

# APPENDIX B

## PUBLIC TRANSPORT SCHEMES

### Worcester Park and Ride

PT1/WC

Worcester's first Park and Ride facility was opened earlier this year serving traffic entering Worcester from the North. The Park and Ride site has been designed to provide a high quality interchange between all modes. The site itself consists of a large car park with 450 gravel parking bays to allow sustainable drainage there is also secure motorcycle and bicycle parking together with storage lockers for helmets, lights etc. There are designated disabled parking bays and the site is designed to have level access to all parts. At the point of alighting and boarding the bus there is a generously sized building housing a waiting room and toilets. The site is staffed during opening hours and also has CCTV and security lighting.

PT2/WC

Buses have priority at a signalised junction to enter and exit the site with a bus lane taking the buses away from the site towards the town centre, the bus then links up to further sections of bus lane and priority measures through to the city centre. Priority at traffic signals have been included along the Park and Ride route and vehicle automated bollards have been installed on the bus only Angel Street leading to CrownGate city centre bus station (serving all buses entering CrownGate as well as pedestrians and cyclists). The Park and Ride service is a fast and reliable service to the city centre rail station at Foregate Street, where there isn't any parking, and CrownGate Bus Station. The service also stops outside the Grammar school and Alice Ottley School for Girls and close to Worcester Art College in order to promote more sustainable travel to the schools and college.

Not only have the buses been given priority but also pedestrians and cyclists are encouraged to cycle or walk and ride with a number of off and on road cycle and pedestrian facilities linking the main site to local residential areas.

The Park and Ride site is a designated air quality monitoring site. The site will be monitored to check that the facility does not pollute in the area. The use of the highly efficient euro3 diesel engines on buses providing the service together with the use of self draining gravel parking bays, will go some way to ensuring the facility does not have any negative impacts on the environment.

Fares are attractive whether you choose to park a vehicle or walk to the bus and the County Council is subsidising a frequent service (every 10 minutes, Mon – Sat 7am to 7pm). During the first week of opening CrownGate shopping centre offered commuters the chance to use the P&R facilities for free after which parking and a return bus journey is £1 or £2 for one car and up to five bus passengers. Discounted bulk ticket purchasing is also offered giving the customer full choice of when to use their tickets as opposed to season tickets which are only beneficial for daily use.

A Scholar's Saver is offered for £40 per term to encourage parents to leave their children at the Park and Ride site rather than taking their cars into the congested city centre.

First Midland Red won the contract to run the Park and Ride for the next five years. Four brand new and distinctly branded buses have been provided by First Midland Red which are easily accessed with low floors. These buses are fitted with highly efficient, clean burning euro3 diesel engines. The contract includes standards for drivers and vehicles, and there are penalty clauses for not meeting these.

The City Council were able to secure developer funding to supplement the LTP capital funds with the County Council subsidising the bus service from the revenue budget

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Ticket sales and passenger figures show that on average 1300 tickets are being sold per week of which the vast majority are being sold between 8:00am and 10:00am. On weekdays the tickets issued and number of passengers travelling are the same, however on Saturdays the ratio of passengers to tickets is nearly 2:1 indicating the greater use of the £2 ticket for a car and up to five passengers.

This northern Park and Ride site is the first of three proposed Park and Ride facilities serving the City. The other sites proposed will serve the main radial routes from the South Eastern and South Western directions. With other Park and Ride services running it is planned that all the services will then travel across the city and link in with each other. This will improve public transport links to both the sides of the City, enabling better links to the tourist attractions from the northern direction and give better cross city connection opportunities.

### Rural Bus Quality Partnership

PT3/CC

A Rural Bus Quality Partnership Has been agreed between Worcestershire County Council, Wychavon District Council, Worcester City Council, Community First, Astons Coaches, Pershore Town Council and the Parish Councils of Eckington, Defford, Besford, Drakes Broughton & Wadborough, St. Peter the Great, Birlingham and Norton-juxta-Kempsey.

These partners have joined together to form a Bus Quality Partnership to encourage modal shift from car to bus, reduce social exclusion and offer better travel choices. This has been achieved by enhancing a subsidised rural bus route which had already been improved with funding from the Rural Bus Grant.

The project was awarded funding of £404,049 through the Rural Bus Challenge for both capital and revenue expenditure. The capital funds have been used during 2000/01 to contribute to providing two new low floor buses with efficient euro2 engines (50% contribution from Astons Coaches) and highway infrastructure including hard standings and kerbing, bus shelters with solar powered lighting and cycle stands at key stops along the route. The buses were purchased in that year and the service is up a running, however, some of the highway infrastructure was delayed due to flooding and is being implemented this year (2001/2).

The Revenue funding is spread over three years 2000 - 02 to subsidise a more frequent service, disability awareness training for drivers and a marketing initiative aimed at travellers in the villages as well as in Worcester and Pershore. Leaflets have been produced with easy to understand timetables, fares information, route and town centre maps and information on the Countryside and recreation attractions that the route serves.

The bus livery was designed following a competition in local schools served by the route, and both vehilces are fitted with cycle racks on the rear. The buses have a fold down ramp operated by the driver and space for wheelchairs.

The enhanced services, branded as easyLINK (see main document sections 1.4.5 and 2.2.1 and Appendices D & E for more details) was launched in July 2000. By October 2000, patronage had grown from some 1000 passengers per week to 1850. Passenger comments have been very favourable coming from the young to the elderly, including some car owners. The evening and weekend improvements have been particularly welcome.

### Other Public Transport Schemes

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**PT4/R** A new bus stop with a footpath for access has been provided on Icknield Street Drive in Redditch. This stop has been added to serve the predominately elderly population of the area and the footpath enables the less mobile passengers to more easily access the stop.

### CYCLING SCHEMES

#### National Cycle Network Route 5

**C1/B** A section of cycleway has been constructed between Catshill and (eventually) Bromsgrove. Match funded by Sustrans as part of the NCN Route 5 this is 1.5km of off road cycle track. The surfaced track passes through fields and along a brook providing a pleasant route, it is also well lit for to provide a more secure environment for vulnerable users. As well as cyclists using the NCN this link provides a benefit to the residents of Catshill by providing a safe route to Bromsgrove for both cyclists and pedestrians. The completion of the route to Bromsgrove is through a new residential development that is due to be completed by the end of 2001. A toucan crossing has also been provided further along the NCN Route 5 where it crosses the Birmingham Road in Bromsgrove. The route has also been designed to link to a number of important amenities, including North East Worcestershire College, Bromsgrove Town Centre and the Railway Station.

**C2/R** NCN Route 5 passes into the Borough of Redditch from Bromsgrove where it also links significant utility journey attractors including the Town Centre and Railway Station as well as leisure attractions such as the Arrow Valley Park and the Forge Mill Needle Museum. The route has been funded through Section 106 monies and incorporates both on and off road facilities.

#### Malvern

**C3/MH** An off road shared cycleway from a new housing development in Malvern has been extended to the Grove Infants and Junior Schools with a toucan crossing provided outside the school. It is proposed that in the near future this cycleway will be further extended to through quiet residential streets and across the Malvern Link Common to provide routes to Malvern Link centre and station and also to Great Malvern Town Centre. The Safer Routes to Schools measures to be implemented will also link into these routes where appropriate.

#### Pershore

**C4/WY** A section of cycleway has been constructed along Station Road in Pershore linking Pershore High School to the town centre. The route to the town centre uses quiet back roads with the busy Station Road section having a segregated off road cycle lane. This has been achieved through the reallocation of road space from vehicular traffic in favour of cyclists. The County Council plans to continue the cycle lane past the school and provide a continuous link to the rail station.

#### Kidderminster

**C5/WF** An on-road cycle lane has been placed along Bewdley Hill in Kidderminster as part of a route between the town and Bewdley. The cycle lane is the result of the reallocation of road space away from motorised vehicles in favour of cyclists. The reduced road width has also had the effect of lowering traffic speeds. This length of cycle lane is in addition to advance stop lines at a junction on Bewdley Hill and links in with a proposed cycle route to Harry Cheshire High School in Kidderminster.

**C6/WF** Along the Worcester Road towards Kidderminster, work has been carried out to upgrade the foot/cycle way by resurfacing and the placing bollards to prevent parking on this off road route. A similar improvement has been carried out along a Redditch footway and verge along Salters Lane providing off street parking to reduce

**W21/R**

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damage from people parking on the verge. The scheme was funded in partnership with Redditch Borough Council as part of a joint drive to promote walking as part of a healthy lifestyle.

### Worcester

C7/WC

A shared cycle/footway link from St Peter's area of Worcester to Whittington Road has been implemented. The St Peter's area is a large new housing development to the south of the city. The improvements are part of a route that will eventually provide a pedestrian/cycle route from St Peter's to County Hall, the Countryside Centre and the new County Hospital. This route is one of the pedestrian and cycle route suggestions put forward by staff at County Hall during staff consultation for our Travel Plan, and as such is an action included in County Hall Transport Plan.

C8/WC

A second action within the County Hall Transport Plan has been to carry out surfacing improvements to a shared cycle/footway that links Warndon (a very large densely populated residential area) to the Countryside Centre and County Hall. The path was previously becoming waterlogged and its uneven surface was making cycling along it precarious. The new surface has greatly improved the path providing a safe and pleasant route alongside Worcester Woods.

C9/WC

In Worcester gates have been installed along the canal side cycleway which ease access for cyclists and walkers with prams or wheelchairs whilst at the same time deterring motorcyclists from illegally using the path.

C10/WC

The city's cycle parking provision has been expanded with the Neighbourhood Cycle Parking Initiative. Secure cycle parking has been installed at key locations serving local neighbourhood amenities outside of the main city centre.

C11/WY

### The Blossom Trail

The Vale of Evesham and some of its surrounding area is some of the most productive horticultural land in the country. For a few weeks between mid March and mid May the area is ablaze with fruit tree blossom. Walking and cycle routes have been established through the area for leisure trips. The cycle trail has been waymarked and the District Council have produced a detailed leaflet promoting the walking and cycling trails. The leaflet shows the rail stations close to the routes and makes recommendations on the safest road routes from the station to the cycle trail.

### Cycle Parking at Schools

Cycle parking facilities have been provided at a number of schools involved in the School Travel Plans initiative.

## WALKING SCHEMES

A significant number of pedestrian facilities have been implemented throughout the County in response to a wide range of community needs:-

### Worcester

W1/WC

Alongside Foregate Street where the city centre rail station is located the footway has been widened and repaved to ensure there is sufficient space for the volume of pedestrian activity in the area. The widening of the footway has been achieved through the reallocation of road space from vehicular traffic in favour of pedestrian traffic. This further emphasises the priority order of pedestrians, cyclists, public transport and private transport even outside of the pedestrianised centre.

W2/WC

With the opening of a new cinema in Worcester the developer funded the repaving of the footways on the approaches to the cinema. In addition the County Council has supplemented these improvements and repaved the remainder of the previously

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neglected back street. The street is now paved in attractive high quality materials in keeping with the historic nature of the buildings making it a pleasant street to walk along with the addition of the streets cafés now spilling out continental style onto the newly paved street.

**W3/WC** Although Angel Street is only open to buses, cyclists and pedestrians, unauthorised vehicles and speeding buses were causing a dangerous environment for pedestrians and cyclists. Footway build outs and a raised platform spanning the road have reduced speeds and provided a reduced crossing distance for pedestrians. This scheme was jointly funded by the County Council and a private developer who has opened a restaurant along the street.

**W4/WC** The addition of a pedestrian phase to signals at Sidbury has provided a more convenient pedestrian link between the city's key tourist attractions of the Cathedral, Worcester Porcelain Centre and the Commandery Centre.

**W5/WC** A number of imprint crossings have been installed on the main pedestrian routes on the outskirts of the pedestrianised centre of Worcester. One route across a quiet side road junction was particularly wide and was highlighted as a problem for visually impaired pedestrians accessing nearby Association for the Blind facilities.

**W6/WC** The County Council implemented a junction modification to reduce the intimidating wide crossing width at the junction, as well as adding an imprint red block paving crossing to highlight the crossing point to drivers.

**W7/WC** Finally in the Worcester area a new link has been built to the canal side cycle/pedestrian way. The new link provides access to the canal path from a residential area to the North East of the city and also provides a link from the canal path into the industrial / employment area of Blackpole. Developer funding was secured to go towards this scheme.

### **Bromsgrove**

**W8/B** Bromsgrove District Council have funded a footway widening scheme to form a build out at a junction on Crabtree Lane. The crossing distance has been reduced and dropped kerbs have been installed to further aid pedestrians especially those with mobility impairments.

Many pedestrian improvements have been implemented throughout Bromsgrove to improve the walking and cycling routes to schools within the North Bromsgrove High School area. (see section \*\* School Travel Plans).

### **Redditch**

**W9/R** Two road closures have been implemented in Redditch, South Street and Grazing Lane. Both were previously being used as rat runs by peak time traffic. The closures have resulted in much lower traffic levels and provide safer walking and cycling routes through these residential estates.

### **Upton-upon-Severn**

**W10/MH** A pelican crossing in Upton-upon-Severn has been provided in response to the Town Council's concern over difficulty crossing after the prohibition of coaches parking in the town centre. The crossing links the new coach parking area to the town centre and particularly benefits coach visitors to the town many of which are elderly and disabled.

### **Malvern**

**W11/MH** In Malvern traffic signals with a pedestrian phase have been installed at Link Top. The scheme is unusual in that there is a bus stop within the signal area. A bus bay has been incorporated into the signal design to give buses priority when pulling out from the bay. The pedestrian crossing facility links local residents to their local

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schools, shops, pub and church and also addresses an accident problem at the site.

### **Pershore**

**W12/WY**

Assistance has been provided for visually impaired pedestrians in Pershore by installing vibrating cones on the push buttons of the traffic signals across the main road through the town.

### **Droitwich**

**W13/WY**

Westlands is a large residential development on the outskirts of Droitwich which suffers from severance due to the main road (A38) that bypasses the town. A footway widening scheme has been implemented to improve visibility and reduce crossing distance for pedestrians crossing the A38 junction at Westlands to access the town centre.

### **Rural Villages**

Throughout the County a number of footways have been constructed in the rural villages to improve pedestrian access to village facilities or simply for recreational walking. Many of the footways have been implemented after a direct request from the village community or in partnership with the Parish Council. The following schemes were implemented in 2000/01

**W14/MH**

?? Following a request made after a Public Meeting at the village of Welland, a footway has been provided to improve pedestrian safety at a dangerous bend on the A4104 through the village.

**W15/MH**

?? In Great Witley a footway has been constructed linking the village school to the Community Centre after local residents petitioned the County Council.

**W16/WY**

?? After the building a new Parish Hall, Crowle Parish Council in partnership with the County Council have built a footway linking the new hall and adjacent playing fields to the village centre

**W17/WY**

?? Eckington Parish Council and the County Council have worked in partnership to provide a footway linking the centre of the village to the River Avon. The Parish Council provided a footway on their land alongside their playing fields and the County Council has constructed a footway to provide the link to the River Avon. The completed footway provides a route to the village centre for occupants of a caravan site and people who have moored boats on the riverside as well as providing a leisure route the the riverside for people of the village.

**W18/WY**

?? A footway has been constructed in Little Comberton as part of a circular leisure route used by pedestrians walking from the village towards Great Comberton from where a public footpath links back to the centre of Little Comberton.

**W19/WY &  
W20/MH**

In the villages of Leigh Sinton and Ombersley, pedestrian refuges have been constructed. These refuges slow traffic through the village as well as providing a pedestrian link across the main road to access the village school, shop and pubs.

**W22/CC**

Throughout the county a number of dropped kerbs have been installed at pedestrian crossing desire lines. These have improved the ease of crossing the road particularly for those with mobility impairments.

### **SCHOOL TRAVEL PLANS INCLUDING SAFER ROUTES TO SCHOOLS**

#### **Bromsgrove High School Pyramid**

**STP 1-5/B**

North Bromsgrove High School and it's feeder primary schools were the first schools to become involved in Worcestershire's Safer Routes to Schools initiative. Pupils and parents of the schools completed questionnaire surveys which were

**STP6&7/B**

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analysed to provide the basis for safety improvements along the school routes. As a result a number of traffic calming schemes have been implemented with crossing facilities and new school entrance arrangements for pupils. New cycle stands have been installed with CCTV surveillance at Parkside Middle School in Bromsgrove. A new pelican crossing together with a school crossing patrol has been provided on the Old Birmingham Road at Lickey Hills. In Rubery a speed platform has been installed at a four armed junction slowing speeds down to enable the school crossing patrol to safely escort children across the junction. In Alvechurch a humped zebra crossing has been provided outside the school entrance to reduce the number of personal injury accidents that have occurred on this section of road and also encourage parents to walk their children to school.

### Others

Other SRtS schemes implemented during 2000/01 include :-

**STP9/R**

☞☞ Footway widening scheme with dropped kerbs in Tardebigge

**STP8/MH**

☞☞ 20mph traffic calmed zone in the village of Rushwick covering the main routes to the village school

**STP10/WF**

☞☞ Harry Cheshire High School in Kidderminster has had secure cycle parking installed

**STP11/WY**

☞☞ Walking Bus set up in Honeybourne

### EMPLOYERS TRAVEL PLANS

In total throughout the County there have been 10 employers and 6 Further Education Establishments that have contacted the County Council to obtain information and support for developing Travel Plans. The County Council recently appointed a dedicated Employers Travel Plans Co-ordinator to develop the initiative with the County's major employers, tourist and leisure attractions and further education establishments.

#### The County Hall Transport Plan

The County Council has adopted a pilot Travel Plan for County Hall based staff with the intention of expanding the initiative to other sites in the near future. The Plan outlines a number of actions to be implemented in the short, medium and long term. To date the following measures have been implemented:-

New showers have been installed with lockers, hairdryers and clothes drying areas. The showers are designed to be easily used by disabled people.

The County Hall shop now sells bus season tickets – the Citycard giving unlimited travel throughout the city area and the Severn Ticket which gives unlimited travel across the County. The in house ticket sales are of significant benefit to staff as there are limited outlets for such tickets which are often only open during working hours.

A number of improvements to cycle/walking routes have been made relating to issues raised by staff during focus group meetings:-

**C9/WC &  
C10/WC**

Namely a shared use cycle/footway linking County Hall and the Countryside centre to the new County Hospital and the densely populated residential area of Warndon and a shared cycle/footway has been installed along Whittington Road from Crookbarrow Way.

#### Worcester Employers Travel Plan Group

Employers in the Worcester area that express an interest in developing a Travel Plan are invited to attend a group of likeminded employers, City Council and County Council representatives that meet regularly to discuss progress and ideas. The

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group currently consists of 7 high profile businesses one of which has now employed a Green Travel Officer to take forward their completed plan. Another employer is working with Worcester City's Transportation Partnership Unit to improve walking and cycling routes to their site in conjunction with nearby schools involved in the School Travel Plans initiative.

### Further Education Establishments

Worcester College of Technology have carried out and analysed staff and pupil surveys and are planning to implement improvements to their site in the coming summer holiday period. The County Council has taken the lead in setting up a Higher Education Establishments Working Group to discuss ideas and best practice for developing Travel Plans for their sites. All colleges in the County have expressed an interest with Worcester College of Technology and Kidderminster College having already begun developing their plans.

### TRAVELWISE

The County Council allocated £24,000 of revenue funding to TravelWise initiatives in 2000/01. These funds were used for a wide range of publicity and marketing materials such as information adverts in appropriate publications such as health and education magazines and for producing leaflets for:

- TW3/CC ?? Walking Bus – going out to all parents of pupils attending a school involved in the School Travel Plans initiative
- TW4/CC ?? P.A.T.H.s (Promoting Alternative Travel Habits) to Work – sent out to the over 150 largest employers in the County
- ?? the new Park and Ride service – mailed out in local freebie papers and sent to local businesses and schools

as well as T-shirts, water bottles, pens and folders that are used to promote the concept and benefits of sustainable travel.

### Green Transport Seminar for Employers

- TW1/CC The County Council also arranged and hosted a Green Transport Seminar during Green Transport Week. 150 of the County's major employers were invited along to see presentations and demonstrations from:-

- ?? Powabyke (electric bicycle suppliers)
- ?? Autogas Developments (Conversion of cars to LPG)
- ?? MSF Energy (Benefits of LPG Cars)
- ?? Worcester Acute Hospitals NHS Trust (Healthy Transport Plan)
- ?? Worcester College of Technology (Green Travel Plan)

The event was a great success with 40 businesses attending, many of which expressed an interest in the benefits of developing an Employers Travel Plan for their company.

The TravelWise budget is also used to contribute to the employment of a Green Transport Officer to implement School and Employers Travel Plan schemes.

### SAFETY SCHEMES

- S1/WF An accident cluster site was identified along Hurcott Road in Kidderminster involving both pupils on their school journey as well as vehicle accidents. The

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residential road was previously being used as a rat run during peak hours with drivers trying to avoid the congested main routes into and out of Kidderminster. A traffic calming scheme was implemented along a 750m stretch of the road combining speed platforms and cushions with a raised informal pedestrian crossing point with a School Crossing Patrol. The Sladen Middle School had raised concerns over the safety of their pupils walking along this road and the scheme was positively encouraged by local residents. Since being completed the scheme remains a success both in reducing traffic levels and speeds as well as being well received by the local community.

- S2/WF** A pedestrian accident cluster site was identified on Coventry Street, Kidderminster close to the town centre. A pelican crossing has been installed with kerb build outs to reduce the crossing distance. The extra pavement space from the kerb build outs has been used for cycle parking, with Sheffield stands installed.
- S3/B** A pedestrian accident problem on Tanyard Lane in Alvechurch has been addressed by installing a raised zebra crossing. The crossing is situated in the centre of the village outside the village school and close to many other community facilities.
- S4/CC** A number of mini roundabouts have been installed at accident cluster sites throughout the county in order to address turning movement accidents. In Redditch a number of accidents were occurring at the junction of Greenlands Drive with Oakenshaw Rd. It was found that visibility for turning vehicles into and out of Oakenshaw Rd was obstructed by the shadow of the flyover bridge further along Greenlands Drive. Cars travelling along Greenlands Drive would just assume that the turning vehicle could see them approaching as the road is fairly straight. A mini roundabout has been installed to address this problem.
- S5/CC** Many accident cluster sites have been identified as being caused by lack of awareness of drivers to the road layout or conditions. The County Council has responded to this with the installation of warning signs, road markings and antiskid surfacing.
- S6/WY** Speeding on the A44 at Fish Hill was found to be the cause of a number of accidents. Vehicle activated warning signs have now been installed that detect speeding vehicles and flash up SLOW DOWN warning signs. In addition on Fish Hill the County Council has worked in Partnership with the West Mercia Constabulary to provide Autovision Speed Measurement equipment.
- S7/WY**
- S12/MH** A speed camera has also been installed to reduce speeding through the village of Leigh Sinton as part of a number of measures implemented through the Village Speed Limits Initiative. The Parish Council funded the purchase of the speed camera.
- S8/MH** A number of 20mph zones were implemented on the back of the Village Speed Limits Initiative. When consulted on the option to have a 30 or 40 mph speed limit through their villages where practicable a 20 mph zone option was offered with the necessary physical speed restraints. As a result four 20mph zones have been implemented in the vicinity of the local village schools in Rushwick, Astley, Bayton and Grimley and one 20mph zone was requested to help elderly pedestrians in the village of Queensmead.
- S9/MH**
- S10/CC** Throughout the county lighting schemes have been installed to reduce perceived dangers and fear of crime for pedestrians in the dark. In Worcester a community group has been set up to carry out Women's Safety Audits in order to identify
- S11/WC**

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areas where women and other vulnerable people feel unsafe when walking alone at night. The results of these audits have been used to prioritise lighting and CCTV schemes throughout the City area.

### MAINTENANCE AND BRIDGES

In the July 2000 LTP submission, the County Council indicated a proposed expenditure of £1.996M on the Structural Maintenance of Principle roads during the 2000/2001 financial year. Prior to this maintenance being carried out the Best Value Performance Indicator (BVPI) 96 showed that 4.16% of the Principal road network had reached a point at which strengthening should be considered. A new round of CVI surveys on the Principal road network were carried out in February this year with the data collected being loaded onto the UKPMS database and processed to produce a follow up BVPI 96 report. This shows that as a result of the maintenance carried out between April 2000 and the time of the repeat surveys, the percentage of the network now at a point where strengthening should be considered has reduced to 3.08%. This is quite encouraging progress towards reaching our stated aim of effectively reducing the figure to 1% by the end of the 5 year period covered by the current LTP. The sites treated during 2000/2001 are shown in Plan A. The table below summarises the relationship between LTP bid figure, overall UKPMS computed treatment costs, proposed and actual expenditure, and effect on BVPI 96.

Treatment Type	July 1999 bid for 2000/2001 £000'	Total Cost to Treat defects as at Mar-00 £000's	BVPI 96 VALUE Apr-00	Proposed Expenditure 2000/2001 £000's	Actual Expenditure 2000/2001 £000's	July 2000 bid for 2001/2002 £000'	Total Cost to Treat defects as at Mar-01 £000's	BVPI 96 VALUE Apr-00	Proposed Expenditure 2001/2002 £000's
Strengthening	1104	3964*		309	485	2277.7	3151*		604
Resurfacing	595	907		886	886	154.6	1100*		1544
Surface Treatment	651	2929*		801	602	487.7	2893*		952
Total	2350	7800*	4.16%	1996	1973	2920	7144*	3.08%	3100
Allocation	2250					3470			
* Treatments and costs as computed by UKPMS									

At the time of the LTP submission in July 2000, the stated objective in relation to BVPI 105 was that 98% of reported road defects and 100% of reported footway defects should be made within 24 hours. However, the current requirements for BVPI 105 entail the reporting of a combined overall figure which relates to both footways and carriageways. The figure for 2000/2001 stands at 96.9% which, although indicating a reduction in maintenance response it has to be seen against the backdrop of a 185% increase in the reported number of dangerous defects, 635 in 2000/2001 against 223 in 1999/2000. The rise in reported defects stems largely from the adverse weather experienced during the past winter when exceptionally heavy rainfall was then followed by an increased number of road frosts. Water permeating into road foundations and cracks in the riding surface has repeatedly frozen and thawed out giving rise to both structural and surface damage.

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## WORCESTERSHIRE COUNTY COUNCIL OFFICIAL CONDITION INDICES REPORT

### Part 1: Background Information

**Automatic Pass Id:** A ROADS 2001  
**Pass Description:** PRINCIPAL ROAD CV1 2001  
**Pass Date:** 30 MAR 2001  
**Rule Set:** RP2.0  
**Survey Period:** 10 JAN 2001 to 30 MAR 2001  
**Network Selection:** PRN ROADS APR 2001 PRINC RDS  
**Merging Method:** 1  
**Merging Length:** 100  
**Type of Ranking:** CONDITION  
**Survey Data Cut Off:** 10 JAN 2001  
**DVI CVI Precedence:** CVI

**Total length of Selected Network (carriageway-km):** 471.851  
**Total Possible Survey Length (XSP-km):** 471.851

	<b>Length</b>	<b>% Network</b>	<b>Survey Type</b>
<b>Length Surveyed in Survey Period (XSP-km):</b>	466.827	99%	CVI

### Part 2: Performance Data

<b>Condition Index</b>	<b>Condition Index Band</b>	<b>Processed Network Length within CI Band (km)</b>	<b>Mean Condition Index within Band</b>	<b>Percentage of surveyed length where strengthening should be considered</b>
Structural	70 and over	15.208	71	3.3000

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## BRIDGES

At the beginning of 2000/2001 Worcestershire had 24 sub-standard bridges. During the year two came off the list after re-assessment and another two British Waterways Bridges were strengthened (Scarfield and Stoke Wharf). Unfortunately during the strengthening work one of these proved to be not as strong as we had expected and will require further work to bring it up to 40 Tonnes.

A number of bridges listed for strengthening in the Local Transport Plan Priority Bid have been delayed:-

?? Pershore Station Railway - Delays agreeing work with Railtrack now due Autumn 2001

?? A448 Abutment strengthening (Caspidge) - Started May 2001, delay in design due to unforeseen problems and large increase in scheme cost due to contaminated ground.

The targets laid out in the Local Transport Plan are not likely to be met and a new programme is being considered. At the current rate of progress 2008 rather than 2004 is a more realistic completion date for the strengthening programme.

As stated in the Local Transport Plan, we have 11 bridges with permanent weight limits. No new limits have been imposed.