester Fire and Rescue Service would like to offer our continued support to Phase 1 of the Worcester Transport Strategy and working relationship with Worcestershire County Council, on this and other beneficial projects.

Yours sincerely

  
D. HOLLAND

On behalf of Station Commander D. Holland



PREVENTION PROTECTION INTERVENTION  
To make Herefordshire and Worcestershire safer from fire and other hazards and to improve community well-being



18 August 2011

Steve Harrison, Transport Policy & Strategy  
Transport Unit  
County Hall  
Spetchley Road  
Worcester  
WR5 2NP

Dear Steve

Following my recent attendance at a briefing meeting at County Hall, and my perusal of the Worcester Transport Strategy documents, I am happy to offer my endorsement of the strategy.

In particular, I consider that the following aspects would be of benefit to the staff and students of Worcester Sixth Form College:

- Southern Link Road junction upgrades
- Walk and cycle schemes

The College is particularly supportive of developments which would promote the use of cycling, walking and public transport among those attending the College and which would enable the development of additional radial public transport links, which would connect the Spetchley Road area with other areas of the City, without the need to travel through the City centre.

Yours sincerely



Michael Kitcatt  
Principal