

# Local Pinch Point Fund



Department  
for Transport

## Expression of Interest Form: 2021/22 and 2022/23 proposals

This form is for proposals to be funded by DfT in 2021/22 and 2022/23. Proposals should demonstrate the benefit to local businesses, and improvements to productivity on completing the project. The proposal should indicate the range of funding sought from the Department for Transport, e.g. £5 million to £10 million, £10 million to £15 million, or over £15 million.

The closing date for Expressions of Interest is **31 January 2020**.

For proposals submitted by components of a Combined Authority a separate EOI form should be completed for each one, then the CA should rank them in order of preference.

### Applicant Information

**Local authority name:** **Worcestershire County Council**

**Manager Name and position:** **Andy Baker**

*Name and position of officer with day to day responsibility for delivering the proposal.*

**Contact telephone number:** **01905 843084**      **Email address:** **ACBaker@worcestershire.gov.uk**

**Postal address:** **E&I Directorate  
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County Hall  
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Worcester  
WR5 2NP**

**Postcode**

**Please Note: Worcestershire County Council is submitting Local Pinch Point Expression of Interest forms for two separate schemes.**

**The scheme covered in this form, 'Evesham Transport Strategy Phase 2', is ranked as the number one priority.**

**'South Worcester Active Travel and Public Transport Corridors' is ranked second.**

## **SECTION A – Description of works**

**A1. Name of proposal:** **Evesham Transport Strategy Phase 2**

**A2. Geographic area:**

Please provide information about the location of the proposal (in no more than 50 words)

**The proposals are located in and around Evesham in Worcestershire.**

OS Grid Reference: **SP 03734 44005**

Postcode: **WR11 4DA**

You might wish to append a map showing the location (and route) of the proposal, existing transport infrastructure and other points of particular interest.

**Please see Appendix 1 for location plans of the proposals.**

**A3. Description of existing problems and how the proposal would address them. Please set out which other options have been considered:**

Evesham's transport network is subject to significant congestion at both peak and inter-peak periods throughout the day. The A46 Trunk Road forms an eastern bypass of the town, which is also subject to significant congestion resulting in deteriorated local environmental conditions and journey time unreliability. The continual growth in 'travel demand' negatively affects many parts of the UK, but it is particularly keenly felt in Evesham, where the town's role as a market town, offering a range of services and facilities to a wide rural hinterland, combined with its tight, historic network of narrow roads and a limited number of both river and railway crossings conspire to create a situation where demand to travel far exceeds network supply, gridlocking the town with severe socio-economic impacts.

Indeed, the forthcoming update of the South Worcestershire Development Plan proposes only a minimal allocation of land for housing or employment-use, simply because the local transport network has no spare capacity. To facilitate the much-needed housing and employment growth, significant infrastructure investment is required before Evesham can be reconsidered for future allocations.

Evesham's issues with access and congestion cannot be remedied by a simple, single solution. Instead Worcestershire County Council, in partnership with Wychavon District Council, is developing and delivering the Evesham Transport Strategy, mandated in Worcestershire's Local Transport Plan, so as to address the town's transport problems with a measured, incremental package of schemes that considers all modes of transport. Letters of support from Wychavon District Council and from the Worcestershire Local Enterprise Partnership, which can be found in Appendix 4, set-out how vital tackling congestion is for the town and for economic growth, both locally and more widely.

This approach seeks to:

- assess what schemes there might be that can be delivered in the shorter term;
- develop medium term schemes, and;
- build the business case for longer term investment in larger schemes.

A stakeholder group has been set-up to help support and shape the development of the transport strategy. From this group, formed from representatives of both tiers of local government, the town council, the local business community, the local civic society, the Ramblers and a local cycling advocacy group, it is clear how important it is locally to improve transport in Evesham. This group certainly helps to underline how vital it is that congestion is eased for the sake of residents, for the vitality of the town and for the resilience and productivity of local businesses.

The proposed schemes are:

- A walking and cycling network;
- Public realm enhancements in the town centre (on Port Street);
- A network of Real Time Information (RTI) traffic monitoring including Intelligent Traffic Light Priority (TLP);
- Traffic-capacity improvements to the Badsey Road junction (A46/B4035) on the A46, and;
- An improved Badsey Lane Non-Motorised User (NMU) crossing of the A46.

Please see Appendix 1 for location plans of the proposals. Further information on the Traffic Light Priority proposal is provided in Appendix 3a. A Highways England letter of support for the Badsey Road junction and the Badsey Lane Non-Motorised User (NMU) crossing proposals can be found in Appendix 4.

The total project cost is £8.5M. With £4.9M of match funding assembled, the total request for Local Pinch Point funding is £3.6M.

2011 Census data show that 2% of Evesham's residents cycle to work and 13% walk whilst 54% of Evesham's working-age population works within the town itself. In combination these figures show that there is great potential for modal shift to active travel. High Street, Vine Street and Bridge Street in Evesham's town-centre have all benefited from public realm improvements in recent years: Port Street, which links the eastern side of the town to those improved streets is due the same treatment. The proposed RTI system will target the town's key corridors, with the primary objective of helping scheduled bus services meet timetable punctuality and reliability targets; naturally, this will have a knock-on benefit for all traffic on those key corridors. A parallel benefit of the proposed RTI system is that it will capture the effectiveness of each scheme that is implemented, and it will help build the case for any necessary further investment. It is clear that, in the vicinity of Evesham, the A46 fails to meet the level of service expected of the nation's strategic road network. It is also clear that when the A46 is congested locally, so is Evesham, and likewise, when Evesham is congested, so is the A46. Improving the busiest local junction of the A46 will provide vital headroom both on the trunk road and on a key corridor into the town. National Cycle Network (NCN) Route 442 will link Oxford to Worcester, but the lack of safe crossing of the A46 on the outskirts of Evesham prevents this important addition to the NCN being declared open. Just as significantly, an improved crossing would be of great benefit to the many communities to the east of Evesham, and especially so for the large seasonal working community, many of whom do not have access to private motor cars.

The transport strategy's above mentioned 'measured' approach began with a traffic survey throughout Evesham. The next step was the creation of the Evesham Highway Assessment Model, which uses VISUM software and is based on the traffic survey results.

Worcestershire County Council had many proposals for improving transport in Evesham: some from Worcestershire's Local Transport Plan (fourth edition), and many kindly shared by residents of Evesham. Whilst the VISUM model was being finalised, Worcestershire County Council commissioned a Pre-Feasibility study to assess which of these proposals could work on Evesham's roads.

The results from that Pre-Feasibility study determined which proposals to rule-out and which proposals to test in the traffic model, with that model-testing nearing completion.

The aim of all this work has been to develop a number of schemes that can be delivered in the short term to help ease traffic flows in Evesham (within the constraints of the town's existing road network and the traffic demand placed on it) at the same time as building the case for a more sustained and significant investment in infrastructure.

Alongside this 'desktop work', a first phase of Evesham Transport Strategy schemes has been delivered in the past year or so: parking restrictions have been extended to improve junction capacity; box junctions have been painted on the town's key north-south corridor; the timings of the pedestrian stage of two signalised crossings on that same north-south corridor have been adjusted to improve traffic flow; pedestrian detection and upgraded control equipment have been added to the traffic signals at a major junction; a MOVA (Microprocessor Optimised Vehicle Actuation) validation process has been undertaken, also on that north-south corridor, and; the first phase of a riverside walking and cycling greenway has been built.

Options that have been considered:

**Reference-case: Do Nothing.** This will result in persisting congestion in and around Evesham, leading to poor air quality, severance and poor accessibility. Equally, depressed uptake of sustainable active travel within the town will continue, further exacerbating congestion. The capacity for employment and housing growth in Evesham will be seriously curtailed.

**Alternative 1: Maximize Capacity of the Existing Infrastructure.** As described above, measures have already been undertaken to ensure that the capacity of Evesham's existing road infrastructure is maximized.

**Alternative 2: Upgrade the Full A46 Corridor in the Evesham Area.** Midlands Connect, supported by Worcestershire County Council, is undertaking a major study of the A46, to assess which stretches of this trunk road need to be improved to bring it up to the level of service expected of the strategic road network (dual carriageway 'expressway' standard). It is clear that when the A46 is congested, so is Evesham and the stretch that passes the town is being assessed as a priority in this study. But whilst an improvement of this order to the A46 locally is a vital component in the strategy to improve transport in Evesham it is also clear that any such improvement is a long-term project. This is a vital project, but it is one to be delivered across a greater time-frame than permissible under this Local Pinch Point funding.

**Alternative 3: Improve A46 Junctions.** In its 6km loop around Evesham there are five roundabout junctions on the A46 and one side-road junction. These junctions (and others in the vicinity) mean that the A46 carries too much local traffic, to the detriment of local and strategic traffic movements. Entirely solving this problem is in the realms of Alternative 2, but improvements made to the junctions in the 'meantime' will help ease the situation. Worcestershire County Council is working with Highways England on developing a suite of junction improvements, the first of which will be the Badsey Road junction, the junction in most need of improvement. This forms part of the bid. Work on developing proposals for the other junctions will continue (with delivery likely to follow on after the Pinch Point delivery period).

**Alternative 4: Construct a Bridge for Walking and Cycling over the River Avon.** There are only two bridges over the River Avon that join the two halves of Evesham. Unsurprisingly the roads that link to these bridges are busy and not conducive to cycling. This proposal will see a bridge built to the south west of Evesham, providing enhanced permeability for active travel between that part of the town (Hampton) and the town centre. Funding has been secured for this bridge (developer contributions) and it forms part of the match funding pot.

**Alternative 5: Create a Network of New or Improved Infrastructure for Walking and Cycling.** Model-testing included an assessment of the effect on traffic-flows of a modal shift from car journeys to walking or cycling. This showed that a 5% reduction in only those trips that begin and end in Evesham has significant benefit for traffic flow in the town. At only 4 km from north to south and 3 km from west to east, and being relatively flat, Evesham is eminently suited to active travel. A network of new or improved infrastructure for walking and cycling, mandated in the Local Transport Plan, forms a part of this bid. Worcestershire County Council has allocated funding for public realm enhancements on Port Street (in the town centre) and this funding forms part of the bid's match funding pot (these public realm enhancements also feature in the LTP). The Port Street proposals will improve 'legibility' of the highway for more reliable journey times as well as enhancements for NMUs. Because of the national and local importance of improving walking and cycling access across the A46, and because it interfaces with a Highways England asset, the proposed A46 NMU crossing forms a stand-alone element of the overall package of measures. Sustrans and Worcestershire County Council have both been liaising with Highways England over this measure.

**Alternative 6: Deliver Infrastructure to Support Uptake of Public Transport.** As well as mode shift to active travel, it is essential that the role of public transport in the overall provision of transport in the town is supported and, ideally, enhanced. Unfortunately, there simply isn't room on Evesham's road network to create corridor-long bus lanes or even localised bus priority facilities at junctions. By enabling 'intelligent traffic light priority', the proposed real time information (RTI) system will be able to give priority to the corridor(s) on which it has 'spotted' late-running buses, helping scheduled services meet timetable punctuality and reliability targets, which in turn will help increase the attractiveness of buses as a travel choice. The proposed RTI system is an incredibly cost-efficient alternative that works within existing road space and is much more effective than 'dumb tag' systems that give equal priority to all buses, regardless of whether they are running late or not.

The ability to capture the effectiveness of each scheme that is implemented, which can thus help build the case for any necessary further investment, is a huge further benefit of the proposed system.

Pedestrian access to Evesham's railway station is poor and can be improved.

Implementation of an RTI system and improved pedestrian access to the railway station form part of this bid. A letter of support from First Bus, endorsing the proposed RTI system can be found in Appendix 4.

**Alternative 7: Improve Major Junctions in the Town.** Modelling has suggested that improvements to a couple of the town's major junctions could have network-wide benefits. Work is underway to fully assess the benefits and the costs: with more work to do, and with the likelihood that land would need to be acquired in order to deliver these improvements, these improvements will follow after the delivery of the works outlined in this bid.

**Alternative 8: Improve 'Main Corridor' Capacity at a Signal-Controlled Junction.** Making the minor road arm of a junction one-way away from Evesham's High Street will reduce the cycle-time of the traffic signals that control that junction and thus increase traffic capacity on the main north-south corridor. In order to test the effect this has on the rest of the network, and particularly in order to assess how this affects access locally, this will be first run as an on-site trial. The trial is being set up now.

**Alternative 9: Rationalise and Better Manage Evesham's On and Off Street Parking Assets.** The creation of a parking strategy for Evesham, mandated in the Local Transport Plan, is a crucial component of the transport strategy for the town. A consultancy with specialist skills and experience in the field has just been commissioned to draft a parking strategy for Evesham. The drafting of the strategy will review the demand for short, medium and long-term parking, including an assessment of the different types of parking (e.g. residential, car parks, on-street) and various users (including general/shopper, commuter, disabled user, coach, HGV, bicycle, motorbike, caravan and taxi provision) and will link to a wider consideration of economic growth and how this links to footfall and to parking (turnover/ duration of stay/ frequency of visits). Already under development, this work supports both the town's overall transport strategy, and the proposals in this Pinch Point funding bid.

The Pre-Feasibility study ruled-out a further fifteen options for reasons of impracticability, limited benefit or failure to meet current guidance.

To re-cap the above narrative on the alternatives:

- Doing nothing is not an option: congestion will continue to choke the town and suppress economic growth;
- 'Phase one' of the Evesham Transport Strategy, which is to ensure that the immediate improvements are all in place, has largely been delivered;
- Phase two, the basis of this funding bid, will see a junction on the A46 improved, walking and cycling infrastructure delivered in the town and an RTI system implemented that will support both bus use and the development of the business case for further investment;
- Phase three will see further interventions in the town, and further improvements at A46 junctions developed and delivered, and;
- Phase four will be the outcome of the major corridor study work on the A46.

With a first phase of improvements that ensure the existing network is the best it can be now largely in place, the development of the Evesham Transport Strategy has reached a point where a second phase of interventions is ready for implementation. To reach this point, extensive traffic surveys, options appraisal and traffic modelling work has been undertaken, all with the support of a keenly-interested stakeholder group.

The Local Pinch Point fund comes at the perfect time for this crucial second phase of the Evesham Transport Strategy.

## **SECTION B – The Business Case**

### **B1. The Financial Case – Project Costs and Profile**

Please indicate the anticipated cost of the proposal in the table below. **Figures should be entered in £000s** (i.e. £10,000 = 10).

#### **Funding profile (Nominal terms)**

<b>£000s</b>	<b>2021-22</b>	<b>2022-23</b>	<b>Total</b>
<i>DfT Funding Sought</i>	£1,100	£2,500	3,600
<i>LA Contribution</i>	£300	£415	715
<i>Other Third Party Funding</i>	£1,900	£2,300	4,200
<i>Total</i>	3,300	5,215	8,515 (circa 58% is LA and 3 <sup>rd</sup> party contribution)

Notes:

- 1) Department for Transport funding will be granted in the 2021-22 and 2022-23 financial years but local highway authorities may carry that funding over to following financial years if necessary.
- 2) There is no specific amount for a local contribution by the local authority and/or a third party but if additional funding is proposed please state what this is expected to be.

### **B2. Timetable**

Proposed start date \_\_\_\_\_ 1 April 2021 \_\_\_\_\_

Estimated completion date \_\_\_\_ 31 March 2023 \_\_\_\_\_

### **B3. Further information in support of the proposal**

At this Expressions of Interest stage we will be looking at the impact of the proposal on traffic congestion, and its benefit to local residents and businesses. For example, details about the level of congestion on the route, delays at junctions, and evidence of queuing in the peak hours. You should set out the wider strategic benefits that the proposal is expected to address.

Google-traffic screen shots, which illustrate the congestion experienced in Evesham, appear in Appendix 2. Worcestershire County Council holds a significant amount of recent raw traffic data for Evesham, which will be used to provide more detailed standard metrics of congestion to underpin a future bid, should this Expression of Interest be successful.

Aligned with the delivery of the Transport Strategy for the Midlands (published March 2017), Midlands Connect, the independent partnership of Councils and LEPs from across the East and West Midlands, has identified improving the A46 as a key objective. Citing the A46 as one of the country's most important trade routes, Midlands Connect calculates that businesses along the corridor generate £115 billion annually, and, importantly, that almost half of this total comes from industries dependent on a

reliable road network. In its most recent Delivery Plan, Worcestershire LEP commits to continue "...to work with Midlands Connect and partners in promoting this [the A46] key economic growth corridor for investment and improvement. Improving a junction on the trunk road now will create some vital headroom, ahead of the longer-term improvements that will come from the corridor-wide study. The proposed junction improvement has been developed in partnership with Highways England and, sitting within the existing highway boundary, it is eminently deliverable.

Worcestershire is world-class at agri-tech and the Worcestershire Local Enterprise Partnership's (WLEP) strategic economic plan identifies this sector as one of the top three to support for growth (the other two are advanced manufacturing and IT/cyber/defence). A big proportion of the County's agri-tech businesses operate in the area between the Cotswold escarpment and the Lenches (i.e. centred around Evesham). Access to a reliable road-network is vital for these businesses, and for the nation's larders, so improving the A46 within Worcestershire would be a significant step towards greatly improved supply-side logistics.

Vale Business Park, on the outskirts of Evesham and directly accessed from the A46, is scheduled to grow, with 34 ha of land allocated in the area's current development plan. Indeed, WLEP set an ambition, in its Strategic Economic Plan, for the park to become a "world class business location". Direct access to the A46, and thus onward national-links, are crucial for the park: an improved A46 would really unlock the potential for the park to grow and for it to become that world class business location.

Clearly, meeting both of these ambitions for economic growth will rely upon improved transport links, and an improved A46 is the obvious means to deliver that. But the other measures in this bid also have a vital role to play: lots of trips picked-up by the traffic surveys are very short (22% of all recorded trips were 4 miles long or shorter, and 34% of trips were no greater than 6 miles long) and of course the A46 carries too much local traffic, to the detriment of both local and strategic traffic. By creating a network that will give people the option to switch local trips to active travel and by supporting bus patronage at the same time as enhancing overall traffic management (both through the proposed RTI system), the other measures proposed in this bid will also help deliver the LEP's growth ambitions.

The proposed RTI system will integrate easily with Evesham's existing traffic control infrastructure. This infrastructure has just undergone a process of enhancement and updating in support of a MOVA (Microprocessor Optimised Vehicle Actuation) validation exercise, a process that also makes it ready for the RTI system. Requisite new infrastructure will be entirely within the highway boundary. Appendix 3b shows the analysis of the key public transport routes and highlights the issues with reliability of the service using the Worcestershire RTIS (Real Time Information System). It is observed that on average bus journeys are taking significantly longer than timetabling allows for. These delays will be quantified/monetised in the next stage of submission.

The walking and cycling proposals are based upon a network proposed by Sustrans and have been further refined in consultation with local cycling advocacy group 'Cycle Evesham Vale'. Indeed, Cycle Evesham Vale, whose mission statement is 'to get more bums on bikes', are solidly behind the proposals and are fully committed to help people explore and use the proposed infrastructure. A letter from Cycle Evesham Vale, which sets-out the importance of investing in infrastructure and confirms support for the bid as well as a commitment to encourage and support new users, can be found in Appendix 4. Further to this, Wychavon District Council is committed to supporting active travel and will provide resources to encourage greater uptake of walking and cycling. Worcestershire's Health and Wellbeing Strategy identifies three priorities for action: mental health, physical activity and alcohol consumption. The active travel components of this bid will help deliver against physical activity, and, as growing evidence shows, it will help deliver mental health benefits too. One example of how the proposals will help deliver against the Health and Wellbeing Strategy: the proportion of year six children in the Hampton area of Evesham who are either overweight or obese is significant. A

convenient, attractive route across the river for walking and cycling, which as proposed will link Hampton to the town centre, will provide a wonderful opportunity for these children to incorporate physical activity into their lives. Sustrans' letter of support (in Appendix 4) underlines the importance of the walking and cycling proposals in this bid at both a local and national level.

The same team that has delivered, on-time and on-budget, the National Productivity Improvement Fund (NPIF) supported network of walking and cycling infrastructure in Bromsgrove will deliver the network proposed for Evesham. Two further examples of schemes that Worcestershire County Council has recently delivered on-time and on-budget are the Croft Road crossing in Worcester and the Sidbury NPIF scheme (also in Worcester).

Elements of the proposed walking and cycling network chosen for inclusion in this phase 2 of the Evesham Transport Strategy (and thus for Pinch Point funding) have been selected on the following basis:

- Each element 'works' on its own as well as contributing to the wider network;
- Each is either within highway boundary or on land where land ownership won't be an issue to delay delivery, and;
- Planning permission, or other 'risky' permissions, won't be needed.

Being entirely within Highway boundary means that the proposed public realm enhancement on Port Street is eminently deliverable, and it will be in the hands of the same team that has successfully delivered the Worcester Street (Kidderminster) and The Shambles (Worcester) public realm schemes, both of which were on-budget and on-programme.

There are quite a number of elements to the overall bid, but as with the Bromsgrove walking and cycling scheme, each component part of what is proposed in this funding bid will be delivered as a stand-alone project. This will ensure that any slippage in one area can be contained and won't affect the delivery of any other elements.

Again, as with the Bromsgrove NPIF project, Worcestershire County Council would look to deliver the proposed works over a two-year period, in this case beginning in April 2021. The A46 junction would take the whole of the two-year delivery period to implement, but many of the walking and cycling elements would be delivered in the first financial year. Procurement and implementation of the RTI system would begin early in the first financial year, but it will likely require a reasonably healthy 'bedding-in' period before going live, with 'switch on' likely in the middle of the second financial year.

In summary, the benefits that the proposed measures will deliver include:

**Reduced congestion and transport costs:** the proposed scheme will provide significant journey time, passenger waiting time and cost benefits. A full assessment of benefits and costs is not appropriate at this Expression of Interest stage, but experience gained from delivering similar packages of work suggests the proposed measures will represent a very good value for money scheme;

**Maximised road network efficiency:** phase one of the Evesham Transport Strategy has already lifted the capacity of existing road infrastructure; the proposed measures will maximise that capacity;

**Increased journey time reliability:** the focus will be on improved timetable compliance for bus services, but with the parallel benefit of corridor-long traffic management that will benefit all road-users;

**Improved public realm:** the shopping area to the west of Workman Bridge has benefited from public realm improvements in recent times; the proposed enhancements will bring the shopping area at the other end of the bridge up to the same standard, to the mutual benefit of both areas;

**Improved options for pedestrians and cyclists:** the proposed walking and cycling infrastructure will give people the opportunity to swap short car journeys for active travel, with all the derived health, pollution and congestion related benefits. Primarily aimed at facilitating 'everyday' journeys, much of the proposed walking and cycling infrastructure will also create wonderful opportunities for leisure and recreation, right in the heart of the town. A January 2018 assessment undertaken by the WSP consultancy showed there could be net present value benefits derived from the implementation of an Evesham walking and cycling network of circa £1.5M. This assessment was based on a smaller-scale network than currently envisaged: it will be updated and expanded-upon should this Expression of Interest be successful.

## **SECTION C: Declarations**

### **C. Senior Responsible Owner Declaration**

As Senior Responsible Owner for '**Evesham Transport Strategy Phase 2**' I hereby submit this request for approval to DfT on behalf of **Worcestershire County Council** and confirm that I have the necessary authority to do so.

I confirm that **Worcestershire County Council** will have all the necessary powers in place to ensure the planned timescales in the application can be realised.

Name: **Nigel Hudson**

Signed:

Position: **Head of Strategic Infrastructure & Economy**



### **Submission of Expression of Interest:**

The deadline for the Expression of Interest submission is 5pm on **31 January 2020**  
Successful proposals for EOIs in the Local Pinch Point Fund are to be funded by DfT in 2021/22 and 2022/23.

There are two phases to the application process:

- this Expression of Interest stage where we will assess the proposal based on the eligibility criteria as set out in Section 3 of the published Guidance.
  - for authorities successful in passing to Phase 2, we will expect a further and detailed submission.
- Further guidance will be issued to the successful authorities when they are notified

An electronic copy only of the EOI should be submitted to:

[LT.Plans@dft.gov.uk](mailto:LT.Plans@dft.gov.uk) copying in [Paul.O'Hara@dft.gov.uk](mailto:Paul.O'Hara@dft.gov.uk)

Appendix 1: Location Plans



Figure 1: location plan

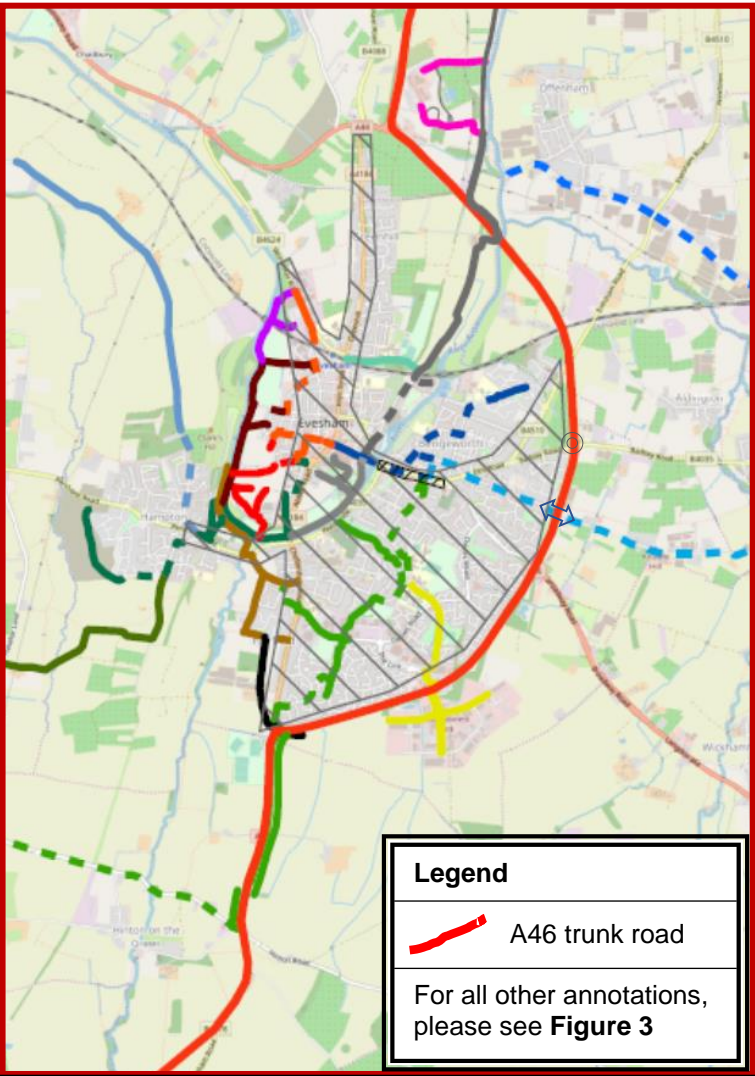
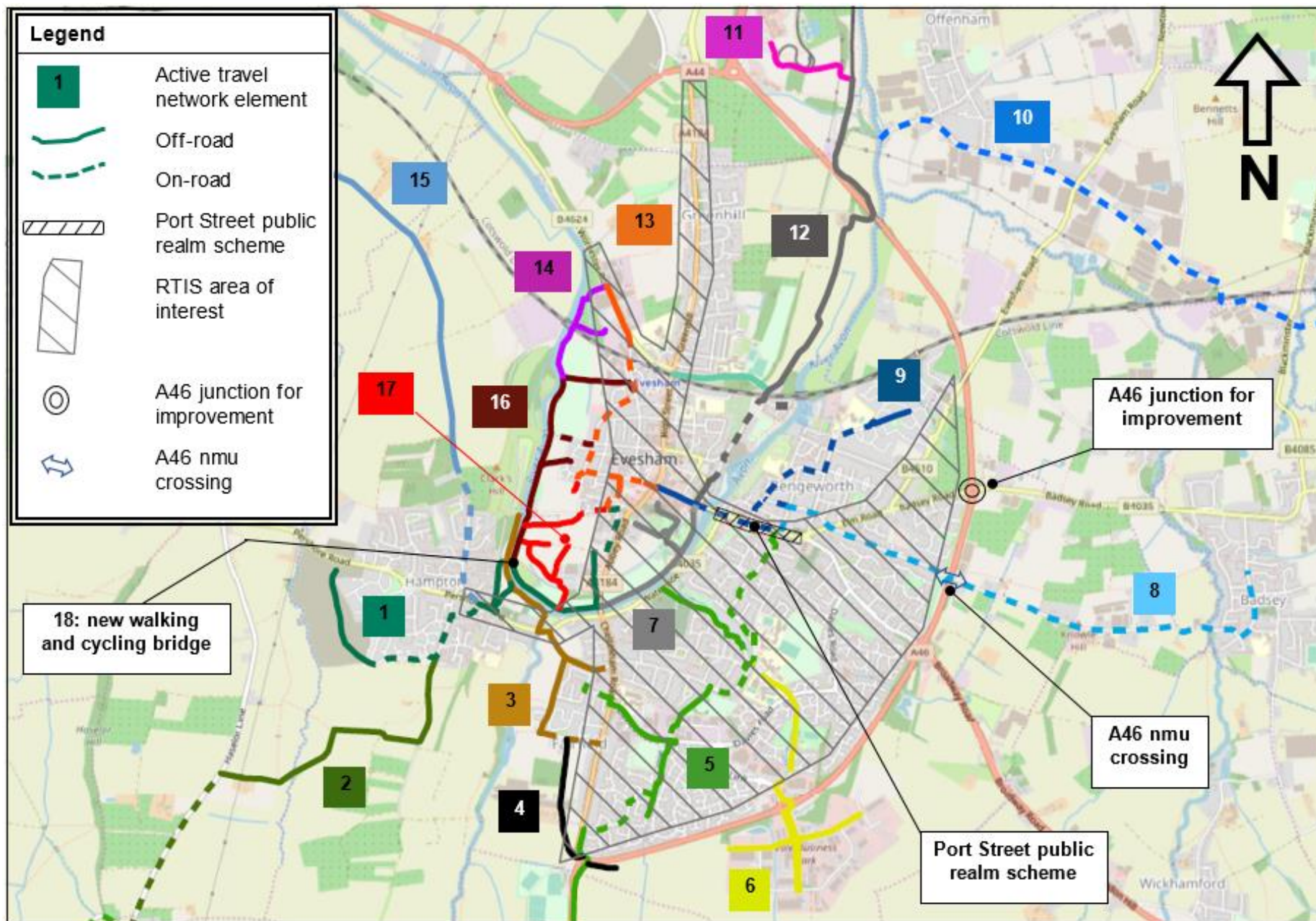


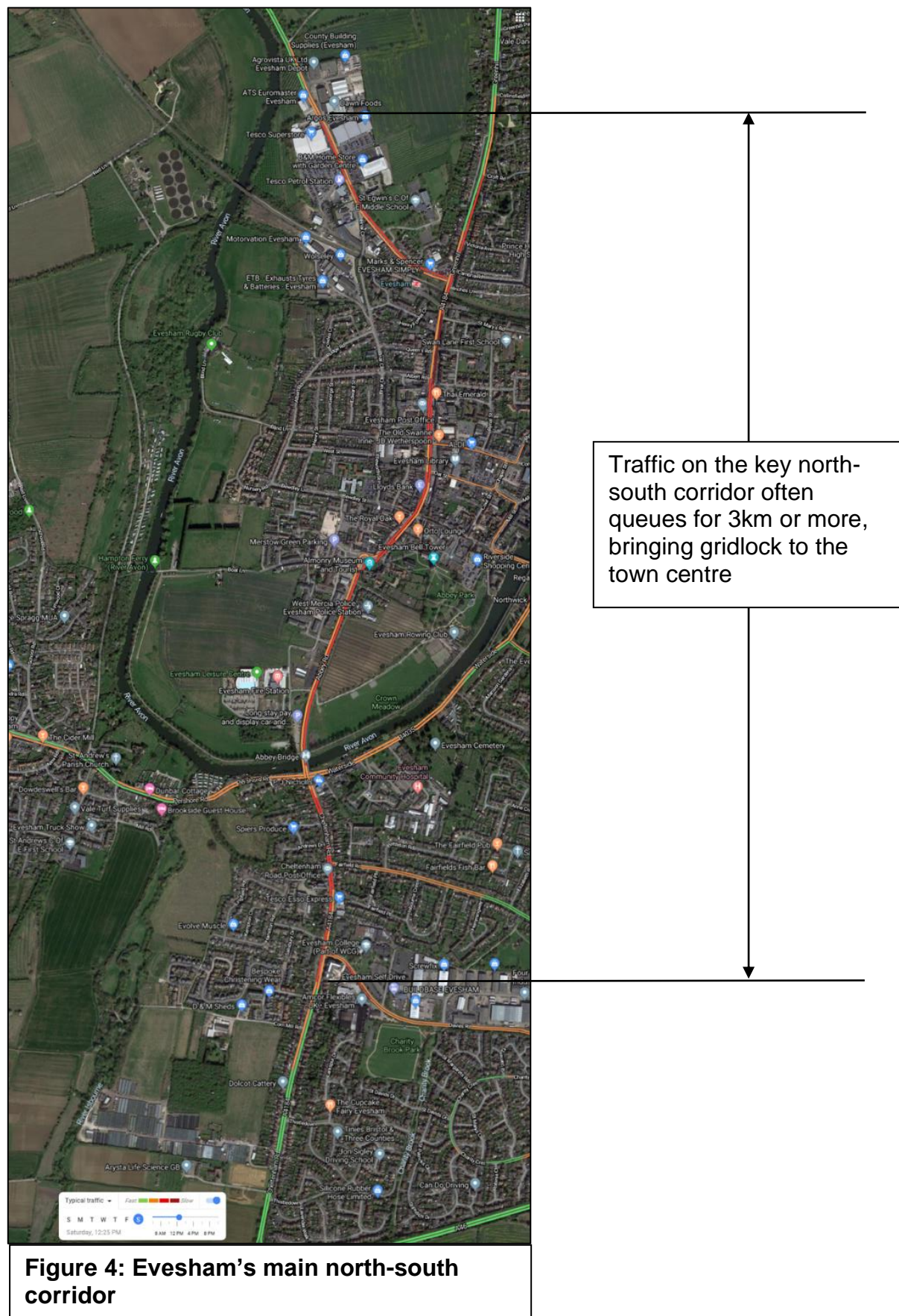
Figure 2: scheme plan

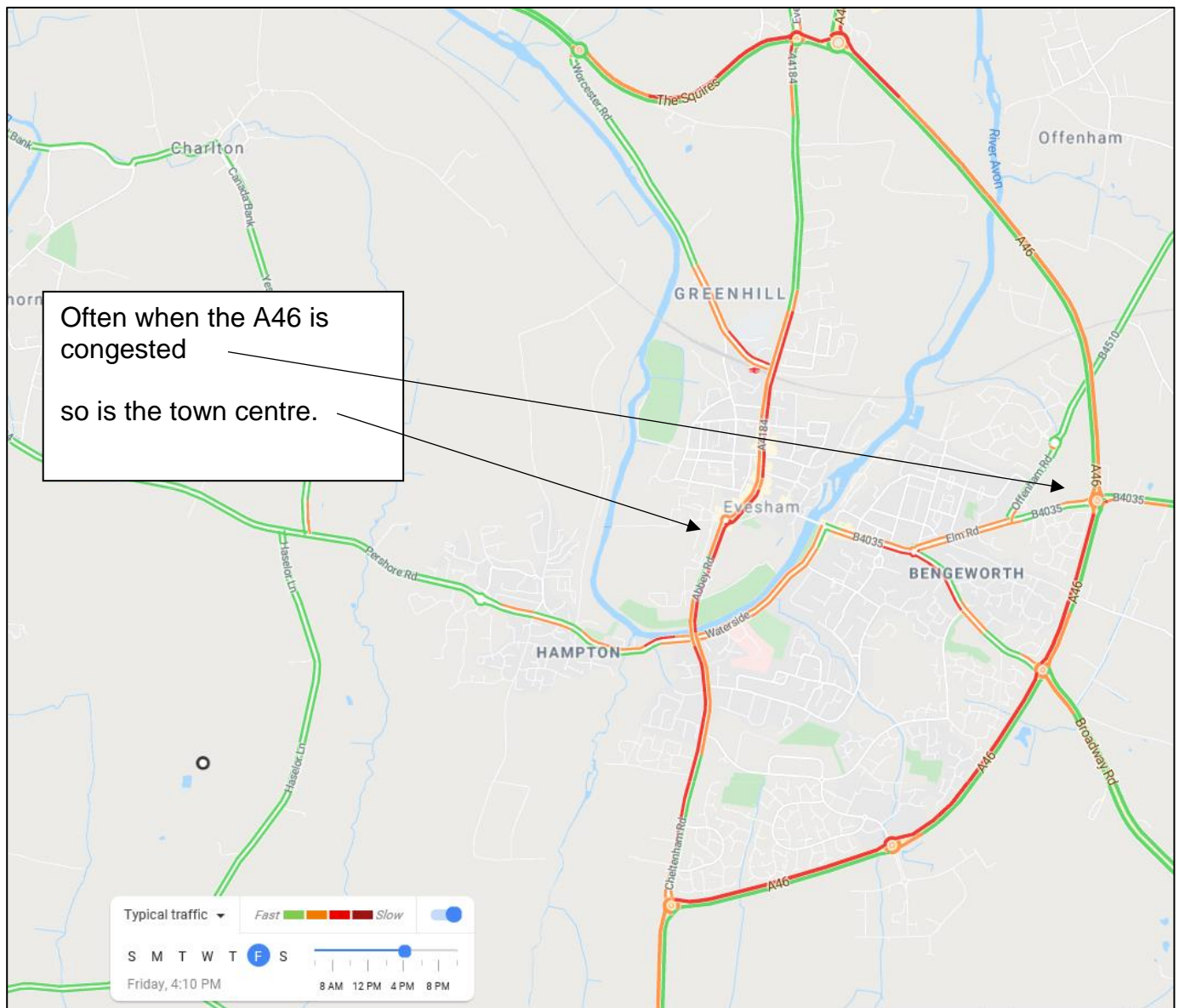


**Figure 3: scheme elements**

## Appendix 2

Google-traffic screen shots demonstrating the congestion experienced in Evesham.





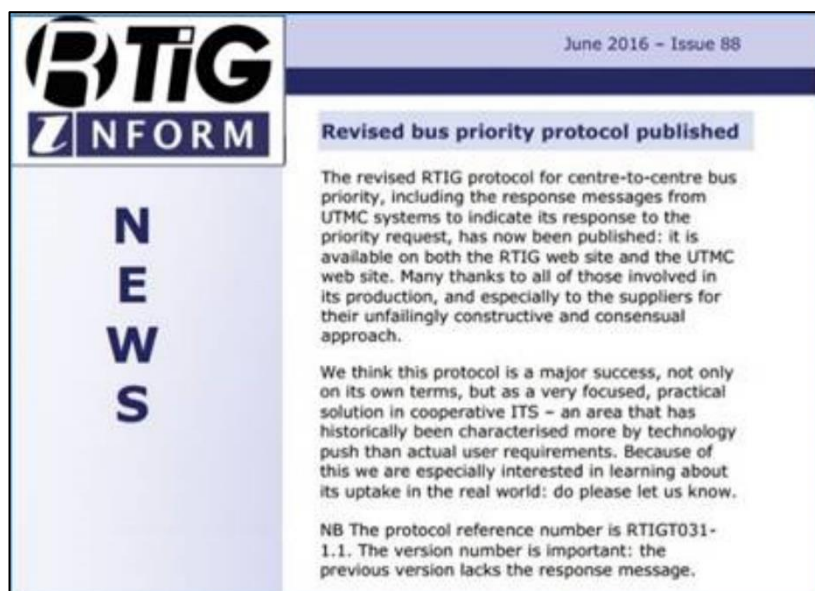
**Figure 5: Evesham and the A46**

## Appendix 3a: Proposed Traffic Light Priority

### RTIG 1.1

The Real Time Information Group (RTIG) is a trade body for public transport technology stakeholders.

RTIG T031 (centre-to-centre transit signal priority -TSP- request protocol) is an over-air data protocol used for passing bus priority requests between real-time systems and urban traffic control (UTC) providers.



**Figure 6: RTIG's release of T031 version 1.1**

By introducing a means for UTMC/UTC supplier systems to provide responses to a TSP request, RTIG's June 2016 update of T031 (version 1.1) represents a significant enhancement over the previous version. Version 1.0 had no provision for such responses and therefore any request for priority that was passed to the UTMC/UTC was a "fire-and-forget" operation. Version 1.1 also contains fixes to several 1.0 ambiguities but the main drive of the revision was to enable UTMC/UTC responses.

### How RTIG T031 1.1 works

Version 1.1 of the protocol was delivered with an associated XML schema that included two new message structures:

- **rtig\_tlpack (TLP Acknowledgement)**  
This is an acknowledgment structure that the receiver can use to send an immediate acknowledgement that it has received a request. It includes a sequence number referencing the original request, a timestamp (receipt), and a quality flag (indicating the level of validation that has been performed).
- **rtig\_tlpresult (TLP result)**  
This is an option result structure that the receiver (UTC) can send asynchronously once the result of the request is known. It includes a sequence number (like the acknowledgement), and timestamps indicating the time the decision was taken and the time the bus cleared the junction. It also includes a "result" code (no action; priority granted, or; priority not granted), and a detailed description field.

## **The benefits over 1.0**

1. The performance of TSP systems is often measured by the time (elapsed) that it takes for a request to be delivered by the bus and to be actioned. The advent of the TLP acknowledgement structure (rtig\_tlpack) means that systems using RTIG T031 v1.1 are able to measure more accurately the end-to-end lifecycle of a request, from the moment the bus registers that it has hit a junction zone to the point at which the UTC system confirms it received the message. Previously there was no indication as to if (or when) the UTC had received the request.
2. One of the problems with TSP systems has been that it isn't straightforward to measure effectiveness. The upgrade means that systems will now be able to provide information regarding how many of the requests for priority actually resulted in a change in the light sequence at controlled junctions. They will also be able to present information on what changes were made.

## **Junction Movement Group Functionality**

The requirement for Junction Movement Groups has grown out of various requirements to provide the user with more control over the way that the filtering of Traffic Light Priority (TLP) requests are managed. While many systems are limited by only having the ability to define default configuration that is applied to all TLP requests (irrespective of junction or movement), this functionality allows for selected junction movements to be grouped and then those groups to be assigned specific (and distinct) configuration parameters to control message filtering and prioritisation.

### **How Junction Movement Group Functionality works**

An interface is provided that allows selections of junction movements to be allocated to groups: this interface allows for groups to be fully managed (created, edited, and deleted). Groups can be named to allow them to be referenced.

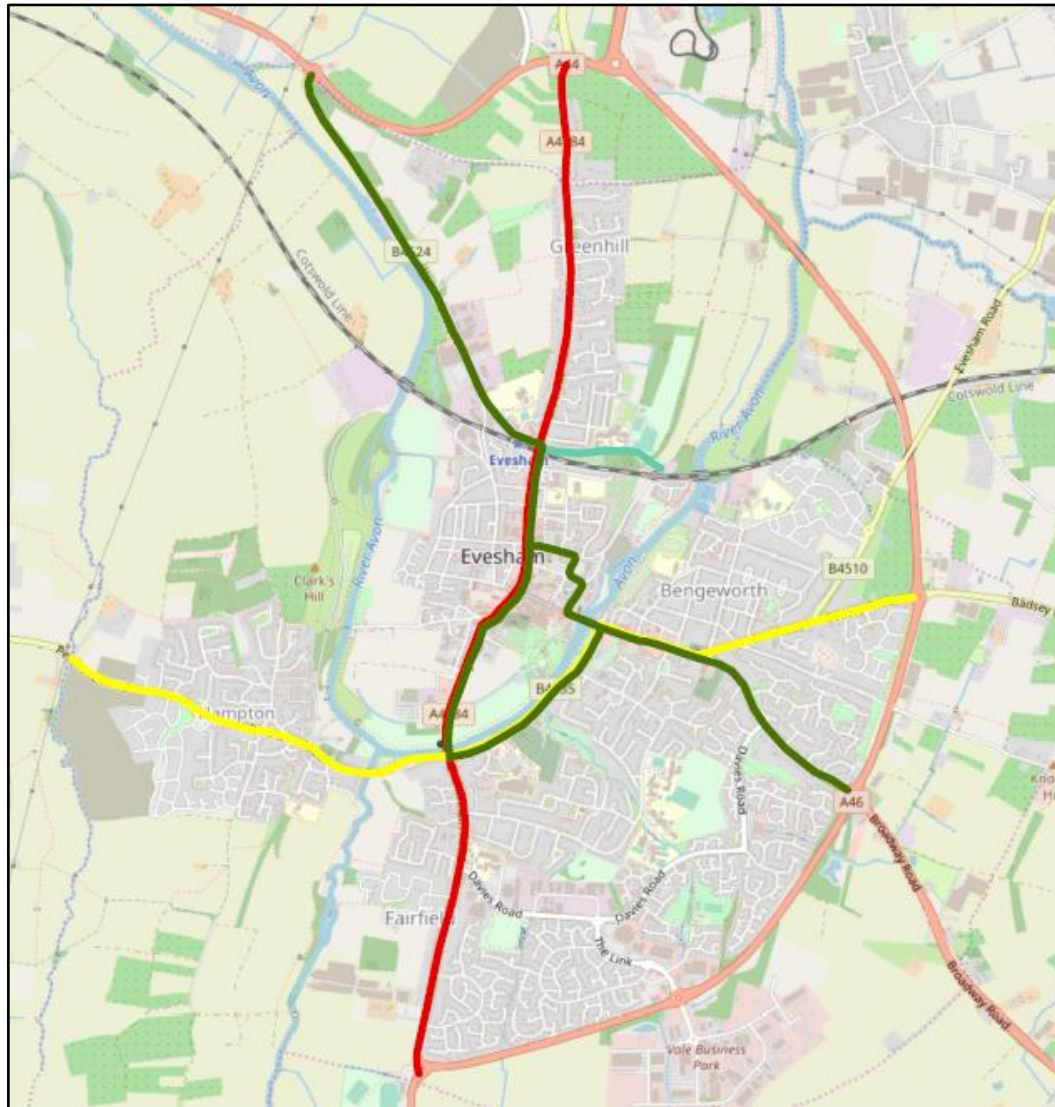
Each group is assigned filters that are used to determine if an incoming individual TLP request belongs to it. These filters should often include (but are not be limited to) Operator, Service, and Time-of-Day constraints.

### **Benefits of TLP**

The benefits of functionality like Junction Movement Groups lies in the ability to control the way that pre-emption messages are handled for specific selections of junction movements. In situations where detailed analysis is being undertaken to measure improvements in route performance resulting from TLP changes, it is desirable to be able to adjust the way TLP is configured for different collections of junction movements specifically. For example, this functionality allows for a series of controlled corridors to be defined and handled distinctly if required.

## Appendix 3b: Evesham PT Delay Assessment

### Evesham Key Corridors



#### Key corridors:

**Red:** Greenhill – High Street – Vine Street – Abbey Road – Cheltenham Road.

**Green:** north-west to south-east; Worcester Road – High Street – Vine Street – Abbey Road – Waterside – Port Street – Broadway Road.

**Green:** south-east to north-west; Broadway Road – Port Street – Bridge Street – Mill Street – Chapel Street – Swan Lane – High Street – Worcester Road.

**Yellow:** Elm Road – Port Street – Waterside – Pershore Road.

Figure 7: key corridors

Tracking in Evesham has been limited by the Operators who provide real-time feeds. Analysis is thus restricted to Astons 540 and First 51 and X50. The data provided is both in and out of Evesham.

Astons 540																					
																		Not trac k		Late %	
Dir	Start Point Name	End Point Name	Event Point Abbrev	Event Point Name	C	E	L														
Inbound	Bredon Hill Academy	Evesham Bus Station	2000G082300	Hinton Cross				4											100%		
			2000G082100	Thistledown					4										100%		
			2000G500752	Cheltenham Road					4										100%		
			2000G202901	South Worcestershire College					4										100%		
			2000G500763	St Richards Road					4										100%		
			2000G003400	Woodlands					4										100%		
			2000G500765	Oak Tree Close					4										100%		
			2000G500767	Sycamore Avenue					4										100%		
			2000G500770	Digby Road					4										100%		
			2000G002202	Cemetery					4										100%		
			2000G002201	Church Street					4										100%		
			2000G500787	Chapel Street					4										100%		
			2000G000401	Evesham Bus Station											4				0%		
	St Giles Road	Prince Henry's High	2000G082300	Hinton Cross					2										100%		
			2000G082100	Thistledown			1		1										50%		
			2000G500752	Cheltenham Road			1		1										50%		
			2000G672010	College					2										100%		
			2000G501683	Coldicott Gardens					2										100%		
			2000G089508	Leisure Centre					2										100%		
			2000G323065	Police Station					2										100%		
			2000G000408	Vine Street					2										100%		
			2000G000404	Evesham Bus Station					2										100%		
			2000G040300	Railway Station					2										100%		
			2000G203002	Prince Henry's High School					2										100%		
			The Crescent	Evesham Bus Station	2000G082300	Hinton Cross			6	10	7	3									27%
					2000G082100	Thistledown			6	11	3	6									12%
	2000G500752	Cheltenham Road					7	10	3	6									12%		
	2000G202901	South Worcestershire College							1	2									33%		
	2000G500763	St Richards Road							3										100%		
	2000G003400	Woodlands							3										100%		
	2000G500765	Oak Tree Close							3										100%		
	2000G500767	Sycamore Avenue							2		1								67%		
	2000G500770	Digby Road							2		1								67%		
	2000G002202	Cemetery							2		1								67%		
	2000G002201	Church Street							2		1								67%		
	2000G500787	Chapel Street							2		1								67%		
2000G672010	College					6	10	1	6									4%			
2000G501683	Coldicott Gardens					5	9	3	6									13%			
2000G089508	Leisure Centre					5	10	3	5									13%			
2000G323065	Police Station					5	10	3	5									13%			
2000G000408	Vine Street			5	10	3	5									13%					
2000G000401	Evesham Bus Station			2	2	8	14									31%					
Inbound Total									49	82	122	67					38%				

Astons 540															
														Not trac k	Late %
Dir	Start Point Name	End Point Name	Event Point Abbrev	Event Point Name		C	E	L							
Inbound Total										49	82	122	67	38%	
Outbound	Evesham Bus Station	The Crescent	2000G000401	Evesham Bus Station		14	1	3	6	13%					
			2000G500746	Police Station		14		5	5	21%					
			2000G089509	Leisure Centre		12		7	5	29%					
			2000G501682	Coldicott Gardens		10		10	4	42%					
			2000G500750	College		10		9	5	38%					
			2000G501679	Cheltenham Road		10		11	3	46%					
			2000G500754	Thistledown		11		10	3	42%					
			2000G072702	Hinton Cross		9	3	8	4	33%					
	Prince Henry's High	St Giles Road	2000G203002	Prince Henry's High School		2	2			0%					
			2000G040301	Railway Station					4	0%					
			2000G000401	Evesham Bus Station				3	1	75%					
			2000G500746	Police Station				1	3	25%					
			2000G089509	Leisure Centre				2	2	50%					
			2000G501682	Coldicott Gardens					4	0%					
			2000G500750	College					4	0%					
			2000G501679	Cheltenham Road				1	3	25%					
			2000G500754	Thistledown				1	3	25%					
			2000G072702	Hinton Cross				1	3	25%					
		The Crescent	2000G203002	Prince Henry's High School					3	0%					
			2000G040301	Railway Station					3	0%					
			2000G000401	Evesham Bus Station				1	2	33%					
			2000G500746	Police Station				3		100%					
			2000G089509	Leisure Centre				3		100%					
			2000G501682	Coldicott Gardens				3		100%					
			2000G500750	College				3		100%					
			2000G501679	Cheltenham Road				3		100%					
			2000G500754	Thistledown				3		100%					
			2000G072702	Hinton Cross				3		100%					
Outbound Total										92	6	94	70	36%	
Grand Total										141	88	216	137	37%	

# Time Between Points Sliced

Date Range: 18/11/2019 - 20/12/2019

Schedule: AST 24-05-2018

Service: AST 540

Journey: 6346

Time Range: 00:00:00 - 23:59:59

Operator: AST

Vehicle: All

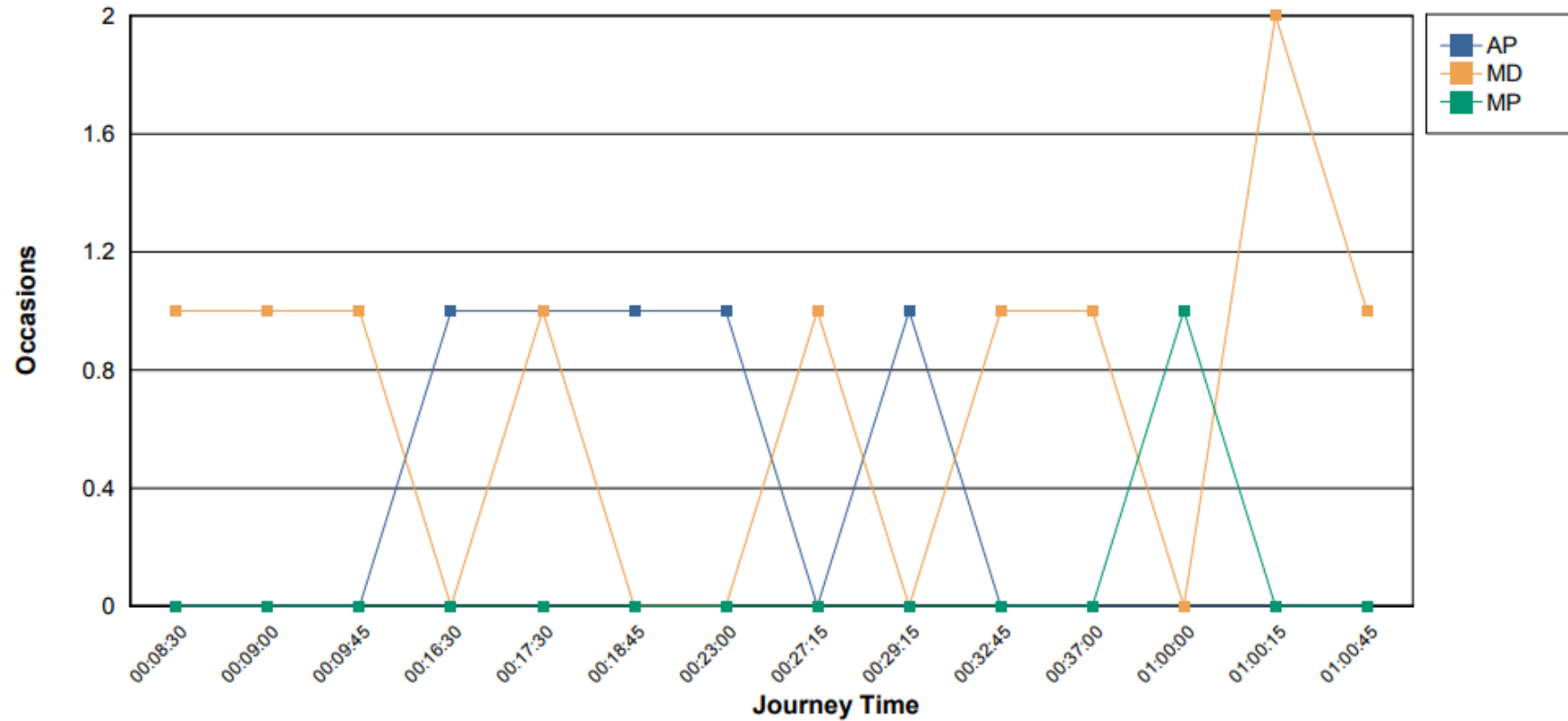
Min. Tracked: All

Week Days: Mon, Tue, Wed, Thu, Fri

Depot: All

Run Board:

From:2000G082300 - Hinton Cross To:2000G000401 - Evesham Bus Station



Early Morning (EM) {before 7:00} | Morning Peak (MP) {7:00 - 9:30} | Midday (MD) {9:30 - 15:30} | Afternoon Peak (AP) {15:30 - 18:00} | Evening (EV) {18:00 - 23:59}

The 15:20 trip is scheduled to take 8 minutes but averaged 32 minutes. Taking the 4 trips out of the equation that averaged 1 hour 8 minutes, the rest of the scheduled 9-minute trips, averaged 16 minutes 38 seconds.

# Time Between Points Sliced

Date Range: 18/11/2019 - 20/12/2019

Schedule: AST 24-05-2018

Service: AST 540

Journey: 1748

Time Range: 00:00:00 - 23:59:59

Operator: AST

Vehicle: All

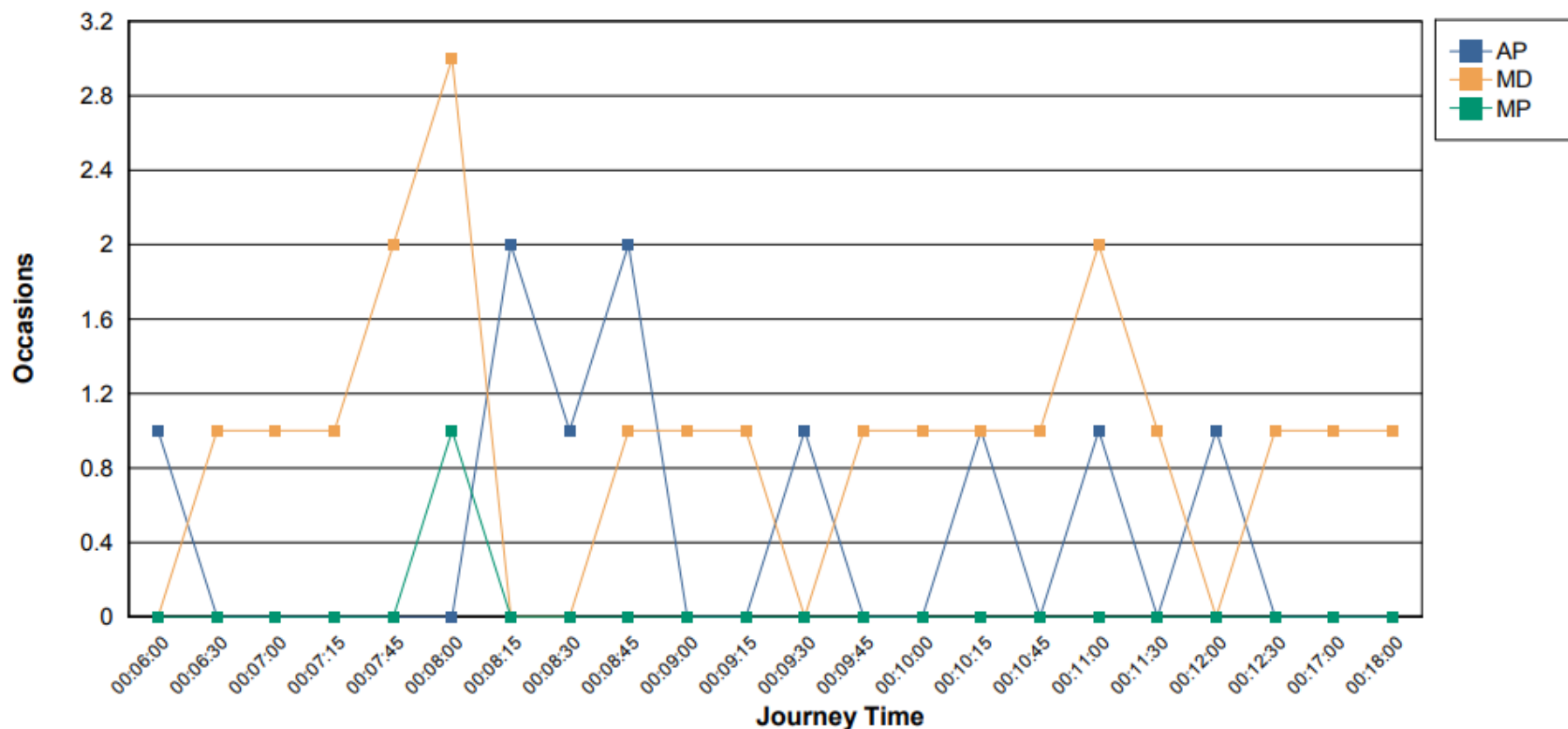
Min. Tracked: 5%

Week Days: Mon, Tue, Wed, Thu, Fri

Depot: All

Run Board:

From:2000G000401 - Evesham Bus Station To:2000G072702 - Hinton Cross



Early Morning (EM) {before 7:00} | Morning Peak (MP) {7:00 - 9:30} | Midday (MD) {9:30 - 15:30} | Afternoon Peak (AP) {15:30 - 18:00} | Evening (EV) {18:00 - 23:59}

The trips are scheduled to take 9 minutes and averaged 9 minutes 37 seconds

First 51										
Dir	Start Point Name	End Point Name	Event Point Abbrev	Event Point Name	C	E	L	not track	Late %	
Inbound	Prince Henry's High	Crowngate Bus Station	2000G203002	Prince Henry's High	4	1	7	3	47%	
			2000G500734	Victoria Avenue	2	2	9	2	60%	
			2000G040301	Railway Station	1	1	11	2	73%	
			2000G500737	Avon Street	1	1	11	2	73%	
			2000G000400	Evesham Bus Station	3		11	1	73%	
			2000G500746	Police Station	4		11		73%	
			2000G089509	Leisure Centre	4		11		73%	
			2000G500849	Church Hill	2		13		87%	
			2000G500851	Church	3		12		80%	
			2000G002400	Cider Mill	3		12		80%	
			2000G500855	Berryfield Road	3		12		80%	
Inbound Total					30	5	120	10	73%	
Outbound	Crowngate Bus Station	Prince Henry's High	2000G672001	Boston Lane			18	2	90%	
			2000G500854	Berryfield Road			18	2	90%	
			2000G002401	Cider Mill			19	1	95%	
			2000G500850	Church			19	1	95%	
			2000G500853	Church Hill			19	1	95%	
			2000G089508	Leisure Centre			19	1	95%	
			2000G323065	Police Station			2	18	10%	
			2000G000408	Vine Street			20		100%	
			2000G000403	Evesham Bus Station			19	1	95%	
			2000G040300	Railway Station			18	2	90%	
			2000G50734A	Victoria Avenue			18	2	90%	
			2000G203002	Prince Henry's High	3		13	4	65%	
Outbound Total					3		202	35	84%	
Grand Total					33	5	322	45	80%	

# Time Between Points Sliced

Date Range: 18/11/2019 - 20/12/2019

Schedule: FMR 03-11-2019

Service: FMR 51 d

Journey: 001

Time Range: 00:00:00 - 23:59:59

Operator: First Midland Red

Vehicle: All

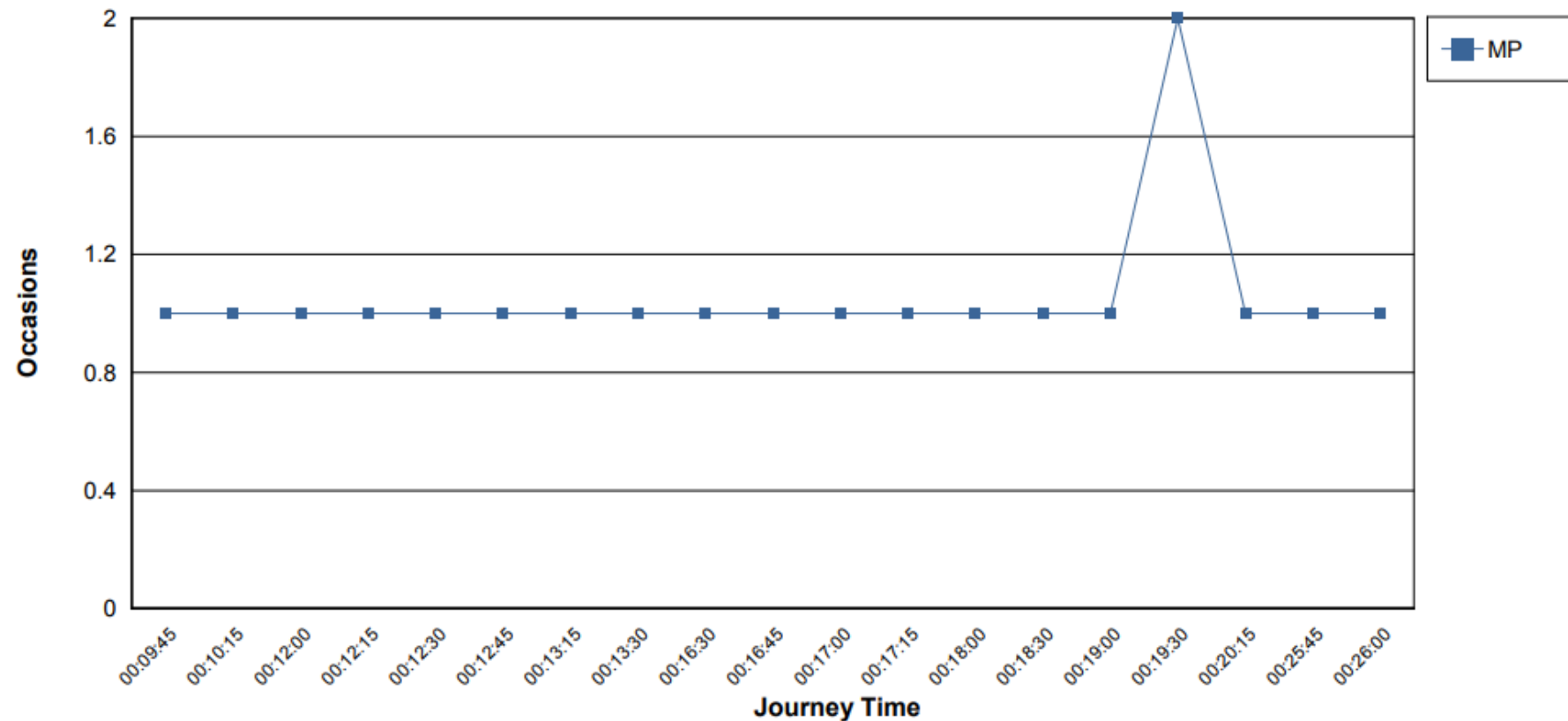
Min. Tracked: 5%

Week Days: Mon, Tue, Wed, Thu, Fri

Depot: All

Run Board:

From:2000G500854 - Berryfield Road To:2000G203002 - Prince Henry's High School



Early Morning (EM) {before 7:00} | Morning Peak (MP) {7:00 - 9:30} | Midday (MD) {9:30 - 15:30} | Afternoon Peak (AP) {15:30 - 18:00} | Evening (EV) {18:00 - 23:59}

Journey time averaged 16 minutes 31 seconds against a scheduled 16 minutes

# Time Between Points Sliced

Date Range: 18/11/2019 - 20/12/2019

Schedule: FMR 24-11-2019

Service: FMR 51 d

Journey: 004

Time Range: 00:00:00 - 23:59:59

Operator: First Midland Red

Vehicle: All

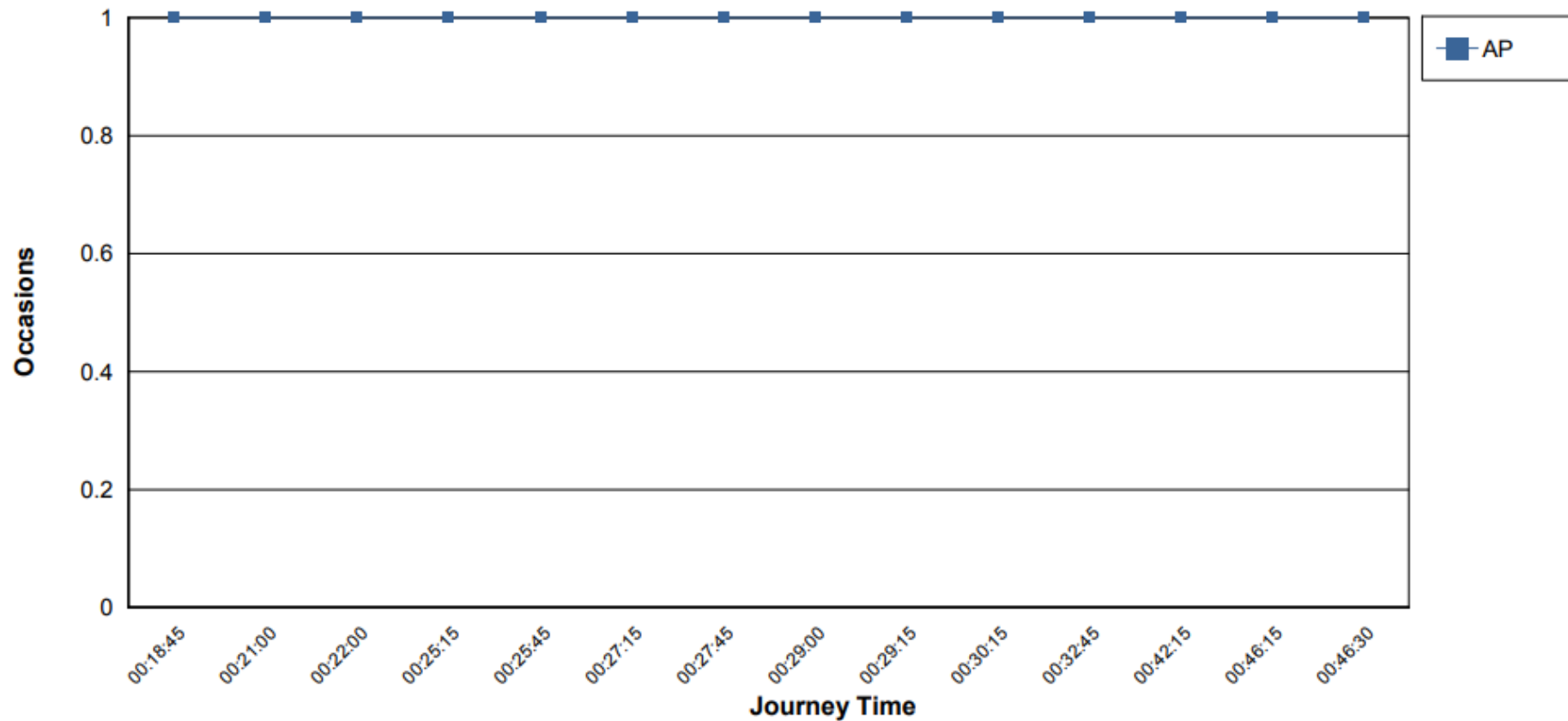
Min. Tracked: 5%

Week Days: Mon, Tue, Wed, Thu, Fri

Depot: All

Run Board:

From:2000G203002 - Prince Henry's High School To:2000G500855 - Berryfield Road



Early Morning (EM) {before 7:00} | Morning Peak (MP) {7:00 - 9:30} | Midday (MD) {9:30 - 15:30} | Afternoon Peak (AP) {15:30 - 18:00} | Evening (EV) {18:00 - 23:59}

The afternoon trip is scheduled to take 16 minutes but as the above shows, always exceeded this, averaging 30 minutes 16 seconds

	First X50								
Event Point								Late	
Dir	Start Point Name	End Point Name	Abbrev	Event Point Name	C	E	L	%	
Inbound	Evesham Bus Station	Crowngate Bus Station	2000G000400	Evesham Bus Station	142	5	41	22%	
			2000G500746	Police Station	127		60	32%	
			2000G089509	Leisure Centre	126		61	33%	
			2000G500849	Church Hill	109		78	42%	
			2000G500851	Church	110		77	41%	
			2000G002400	Cider Mill	105		78	43%	
			2000G500855	Berryfield Road	95		84	47%	
			2000G072403	New Inn	101	3	60	37%	
Inbound Total					915	8	539	37%	
Outbound	Cathedral	Evesham Bus Station	2000G672001	Boston Lane			2	100%	
			2000G500854	Berryfield Road	2		1	33%	
			2000G002401	Cider Mill	1		1	50%	
			2000G500850	Church	1		1	50%	
			2000G500853	Church Hill		1	1	50%	
			2000G002301	Waterside Hospital		1		0%	
			2000G089508	Leisure Centre			1	100%	
			2000G323065	Police Station			1	100%	
			2000G500847	Northwick Hotel		1		0%	
			2000G000408	Vine Street			1	100%	
			2000G500787	Chapel Street		1		0%	
			2000G000400	Evesham Bus Station		1	1	50%	
	Crowngate Bus Station	Evesham Bus Station	2000G672001	Boston Lane	60	1	92	60%	
			2000G500854	Berryfield Road	81	1	85	51%	
			2000G002401	Cider Mill	65		110	63%	
			2000G500850	Church	74	8	96	54%	
			2000G500853	Church Hill	59	7	113	63%	
			2000G002301	Waterside Hospital	59	11	97	58%	
			2000G089508	Leisure Centre	3		10	77%	
			2000G323065	Police Station	4		9	69%	
			2000G500847	Northwick Hotel	72	10	84	51%	
			2000G000408	Vine Street	4		9	69%	
			2000G500787	Chapel Street	78	9	79	48%	
			2000G000400	Evesham Bus Station	89	4	83	47%	
Outbound Total					652	56	877	55%	
Grand Total					1567	64	1416	46%	

# Time Between Points Sliced

Date Range: 18/11/2019 - 20/12/2019

Schedule: FMR 03-11-2019

Service: FMR X50 d

Journey: 016

Time Range: 00:00:00 - 23:59:59

Operator: First Midland Red

Vehicle: All

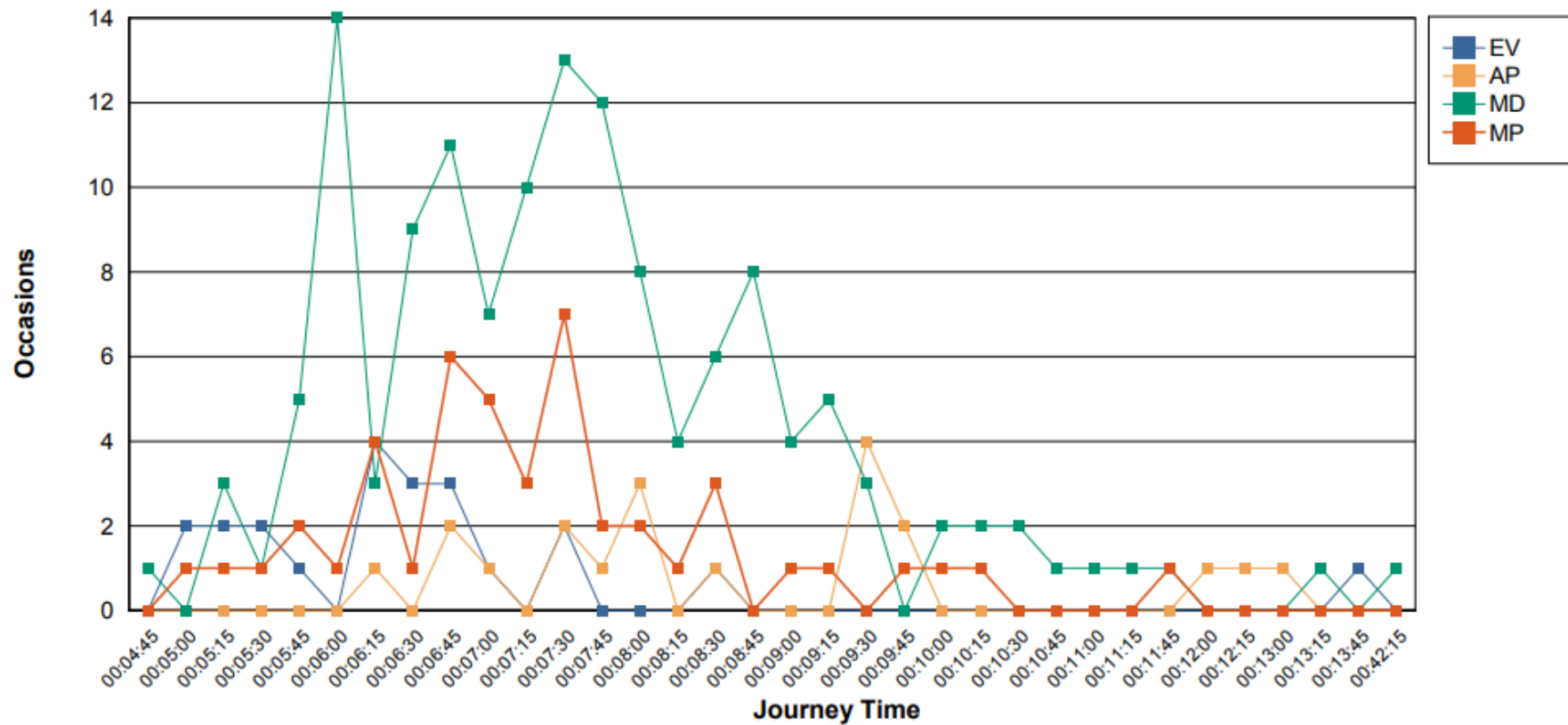
Min. Tracked: 5%

Week Days: Mon, Tue, Wed, Thu, Fri

Depot: All

Run Board:

From:2000G000400 - Evesham Bus Station To:2000G500855 - Berryfield Road



Early Morning (EM) {before 7:00} | Morning Peak (MP) {7:00 - 9:30} | Midday (MD) {9:30 - 15:30} | Afternoon Peak (AP) {15:30 - 18:00} | Evening (EV) {18:00 - 23:59}

The 07:30 trip averaged 7 minutes 27 seconds (scheduled 5 minutes). The 17:20 trip averaged 8 minutes 49 seconds (scheduled 6 minutes). All other trips, scheduled as 4 minutes, averaged 7 minutes 39 seconds

# Time Between Points Sliced

Date Range: 18/11/2019 - 20/12/2019

Schedule: FMR 24-11-2019

Service: FMR X50 d

Journey: 021

Time Range: 00:00:00 - 23:59:59

Operator: First Midland Red

Vehicle: All

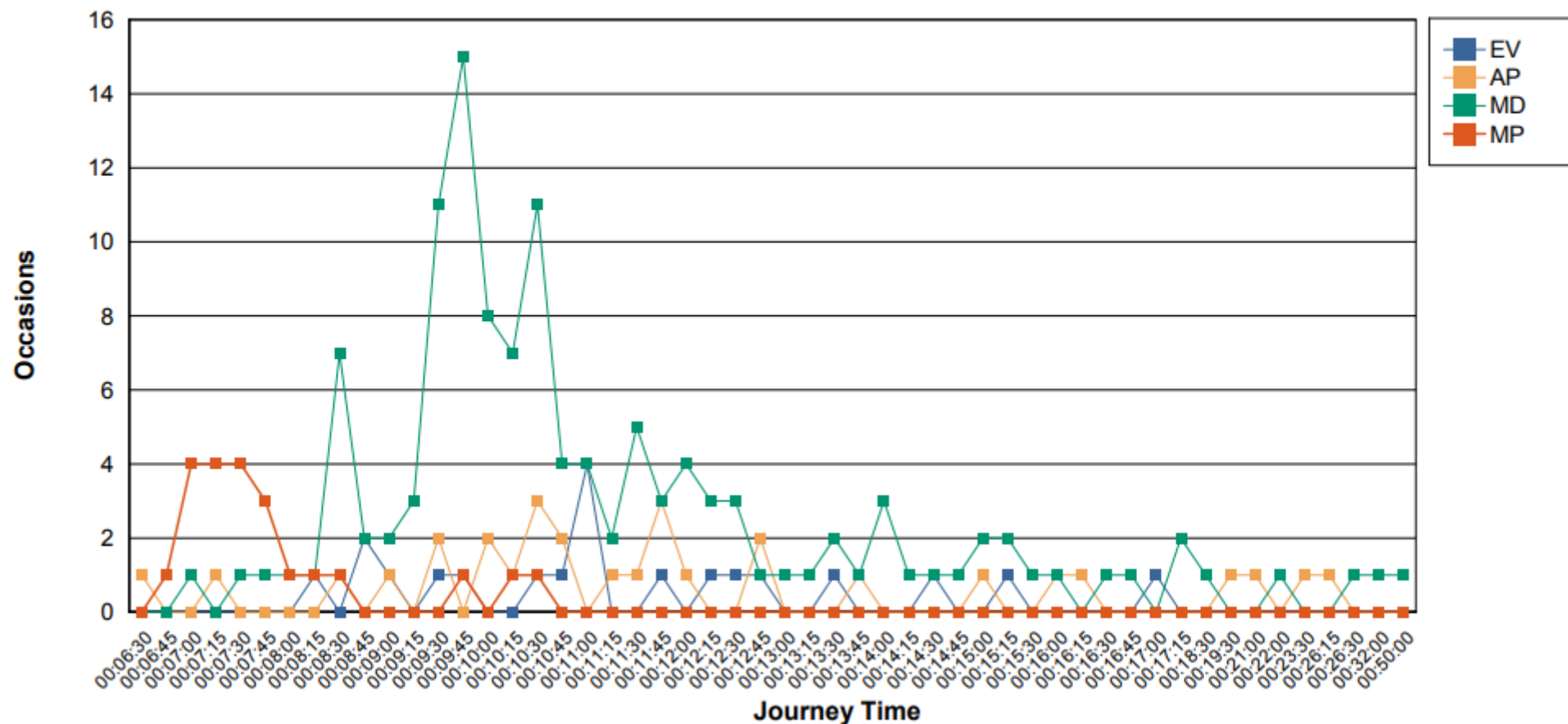
Min. Tracked: 5%

Week Days: Mon, Tue, Wed, Thu, Fri

Depot: All

Run Board:

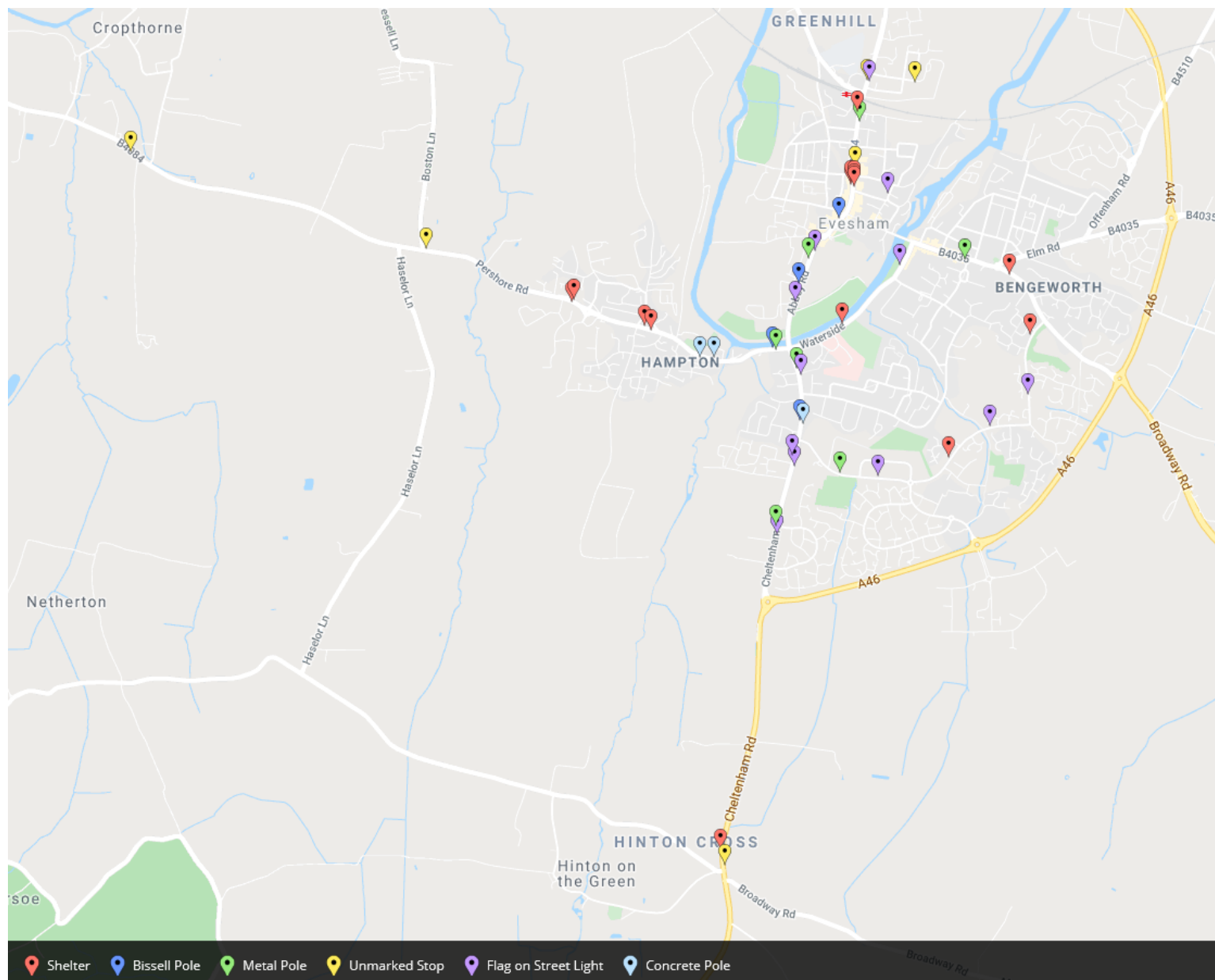
From:2000G500854 - Berryfield Road To:2000G000400 - Evesham Bus Station



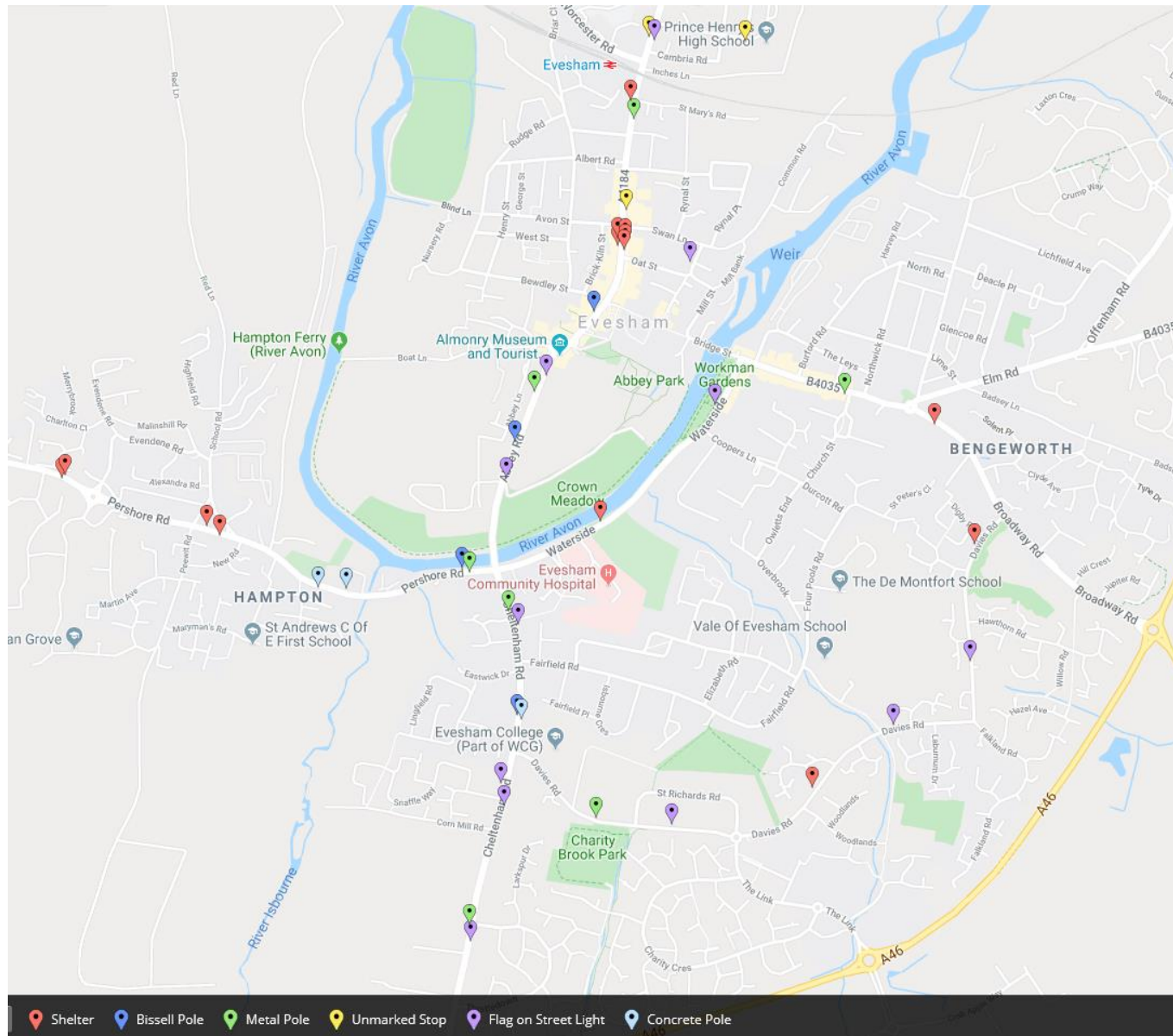
Early Morning (EM) {before 7:00} | Morning Peak (MP) {7:00 - 9:30} | Midday (MD) {9:30 - 15:30} | Afternoon Peak (AP) {15:30 - 18:00} | Evening (EV) {18:00 - 23:59}

The 07:20 trip averaged 7 minutes 50 seconds (scheduled 8 minutes). The trips between 5pm and 6:30pm averaged 11 minutes 53 seconds (scheduled 11 minutes). All other trips, scheduled as 12 minutes, averaged 11 minutes 52 seconds

AtcoCode	Point Locality		Indicator	Common Name	Shelter or Pole	Trips			Pole Type	Shelter Type	Shelter Owner	RTi Equip	Timetable Case	Post Code
	Name	Street Name				M-F	Sat	Sun						
2000G000400	Evesham	High Street	Stand A	Evesham Bus Station	Shelter	117	46	0	Metal	Other			In Shelter	WR11 4HG
2000G000401	Evesham	High Street	Stand B	Evesham Bus Station	Shelter	128	50	0	Metal	Other			In Shelter	WR11 4HG
2000G000402	Evesham	High Street	Stand C	Evesham Bus Station	Shelter	72	28	5	Metal	Other			In Shelter	WR11 4HG
2000G000403	Evesham	High Street	Stand D	Evesham Bus Station	Shelter	71	25	5	Metal	Other			In Shelter	WR11 4DA
2000G000404	Evesham	High Street	Stand E	Evesham Bus Station	Shelter	23	12	0	Metal	Other			In Shelter	WR11 4DA
2000G000408	Evesham	Vine Street	Stand F	Vine Street	Bissell Pole	141	56	2	Bissell Desire Pole	--	--		No Case	WR11 4RE
2000G002201	Bengeworth	Port Street	adj	Church Street	Metal Pole	73	29	0	Metal	--	--		No Case	WR11 1AP
2000G002202	Bengeworth	Broadway Road	Adj	Cemetery	Shelter	38	14	0	No Signage	Other			In Shelter	WR11 1BH
2000G002301	Evesham	Waterside	opp	Waterside Hospital	Shelter	91	40	0	Integral to Shelter	Other			In Shelter	WR11 1JU
2000G002400	Hampton	Pershore Road	adj	Cider Mill	Shelter	26	10	2	Integral to Shelter	Other			In Shelter	WR11 2NA
2000G002401	Hampton	Pershore Road	Opp	Cider Mill	Shelter	26	10	2	Concrete	Other			In Shelter	WR11 2PH
2000G003400	Four Pools	Davies Road	opp	Woodlands	Shelter	31	9	0	Metal	Metal				WR11 1XZ
2000G040300	Evesham	High Street	Adj	Railway Station	Shelter	92	35	5	Metal	Queensbury	Town Council		In Shelter	WR11 4NZ
2000G040301	Evesham	High Street	Opp	Railway Station	Metal Pole	80	33	5	Metal	--	--		On Pole	WR11 4EJ
2000G072403	Crothorne	B4084	Opp	New Inn	Unmarked Stop	21	10	0	No Signage	--	--			WR10 3NE
2000G072702	Hinton Cross	A46	Southbound	Hinton Cross	Unmarked Stop	44	14	0	No Signage	--	--			WR11 2QS
2000G082100	Four Pools	Cheltenham Road	Opp	Thistledown	Metal Pole	35	11	0	Metal	--	--			WR11 2LW
2000G082300	Hinton Cross	Cheltenham Road	Northbound	Hinton Cross	Shelter	47	15	0	Metal	Wood				WR11 2QT
2000G089508	Evesham	Abbey Road	Adj	Leisure Centre	Bissell Pole	141	56	2	Bissell Desire Pole	--	--			WR11 4SP
2000G089509	Evesham	Abbey Road	Opp	Leisure Centre	Flag on Street Light	195	80	2	Lamp post	--	--			WR11 4SP
2000G202901	Fairfield	Davies Road	Adj	South Worcestershire College	Metal Pole	53	22	0	Metal	--	--		Bus Operator case	WR11 1YZ
2000G203002	Greenhill	Victoria Avenue	Adj	Prince Henry's High School	Unmarked Stop	11	0	0	--	--	--			WR11 4QG
2000G323065	Evesham	Abbey Road	Opp	Police Station	Metal Pole	141	56	2	Metal	--	--			WR11 4ST
2000G500734	Greenhill	Greenhill	Adj	Victoria Avenue	Flag on Street Light	59	21	5	Lamp post	--	--			WR11 4LP
2000G500737	Evesham	High Street	Opp	Avon Street	Unmarked Stop	50	19	5	No Signage	--	--			WR11 4EU
2000G500746	Evesham	Abbey Road	Adj	Police Station	Flag on Street Light	195	80	2	Lamp post	--	--			WR11 4SR
2000G500750	Fairfield	Cheltenham Road	adj	College	Concrete Pole	86	33	0	Concrete	--	--		at Opposite Stop	WR11 1HE
2000G500752	Fairfield	Cheltenham Road	opp	Cheltenham Road	Flag on Street Light	35	11	0	Lamp post	--	--			Wr11 2LJ
2000G500754	Four Pools	Cheltenham Road	Adj	Thistledown	Flag on Street Light	35	11	0	Lamp post	--	--			WR11 2LF
2000G500763	Four Pools	Davies Road	Adj	St Richards Road	Flag on Street Light	53	22	0	Lamp post	--	--		Bus Operator case	WR11 1XJ
2000G500765	Four Pools	Davies Road	Adj	Oak Tree Close	Flag on Street Light	31	9	0	Lamp post	--	--			WR11 1YN
2000G500767	Four Pools	Davies Road	Adj	Sycamore Avenue	Flag on Street Light	31	9	0	Lamp post	--	--			WR11 1YE
2000G500770	Bengeworth	Davies Road	Adj	Digby Road	Shelter	31	9	0	Lamp post	Other			Bus Operator case	WR11 1BP
2000G500787	Evesham	Chapel Street	Adj	Chapel Street	Flag on Street Light	63	24	0	Lamp post	--	--			WR11 4QJ
2000G500847	Bengeworth	Waterside	opp	Northwick Hotel	Flag on Street Light	93	40	0	Lamp post	--	--		On Lighting Column	WR11 1JU
2000G500849	Evesham	Pershore Road	near	Church Hill	Metal Pole	35	17	2	Metal	--	--			WR11 2LT
2000G500850	Hampton	Pershore Road	adj	Church	Concrete Pole	36	17	2	Concrete	--	--			WR11 2PG
2000G500851	Hampton	Pershore Road	opp	Church	Concrete Pole	35	17	2	Concrete	--	--			WR11 2LU
2000G500853	Evesham	Pershore Road	adj	Church Hill	Bissell Pole	36	17	2	Bissell Desire Pole	--	--			WR11 4ST
2000G500854	Hampton	Pershore Road	Adj	Berryfield Road	Shelter	24	10	0	Lamp post	Other			In Shelter	WR11 2PB
2000G500855	Hampton	Pershore Road	Opp	Berryfield Road	Shelter	24	10	0	--	Other			In Shelter	WR11 2QZ
2000G501679	Fairfield	Cheltenham Road	Adj	Cheltenham Road	Flag on Street Light	35	11	0	Lamp post	--	--			WR11 2LE
2000G501682	Fairfield	Cheltenham Road	opp	Coldicott Gardens	Flag on Street Light	98	40	0	Lamp post	--	--		Bus Operator case	WR11 1LA
2000G501683	Fairfield	Cheltenham Road	adj	Coldicott Gardens	Metal Pole	96	34	0	Metal	--	--		Bus Operator case	WR11 2JW
2000G50734A	Greenhill	Greenhill	opp	Victoria Avenue	Unmarked Stop	67	23	5	No Signage	--	--			WR11 4LX
2000G672001	Hampton	Pershore Road	Adj	Boston Lane	Unmarked Stop	28	10	2	No Signage	--	--			WR11 2RD
2000G672010	Fairfield	Cheltenham Road	Opp	College	Bissell Pole	92	34	0	Bissell Desire Pole	--	--		On Pole	WR11 2LQ



Local Pinch Point Fund 2021/22 and 2022/23 EOI form



Local Pinch Point Fund 2021/22 and 2022/23 EOI form

## **Appendix 4: Letters of Support**

Letters of support have been received from these organisations:

Wychavon District Council

Highways England

Worcestershire Local Enterprise Partnership

First Bus

Vale of Evesham Commerce and Tourism Association (VECTA)

Evesham Town Council

Cycle Evesham Vale

Ramblers

Vale of Evesham Civic Society

Sustrans