

Worcestershire Parkway Station

Worcestershire Local Transport Body Funding Application

May 2013



WORCESTERSHIRE LOCAL TRANSPORT BODY MAJOR SCHEME OUTLINE BUSINESS CASE PRO FORMA

Scheme Name	Worcestershire Parkway
Promoter	Worcestershire County Council (WCC)

1. Headline Description

A new parkway station for Worcestershire at the intersection of the Worcester – London (Cotswold Line) and Birmingham – Bristol lines at Norton, 3.5 miles east of Worcester.

Network Rail, the Department for Transport and Train Operating Companies have been working collaboratively with Worcestershire County Council (WCC) to ensure parkway's integration with other planned enhancements to rail infrastructure and services. This has resulted in a phased approach to the scheme delivery:

- Phase 1: New platform on the Cotswold Line, station building, interchange facilities, 300 space car park, new highway access and passive provision for the Phase 2 infrastructure. Station served by Worcester – Oxford/London services.
- Phase 2: Two new platforms and associated access arrangements on the Birmingham-Bristol Line and additional 200 car parking spaces. Station served by Cardiff-Nottingham services.
- Phase 3: Additional Cross-Country services calling at the station.

Phase 2 of the scheme will provide a new footbridge over the Birmingham – Bristol Line to replace the existing at-grade crossing.

2. Geographical Area

The proposed station is to be built at the intersection between the Cotswold Line and Birmingham – Bristol lines at Norton.

Location:

- On the Cotswold Line, Western Route at approximately mileage 116 miles 66 chains on engineering line reference OWW between Evesham and Norton Junction.
- On the Birmingham and Gloucester line, Western Route at approximately mileage 68 miles 15 chains on engineering line reference BAG(2) between Bromsgrove and Abbotswood Junction.

A location plan is attached in Annex 1.

3. Strategic Case

3.1 Scheme Description

Summary

Worcestershire Parkway will provide a new (two-level) station at the intersection between the Cotswold Line and Bristol – Birmingham lines at Norton. The Worcestershire Parkway scheme will:

- Deliver a step-change in direct rail access to London, the South East, Heathrow Airport, the Thames Valley, Bristol and the South West and the North West and North East
- Release rail travel demand suppressed by existing journey times, limited train frequency, and

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the constrained parking capacity

- Increase Worcestershire station car park capacity from 437 to 937 spaces
- Provide improved access to rail for 93,000 passengers per annum, of which approximately 50% will be new to rail or transferred from road
- Provide 'High Value for Money', with a strong economic and financial Benefit to Cost Ratio of 3.54 for Phase 1 and 2.97 for Phases 1 and 2
- Support economic growth and generate an increase of over £18 million in GVA for the Worcestershire economy and up to 1,100 new jobs
- Support the growth of the County economy by stimulating earlier delivery of the County's proposed 35,500 homes and 4,345 hectares of commercial development between 2013 and 2030
- Contribute to environmental objectives, particularly addressing the perverse incentive for Worcestershire rail users to travel by road to other stations such as Birmingham International, Warwick Parkway and Cheltenham Spa
- Help to sustain planned growth and development in Worcester and wider South Worcestershire
- Help to sustain the economic performance of the Cotswold Line following the opening of the competing Chiltern Railways Oxford-London service in 2014/2015, generating approximately £2.54 million of rail revenue per annum for the Cotswold Line.

To ensure the parkway's integration with Network Rail's other planned enhancements to rail infrastructure and services the scheme will be implemented in phases:

Phase 1:

- One 256m platform on the Cotswold line with associated access facilities, including a lift and stairs together with passenger shelters and associated information screens
- New station building including passenger information, toilets, a staffed booking office & provision for supporting retail use
- A 300-space car park together with new highway access from the adjacent B4084
- Short-stay parking facilities for setting-down/collecting rail passengers
- Bus stops and secure cycle parking
- The Phase 1 design also includes for passive provision for the Phase 2 infrastructure

Following completion of Phase 1 of the scheme, Worcestershire Parkway would be served by the Greater Western service from London Paddington to Worcester Foregate Street, Great Malvern and Hereford. In the current programme Phase 1 is scheduled for completion during 2016/17.

The scheme is also integrated with the DfT and Network Rail aspirations under the Intercity Express Programme (IEP) within Control Period 5 (2014 – 2019). This includes the provision of an enhanced service providing:

- One train per hour between London Paddington, Worcester Foregate Street and Hereford
- A journey time of 2 hours or less between London and Worcester

Phase 2:

- Two 256m platforms on the Birmingham – Bristol Line with associated access facilities,

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including a lift and stairs together with passenger shelters and associated information screens

- Additional parking taking the overall capacity up to 500 spaces
- A new footbridge over this line to replace the existing at-grade public right of way crossing of the Birmingham - Bristol Line.

Following completion of Phase 2, Worcestershire Parkway would be served by Cardiff-Nottingham services

Phase 3:

Additional Cross-Country services calling at the station (no further infrastructure required).

Timetabling

WCC is undertaking (in partnership with Network Rail and Train Operating Companies) further timetable development and performance modelling within GRIP Stage 3 works. This builds upon previous timetable work undertaken for the Council and will update this to take account of the latest plans, including Control Period 4 developments and the High Level Output Statement for Control Period 5. The previous timetable assessment work is attached at Annex 2.

Programme

A strategic development programme for the delivery of the Worcestershire Parkway scheme as a whole is provided in Annex 3, with the more detailed programme for Phase 1 shown in Annex 4.

Key project dates and milestones for Phase 1 are as follows:

- April 2013: Commence GRIP3 'Option Selection' for Phases 1 and 2
- January 2014: Completion of GRIP3 for Phases 1 and 2
- February 2014: Commence GRIP4 'Single option selection' for Phase 1
- Spring 2014: Submission of Planning Application
- Autumn 2014: Planning Consent awarded
- December 2014: Completion of Phase 1 GRIP4
- January 2015: Commence GRIP5 'Detailed design'
- April 2015: Commence Phase 1 construction
- June 2015: Complete GRIP5 'Detailed design'
- April 2016: Complete Phase 1 construction & scheme commissioning
- May 2016: Cotswold Line Platforms operational – Phase 1 GRIP7
- June 2016: Phase 1 project close out, GRIP8

3.2 Description of Problems to be Addressed

Objectives and Priorities

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

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Worcestershire County Council's Corporate Plan

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

Economic Strategy

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

Infrastructure Strategy

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

Local Transport Plan (LTP3)

www.worcestershire.gov.uk/LTP3

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

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

The priorities are also consistent with the transport elements of the South Worcestershire Core Plan (SWDP) policies and associated Infrastructure Delivery Plan (SWIDP). The need to improve rail links between Worcestershire and key national and international markets in and accessed via London and the South East and in Birmingham is a specific transport improvement referenced within the SWDP and SWIDP, which also includes Worcestershire Parkway.

www.swdevelopmentplan.org/

www.swdevelopmentplan.org/?s=IDP

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

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

Supporting Economic Growth

The Worcestershire economy is still regarded as weak, with a significant proportion of employment within the public sector, which is and will be subject to contraction. There is a clear need to stimulate economic growth and activity through improving conditions to support new and expanded businesses. In the City of Worcester, the unemployment rate currently stands at 4.2% and in Wychavon District the rate is 2.9%. It should be noted, however, that the unemployment rates in towns within Wychavon District exceed the rate for the District as a whole; for example Droitwich Spa is 3.5%, Evesham is 3.9% and Pershore is 3.5%.

Although South Worcestershire has relatively high levels of economic participation and low levels of unemployment, economic trends in the area over the past decade have been mixed. The area's employment grew sluggishly between 2003 and 2008, prior to the global economic downturn. The data also suggests employment levels in the sub-region's urban core were already declining prior to the recession.

Since the recession, the area's economy has shrunk considerably in terms of employment opportunities. In particular, the number of jobs reduced by 4.4% between 2008 and 2011. In comparison, the number of jobs nationally declined by 2.7% over the same period. Furthermore, the number of jobs in South Worcestershire in 2011 was marginally less than the 2003 estimates for the area. In comparison, number of jobs across the West Midlands and England was nearly 5% and 10% higher than 2003 levels respectively.

As a consequence of the decline in employment in South Worcestershire, job density data shows

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

The South Worcestershire Development Plan (SWDP): Economic Prosperity Background Paper (2012) suggests that a continuation of such trends of sluggish or no growth poses significant threats to the area. It highlights that the area's limited ability to create new jobs which could reflect the ageing demographic of South Worcestershire and failure to provide enough economic opportunities and new homes for the local youth. In this context, the local talent would look toward migrating out of the area.

The inadequate labour supply caused by the housing shortage could force businesses to relocate out of the area and there would be little investment in infrastructure or jobs. With depressed markets, existing businesses would subsequently find it difficult to grow and inward investors wouldn't see Worcester and South Worcestershire as the right place to locate. A decline in the area's economic output would affect the local consumer spending, subsequently impacting on the vitality of the area's city, town and neighbourhood centres.

Recognising the threats to the area's economic prosperity, the South Worcestershire Development Plan (SWDP) seeks bring forward 280 hectares to create 25,000 new jobs by 2030. However, the analysis presented in Table 1 demonstrates that South Worcestershire is falling behind its employment creation targets.

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

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

Going forward, the area will need to create more than 1,400 jobs per annum to achieve its sustainable growth employment targets. This is considerably higher than the area's performance over the past two decades.

The core reasons for South Worcestershire's poor performance against its employment and housing targets are beyond the implications of weak economic climate. In particular, the area's poor transport infrastructure, including the rail and highways network, is identified as a major constraint to bring forward development sites which are critical for achieving South Worcestershire's growth aspirations.

In response, the SWDP and supporting SWIDP has identified the need for significant investment in

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transport infrastructure schemes in the South Worcestershire area to support the plan. This includes the delivery of Worcestershire Parkway, identified in the Worcestershire Local Transport Plan 3 (LTP3) and associated Worcester Transport Strategy.

Barriers to Growth

It is recognised by Worcestershire County Council and its stakeholders that additional investment in transport infrastructure and services is required where this will provide business with improved access to markets and employees and encourage economic growth in Worcestershire. Investment in rail infrastructure forms an important element of the strategy of supporting sustainable economic growth.

In terms of rail, significant barriers to growth include:

- Inadequate accessibility to rail services between Worcestershire and London, the South East, South West, South Wales, Birmingham and beyond. This is particularly the case in terms of access by car (parking)
- Unattractive journey times to national and regional destinations and international hubs such as Heathrow Airport
- Accessibility to inter-city rail services is currently constrained by a combination of:
- Limited (or no) parking capacity at urban stations which is compounded by constrained urban highway networks, (there are approximately 670 station car parking spaces available at Cotswold Line stations between Ledbury and Morton-in-Marsh, equating in terms of a parking capacity: population ratio of 1 space per 838 residents. This compares with a ratio of 1 space per 337 people on the Chiltern Line between the South East and the West Midlands)
- The fact that Worcestershire is also bypassed by long distance Cross Country (North-South) rail services.

As a result journey times by rail to many destinations are currently unattractive to users, in particular for the business sector. This has the effect of reducing the accessibility and attractiveness of Worcestershire, suppressing demand for rail travel, increasing reliance on car and adversely impacting on traffic congestion. When taking into account total journey times (e.g. car access + rail elements) there are a number of instances where journeys by rail are no better than and usually substantially worse than by car. Examples include parts of London, Birmingham, Bristol, Reading and Oxford. This has an adverse impact in terms of the attractiveness of Worcestershire as a place to invest. It also constrains the potential demand for business trips to and from London, and does not allow the area and wider region to gain from the forthcoming investments.

Worcestershire County Council is working to actively deliver critical transport infrastructure to increase the network capacity and accessibility to support planned new local development and growth. Given the economic trends in the area, recent and historic, demand for employment land remains weak and efforts to change this situation through small scale local infrastructure schemes alone are not addressing some of the fundamental strategic transport issues required to stimulate the local economy to the extent required.

It is noted that the rail industry has already made significant investment on the rail lines in the region, with speed improvements on the line between Bristol and Birmingham, and similarly on the line between Worcester and Oxford. Moreover the next generation of intercity train is due to be rolled out over the next couple of years, with services between London, Oxford and Worcester being at the forefront of the first release. However, the ability to maximise the impact of such investment from a Worcestershire perspective is stifled by poor local access to rail services, particularly those serving the London and South East and Bristol and South West markets.

Businesses in Worcestershire have cited a need for game-changing investments to improve inter-city linkages with established markets in:

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London, Oxford and other commercial destinations in South-East: Enhanced connections with London would improve prospects for growth of the existing business base and increase the inward investment potential of South Worcestershire. Enhanced rail accessibility will also improve the local labour market potential to access higher value jobs in London, Oxford and wider South East region, the South West and the West Midlands, raising the economic output and spending of the local community. Note the per capita GVA of jobs in London, Oxford and wider South East region is considerably higher than the local labour market.

Newly designated enterprise zones: Birmingham & Bristol, in particular, have recently received Enterprise Zone status for some key sites to fast track economic growth. Both EZs have notable employment growth targets and locations strongly linked to the central railway stations. The next 5 to 10 years should see the enterprise zone initiatives around Temple Meads in Bristol and at New Station and Eastside in Birmingham gather momentum. The ability to tap into these growing markets is paramount to the local economy as the parkway project progresses.

Given this background, enhanced intercity connectivity would unlock interregional constraints and likely increase demand from within Worcestershire and from an inward investment perspective.

3.3 Options Considered

The Worcestershire Parkway scheme forms part of the wider transport strategy for Worcestershire (LTP3), South Worcestershire and Worcester City. The scheme also forms a key part of the Worcester Transport Strategy (WTS) which is also referenced within the adopted LTP3, the SWDP and associated SWIDP.

The WTS was developed over the period leading up to the publication of the LTP3 and the separate (but parallel) submission of the Worcester Transport Strategy Major Scheme Bid (WTSMSB).

The scheme is for a parkway station serving both the Cotswold Line and the Bristol – Birmingham Line. This will enable a single station, interchange and car park to provide improved access to services on both these Inter-City lines and also allow interchange between Cotswold Line and Cross Country services. As the Bristol – Birmingham Line bypasses Worcester and does not intersect with the Cotswold Line at any other point in Worcestershire, there is no alternative location capable of meeting these requirements.

The parkway scheme has been assessed as being delivered in a single phase (served from the outset by both lines) and following discussions with the DfT and Network Rail, as part of a phased delivery, with the Cotswold Line platform operational first. Both these approaches have been compared against the "Do-Nothing" ("no parkway") option. The value for money assessment identified that both delivery options would deliver benefits and both had a positive economic and financial business case.

In view of the benefits of aligning the parkway scheme with the railway industry strategy for both the Cotswold Line and the Bristol – Birmingham Line, the current proposal is to follow the phased approach to delivery (but with a single planning application for the complete scheme submitted in spring 2014). It is recognised, however, that as the GRIP3 process progresses there may be a case to return to a single phase approach to the delivery of the scheme. The decision on this issue, will be made in conjunction with the rail industry and other key stakeholders and will be based on the business case and associated value for money of the scheme.

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3.4 Expected Benefits / Outcomes

Outcomes

In response to these barriers, the outcomes being sought by Worcestershire County Council, the Worcestershire LEP and other stakeholders include:

- An improvement to Worcestershire's accessibility by rail to markets and other destinations.
- Improved direct access to national long distance rail services (this is seen by business and other stakeholders as being vital).
- Reducing total journey times by rail to destinations

The delivery of a new Worcestershire Parkway station is an important element in delivering these outcomes and is a priority for Worcestershire LEP, Worcestershire County Council and other stakeholders.

The scheme represents excellent value for money, with a BCR of 3.54 for Phase 1 and 2.97 for the all phases. The net Present Value of Benefits of Worcestershire Parkway (Phase 1) is £111 million and £250 million for all phases.

This scheme will:

- Improve access to Worcestershire - London and Cardiff/Bristol – Birmingham rail services, removing one of the identified constraints to rail use
- Reduce journey times to regional and national destinations and international hubs such as Heathrow Airport, improving the accessibility of Worcestershire by rail and encouraging modal shift
- Enable the Worcestershire economy to better benefit from the recent significant investment in the Cotswold Line and the current investment in Crossrail and Reading Station.
- Enable interchange between Cotswold Line and Cross Country services bringing benefits to Worcestershire as a whole

Assessment of the impact of Worcestershire Parkway on total (car and rail) journey times has shown that the scheme will deliver significant improvements. Reductions in total journey times of up to 20% are forecast for destinations served by the Cotswold Line and along the Cardiff/Bristol – Birmingham/North East/North West axis.

Phase 1 of the parkway station is forecast to generate up to 102,000 trips per annum by 2026. This will generate significant time saving benefits to passengers. A net increase to rail revenue of approximately £2.54m is estimated based on this forecast level of demand.

In addition, the wider economic benefits of phase 1 are estimated to be over £18m GVA to the Worcestershire economy and up to 1,100 new jobs as a result of the greater accessibility to key demand and business markets, notably London and south-east England.

3.5 Project Scope

The scheme is for a new (two-level) parkway station at the intersection between the Cotswold Line and Bristol – Birmingham lines at Norton. It includes three platforms and associated access facilities, a station building, a 500 space car park (300 provided for phase 1) and associated highway access, a bus:rail interchange, short-stay parking facilities for setting-down/collecting rail passengers, secure cycle parking and walk and cycle access routes.

As the scheme progresses through the railway industry GRIP process Worcestershire County Council will investigate methods of delivering the scheme in the most cost effective way whilst

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maintaining its benefits. This may involve modification to the scheme scope and costs insofar as these do not undermine the achievement of the expected benefits.

The scheme is constrained by the location of the intersection of the two railway lines and the alignment of the B4084 (which will be the main access route to the parkway). Both the railway lines are on embankments at this location requiring lifts and stairs to provide access to the platforms and in the case of Phase 2 of the scheme a passenger footbridge to access the Birmingham-bound platform. The station and platform layout will be compliant by the relevant railway design and access standards and will also take account of the operational requirements of the Train Operating Companies. The station building and associated car park and access infrastructure is being designed to be as sustainable as possible and will meet appropriate local and national standards and policies, including those of Wychavon District Council and Worcestershire County Council.

3.6 Related Activities

The key constraints, dependencies and mitigations are:

Capacity availability on the Worcester Shrub Hill to Oxford route before IEP to facilitate the additional station call at Worcestershire Parkway from 2016.

Mitigation: GRIP 3 timetable and performance modelling to work with Network Rail to assess operational and performance benefits unrealised from 2011 Cotswold Line upgrade, and timetable structure and calling patterns.

Capacity availability following CP5 IEP Project.

Mitigation: Worcestershire County Council is progressing with the GRIP 3 timetable performance modelling in conjunction with Network Rail and relevant Train Operating Companies. This includes assessment of IEP journey time and train frequency proposals (1 train per hour and sub-2 hour journey times Worcester to London) with inclusion of Worcestershire Parkway stops.

Engineering feasibility and cost.

Mitigation: Worcestershire County Council has commissioned GRIP 3 Option Selection work to be undertaken during 2013. This is being undertaken in consultation with key rail industry stakeholders.

iv) Rail Industry Stakeholder support, including DfT; Network Rail; First Great Western.

Mitigation: Worcestershire County Council's phased development plan, providing the Cotswold Line platform in Phase 1, enables the station to open and benefit from the business case delivered by high yield fares to London, without having to immediately resolve Phase 2 train capacity and timetable issues on the Birmingham to Bristol line.

Proactive discussions are ongoing with stakeholders and indicate that this approach is recognised as pragmatic by the 3 key rail industry stakeholders.

Stakeholders have offered support to the Council's 2013 GRIP stage 3 work.

v) Planning submission 2014

Mitigation: Worcestershire County Council commissioned GRIP stage 3 Option Selection during Spring 2013. This will facilitate Planning Application with the Council seeking Network Rail Approval in Principle to cover both Phase 1 and 2 designs.

3.7 Consequences of Funding Not Being Secured

In terms of the wider strategic impacts, failure to secure funding for the construction of the

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proposed parkway, will result in:

- Failure to stimulate the economic growth in Worcestershire and activity through improving conditions to support new and expanded businesses in the county whose economy is currently underperforming compared to comparable parts of the region and country
- Failure to stimulate the economic growth in Wychavon district that experiences higher unemployment rates than the county average.
- Failure to reduce the barriers to growth including inadequate accessibility to rail services between Worcestershire and London, and unattractive journey times to national and regional destinations and international hubs such as Heathrow Airport.
- Failure to improve accessibility to inter-city rail services currently constrained by a combination of limited (or no) parking capacity at stations, constrained urban highway networks and the fact that Worcestershire is also largely bypassed by long distance Cross Country (North-South) rail services.
- Failure to provide more attractive travel times by rail, increasing reliance on car usage and adversely impacting on traffic congestion, including on the Strategic Road Network.

4. Fit with Strategic Policy and Objectives

4.1 Fit With Over- Arching Economic Objectives

As set out in the Strategic case, above, the delivery of the scheme is a priority for Worcestershire County Council, the Worcestershire Local Enterprise Partnership (LEP), Chamber of Commerce, Members of Parliament and the Worcestershire District Authorities. The scheme is aligned with agreed priorities, in particular in terms of supporting economic growth in Worcestershire. Worcestershire Parkway is included within Worcestershire's adopted Local Transport Plan (LTP3), the Worcester Transport Strategy (WTS) and the South Worcestershire Development Plan (SWDP) and associated Infrastructure Delivery Plan (IDP).

Worcestershire County Council's Corporate Plan

The Corporate Plan highlights the relatively poor performance of the Worcestershire economy.

The county's Gross Value Added (a measure of economic production per head) is £4,200 per annum below neighbouring Warwickshire's, with this a longer term problem than current economic difficulties. The Corporate Plan is aiming to try and close this gap, including through developing the County's assets and skills base. There must also be considerable investments in the County's infrastructure to address barriers to economic growth and to maintain the quality of life for residents. This will include investment in transport infrastructure where this supports Corporate Objectives.

A key element of the Corporate Plan is that the County Council will judge its progress by measuring the:

- Increase in the overall employment rate of the County
- Reduction in the number of young people on out of work benefits
- Increase in Worcestershire's Gross Value Added
- Amount of new private sector investment levered and attracted into the County

As set out in the Strategic Case, the Worcestershire Parkway scheme will support the achievement of all these targets.

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Through to 2017 the Corporate Plan highlights that spending on capital programmes will be a priority where this tackles enablers critical to growth, including transport schemes such as:

- Strategic route improvements
- Rail station improvements

The Worcestershire Parkway scheme falls within the railway station improvements category.

Worcestershire Economic Strategy

The vision for the Worcestershire economy is set out in the County's Economic Strategy for period to 2020. The Worcestershire Economic Strategy contains an objective to support the sustainable development of the County through infrastructure development especially transport and continue supporting Worcester as an accessible West Midlands growth point. It also contains an objective to enhance employability levels by removing barriers to employment and improving skills.

In improving access to job opportunities together with regional, national and international markets, the Worcestershire Parkway scheme supports these aims.

4.2 Fit With Local Policy Objectives

As set out in the Strategic Case, above, the Worcestershire Parkway scheme is closely aligned with the objectives and priorities of Worcestershire County Council and its partners, including the Worcestershire LEP, are set out in the authority's Corporate Plan and the Worcestershire LEP's Business Plan, with economic growth a key aim.

The improvement to the performance of the rail network is referenced in the Worcestershire LTP3. The Worcestershire Parkway is specifically referenced within the LTP3 as one of Worcestershire's key major transport schemes to be delivered during the period of the plan and also as one of the schemes that will support the county's economic growth policies.

The Worcestershire Parkway scheme is also referenced within the SWDP and associated SWIDP.

5. Deliverability

5.1 Details of Any Previous Work Undertaken

Concept Study	✓
Feasibility	✓
Preliminary Design	✓
Detailed Design	
Risk Register	✓
Detailed Work Programme (GRIP 3 in progress)	
Quantified Risk Assessment (GRIP 3 in progress)	
Environmental Appraisal	✓
Member Approval	✓
Commitment of Partners	✓
Consultation with Key Stakeholders	✓
Strategic Business Case	✓
Business Case with BCR	✓
Other (Specify)	

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5.2 Dependencies and Risks / Barriers to Delivery

5.2.1 Land Ownership

Based on the current level of scheme development the land required for the scheme is a combination of that owned by WCC Highways, Network Rail and a single private owner.

5.2.2 Requirement for Compulsory Purchase

Negotiations with land owners are currently underway. On the basis that these negotiations are successful there will not be a need for Compulsory Purchase.

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

The privately owned land is currently designated as agricultural

5.2.4 Requirement for major statutory instruments (e.g. TWA, Side Road Orders etc.)

- There are two footpaths that run through the site that may require the diversion of Public Rights of Way.
- Depending on the outcome of the negotiations with land owners, there may be a requirement for a Compulsory Purchase Order
- There will also be a number of railway industry related agreements required to underpin the proposed scheme. This will include agreements with the Office of the Rail Regulator, Network Rail, relevant Train Operating Companies and the Department for Transport.

5.2.5 Requirements for planning consents

A planning application will be prepared by Worcestershire County Council. The intention is to submit the application in Spring 2014. The application will draw upon the GRIP3 work being undertaken during 2013/14.

5.2.6 Known environmental impacts (e.g. SSSIs, Ancient Monuments, Green Belt etc.)

SSSI

There is a Site Of Special Scientific Interest in the vicinity of the proposed site for the development, and although it is not directly affected by the scheme, consideration is being given to any potential impact on the area.

Ancient Monuments

There are no designated heritage assets with the area of interest, and to date there has been no archaeological field investigations.

5.2.7 Other

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

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6. Timescales

6.1 Earliest Start On Site

It is anticipated that the construction works will start in June 2015.

6.2 Scheme Delivery Date Assessment

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

6.3 Approximate Duration Of The Scheme

Phase 1 programme:

- Construction Works (GRIP 6) June 2015 to April 2016
- Handback (GRIP 7) April 2016 to May 2016
- Project Close Out (GRIP 8) May 2016 to June 2016

7. Delivery Agency

7.1 Proposed Delivery Agency

Worcestershire County Council

7.2 Partnership Bodies (if any) you plan to work with during design or delivery

- Network Rail
- First Great Western
- Arriva CrossCountry
- Wychavon District Council
- Subsequent Rail Service Franchise Bidders

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8. Costs & Funding

8.1 Cost

The forecast outturn costs are as follows:

- Phase 1: £10.35m
- Phase 2: £5.69m
- Total: £16.04m

Specific estimate if available	Phase 1: £10.35m, Phase 2: £5.69m (outturn cost)
£5-15m	✓
£15-30m	
£30-50m	
£50-100m	
£100-200m+	
Unknown at this stage	

8.2 Proposed Sources of Funding

Source	Contribution (<i>tick</i>)	Approx %
Major Scheme Funding	£1.6m	15.5%
Network Rail		
Regional Growth Fund		
Local Authority (e.g. Prudential Borrowing / asset release)	£7.75m	74.9%
Private Sector	£1m	9.6%
Other (specify if known)		

8.3 Project Costs

8.3.1 Table A: Funding Profile (Nominal Terms)

£000s	Earlier Years	2015/16	2016/17	2017/18	2018/19	Later Years	Total
LTB funding sought		1,600					1,600
Local Authority contribution	3,110	4,640					7,750
Third Party contribution		1,000					1,000
TOTAL	3,110	7,240					10,350

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8.3.2 Table B: Cost Estimates (Nominal Terms)

Cost Heading	Cost (£000s)	Date Estimated	Status (e.g. Target Price)
Phase 1 Development (incl. design, Network Rail & procurement costs)	1,998	May 2013	Preliminary Estimate (GRIP2)
Phase 1 Construction (incl. land purchase costs)	6,377	May 2013	Preliminary Estimate (GRIP2)
Phase 1 Rail Ops (incl. possessions, testing & commissioning)	365	May 2013	Preliminary Estimate (GRIP2)
Phase 1 Construction Supervision	225	May 2013	Preliminary Estimate (GRIP2)
Phase 1 Contingency	1,385	May 2013	Preliminary Estimate (GRIP2)
Phase 1 TOTAL	10,350	May 2013	Preliminary Estimate (GRIP2)

Notes:

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

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

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

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9. Economic Assessment

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

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

Economy	<ul style="list-style-type: none"> • The scheme delivers time saving benefits to business trips, with faster overall travel times to London through improved access to rail services • Impacts will result in mode shift from car to rail, so reducing congestion on part of the strategic road network. • Total benefit of £18m GVA pa for Phase 1 of the station and 1,100 additional jobs.
Environment	<ul style="list-style-type: none"> • Present noise levels in the area of the proposed Worcester Parkway site are a result of road traffic on the B4084 and rail traffic on the Oxford, Worcester and Wolverhampton railway line and the Birmingham and Gloucester railway line. The nearest noise-sensitive properties lie adjacent to the B4084. There is the potential for adverse impacts to arise at properties close to the proposed parkway site and on the surrounding road network associated with the arrival and departure of vehicles and from activities within the proposed site. • The parkway site is not located within an Air Quality Management Area (AQMA). Worcestershire Parkway is likely to lead to a change in traffic and vehicular emissions along the B4084. The B4084 is surrounded by few properties and there are likely to be only small changes in public exposure due to vehicles accessing and leaving the proposed site along this route. There is also the potential for changes in flows on the surrounding local road network. • The proposals may result in the urbanisation of a predominantly rural area of recognised local distinction. The scheme should aim to replace any hedgerows and hedgerow trees lost within the site, with similar species. The element of localised flooding will require careful design consideration in terms of material selection for the proposed scheme. • There is potential for unknown remains to be present and these could be impacted. Potential impact to the setting of locally important historical buildings. The need for any mitigation measures will be identified • The proposed site could result in a loss of habitats including woodland, scrub, hedgerows and grassland. There may also be habitat loss for protected and important species including bats, badger, dormice, amphibians and reptiles. Bats could also be impacted by lighting disturbance. Sensitive design will minimise adverse impacts and there are opportunities to enhance the area through creation and management of wetland areas. • Water features comprise minor surface water courses (ditches) and ponds of low importance other than with respect to flood risk (medium). Underlying groundwater of medium importance (based on potential existing/future use for agricultural supply). The magnitude of the effects on all features is considered negligible, reliant upon implementation of available mitigation measures through appropriate design of drainage (e.g. SUDS), including attenuation of pollutants and control of runoff rates and volumes.

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Social	<ul style="list-style-type: none"> • Traveller care benefits will accrue as the new structure will be clean, modern and contain facilities that will ensure the transport interchange experience is made comfortable. The station will be constructed to complement the local landscape but no major impact is associated with traveller views. Traveller stress however will be reduced as modal shift from the private car will reduce frustration, uncertainty and the fear of accidents. • Improved access between the City of Worcester and London, accounting for intermediate stations at Pershore, Evesham, Oxford and Reading. A 300 space car park will ensure that access to rail services is significantly improved upon the currently constrained baseline. Other highway users (including bus passengers) will benefit from decongestion, whilst the new facility will be integrated with existing bus services. The station will support development proposals associated with South Worcestershire Development Plan. • The new facility will include cycle storage facilities and will benefit from high quality surfacing, lighting and security. The new station will receive demand from the local catchment, some of which may be subject to modal shift to active modes from car trips associated with accessing other rail stations previously. However, the primary share of the demand associated with Phase 1 will be undertaking strategic trips that by their very nature place constraints on the use of active modes for accessing the origin station.
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10. Financial Case – Affordability & Risk

Provide brief bullet point summary of the Financial Case for the scheme, including development, construction and ongoing costs:

a) What risk allowance has been applied to the project cost?

The risk allowance for Phase 1 is £1.385m. Details of the scheme costs at 2013 prices are provided in Annex 5. The Risk Register is provided in Annex 6.

b) How will cost overruns be dealt with?

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

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

Negotiations with land owners are currently underway. On the basis that these negotiations are successful there will not be a need for Compulsory Purchase. In the event that Compulsory Purchase is required, there is the potential to delay the commencement of construction works if objections cannot be overcome and a Public Inquiry is needed.

Network Rail are currently working closely with Worcestershire County Council in developing the scheme to GRIP3. In the event, however, of this support diminishing the completion of the scheme could be delayed and costs increased.

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d) How will cost overruns be managed?

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

11. The Economic Case – Value for Money

Provide a brief summary of the costs and benefits of the scheme:

The scheme represents excellent value for money with a BCR of 3.54 for Phase 1 and 2.97 for the all phases. The net present value of benefits of Worcestershire Parkway (Phase 1) is £111 million and £250 million for all phases, placing it in the DfT's 'High' value for money category.

Annex 7 contains the Value for Money Report proposed for Worcestershire Parkway station covering Phases 1 (Cotswolds Line) and 2 (Birmingham to Bristol line). The report covers the demand and revenue modelling for the station and provides details of the data and logit model developed. The baseline data and validation of the model are reported, including the abstraction of demand and revenues from existing stations in the Worcestershire area and the distributions of trip origins and destinations. The impact of increased travel times on existing passengers travelling through the new station and the reduction in revenues is also reflected in the forecasts

Forecasts have been produced for years 2016 and 2026 and for the AM and daytime hours of a typical weekday. A summary of the passenger demands, split by existing and new rail users is provided below.

	Annual Demand Forecasts for 2026		
	Phase 1	Phase 2	Full Station
From Rail	49,000	74,000	123,000
From Car	37,000	55,000	92,000
Generated	7,000	10,000	17,000
Total People	93,000	139,000	232,000
Total Cars	77,000	116,000	193,000

The outputs of the model have been used to generate the Benefit: Cost Ratio (BCR) for the phases using WebTAG parameters and methods (defined in units 3.5.6 and 3.5.9). All appraisals are for a 60 year scheme length, with Phase 1 of the station opening in 2016. The costs of operating and maintaining the car park and revenues from the parking are allocated to the County Council. All other station operating costs and all additional passenger revenues are allocated against the Train Operating Companies.

A summary of the economic results for the scheme are shown below. Full Transport Economic Efficiency, Public Accounts and Analysis of Monetised Costs and Benefits tables are provided in Annex 7. The case for Phase 1 of the station reports a BCR of 3.54, with significant benefits to users.

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The case for Phase 2 is lower (but still High Value for Money) at 2.16 due to the impacts on journey times on Cross Country services. The overall station BCR is 2.62.

Benefits / Costs	Economic Value 2010 Prices and Values £000's		
	Phase 1	Phase 2	Full Station
Consumers – Commuting	£57,836	£70,688	£128,524
Consumers – Other	£19,279	£23,563	£42,841
Business	£23,916	£31,194	£55,109
External and Other Benefits	£15,693	£19,181	£34,874
Indirect Tax	-£4,879	-£5,963	-£10,841
Present Value of Benefits (PVB)	£111,845	£138,663	£250,508
Local Government Funding	£12,252	£5,212	£17,464
Central Government Funding	£19,354	£58,900	£78,254
Present Value of Costs (PVC)	£31,606	£64,112	£95,718
Net Present Value (NPV)	£80,239	£74,551	£154,790
Benefits Costs Ratio (BCR)	3.54	2.16	2.62

To reflect uncertainty, a number of sensitivity tests have been completed, as reported below. The tests report upsides and downsides to the case relating to demand, costs and service times. The BCR range is shown as 3.51 to 4.34, against the central case of 3.54 for Phase 1 of the station.

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Benefits / Costs	Economic Value 2010 Prices and Values £000's			
	Phase 1 - Central Case	Faster Rail Travel Time	Higher Parking Charge at £5/car	+10% demand increase
Consumers - Commuting	£57,836	£64,287	£57,328	£69,361
Consumers - Other	£19,279	£21,429	£19,109	£23,120
Business	£23,916	£26,584	£23,706	£28,682
External and Other Benefits	£15,693	£17,444	£15,556	£18,821
Indirect Tax	-£4,879	-£5,423	-£4,836	-£5,851
Present Value of Benefits (PVB)	£111,845	£124,321	£110,864	£134,133
Local Government Funding	£12,252	£12,126	£12,259	£11,984
Central Government Funding	£19,354	£19,155	£19,365	£18,931
Present Value of Costs (PVC)	£31,606	£31,281	£31,624	£30,915
Net Present Value (NPV)	£80,239	£93,040	£79,240	£103,218
Benefits Costs Ratio (BCR)	3.54	3.97	3.51	4.34

12. The Commercial Case

Provide a summary of the proposed procurement strategy that will be used to select a contractor:

The value of the Phase 1 construction works is estimated to be above the European Union threshold for works. It is therefore the intention to publish a notice for the project in the Official Journal of the European Union (OJEU). The notice would follow the restricted procedure, whereby the County Council would establish pre-qualification criteria to invite tenders from those companies that demonstrated a particular level of competence - one of which would be working on and in close proximity to operational railway lines.

Construction companies would be expected to demonstrate not only their railway expertise, but also ability to construct buildings that are capable of achieving an "excellent" rating against the Building Research Establishment Environmental Assessment Method (BREEAM). It would be the intention to award a single contract for the railway, building and civil elements of the project to benefit from economies of scale for a single project (e.g. site establishment for one contractor) and the ability to coordinate construction interfaces (e.g. the integration of the platform lifts within the station building).

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13. The Management Case - Delivery

13.1 Development and Construction Milestones

Phase 1 and 2 (Single platform on the Cotswold Line and two platforms on the Birmingham to Bristol Line)

- Scheme development in preparation for submitting a planning application for full scheme consent (GRIP 1 to 3) – January 2014
- Worcestershire County Council Planning Application – April 2013 to January 2014

Phase 1

- Single option development (GRIP 4) – January 2014 to December 2014
- Delivery (GRIP 5-8) – January 2015 to May 2016

Phase 2

- Single option development (GRIP 4) – January 2017 to December 2017
- Delivery (GRIP 5-8) – January 2018 to May 2019

Details taken from the overall strategic programme as detailed in Annex 3

13.2 Previous Delivery Performance

The Worcester Transport Strategy (Phase 1) is a £19.5 million programme of measures designed to reduce journey times, enhance public realm, and improve the reliability and efficiency of the transport network in Worcester for all modes of transport.

The packages of work include the redevelopment of Malvern Link Station and the refurbishment of Worcester Foregate Street Station. These works commenced in April 2013 and are due for completion in September 2013.

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

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14. Statutory Powers and Consents

Please list separately each statutory power / consent required.

- Full Planning Consent
- Potential for the diversion of Rights of Way
- Potential for a Compulsory Purchase Order
- Rail industry requirements to the facilitate the opening and operation of a new station by a Train Operating Company

15. Governance

Provide a summary of the proposed organisation of the project

Project Governance details are provided in Annex 8.

16. Risk Management

Provide a brief summary of the proposed Risk Management Strategy outlining how risks will be managed and referencing the Risk Register

This project will be developed in collaboration with Network Rail and the Train Operating Companies and risks will be identified and managed through a series of risk workshops during the lifecycle of the project. The current Risk Register is contained in Annex 6.

17. Stakeholder Management

Provide a brief summary of your strategy for managing stakeholders

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

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

Letters of Support for the proposals have been secured from primary stakeholders to support a recent New Station Fund application in February 2013. Strong letters of support have been received from the rail industry (particularly, First Great Western and Network Rail). The stakeholders are also aware of this latest application to the Worcestershire Local Transport Body.

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

No.

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

No.

18. Benefits Realisation, Monitoring and Evaluation

Worcestershire County Council has a commitment to monitor and evaluate the impact of the scheme and its benefits realisation. Key to this is assessing the type and scale of the benefits generated and understanding how they will be measured and reported. It is proposed that this will broadly follow the 'standard monitoring' approach set out in the 'Monitoring and Evaluation Framework for Local Authority Major Schemes'. The main benefits of the scheme focus on boosting the local economy and supporting growth through reductions in rail journey times and associated accessibility improvements.

Standard monitoring should include measures covering inputs, outputs, outcomes and impacts of the scheme. For the purposes of this scheme, it is proposed to consider the following questions:

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

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

Desired outcomes from the scheme include:

- An improvement to Worcestershire's accessibility by rail to markets and other destinations.
- Improved direct access to national long distance rail services (this is seen by business and other stakeholders as being vital).
- Reducing total journey times by rail to major destinations

As such, outcome analysis will concentrate on rail travel time savings (for journeys using the station) and demand for travel by rail. This will be accomplished through assessment of changes in car + rail travel times for journeys to destinations from the catchment area of Worcestershire Parkway together with assessment of outturn passenger demand.

Existing data sources will be used as much as possible with limited bespoke data collection. For instance, car journey times to parkway could be monitored through manual observation and/or use of StrateGIS, BLISS or TrafficMaster data (if available), with rail journey times obtained from the Train Operating Companies and Network Rail. Rail passenger demand data will be obtained from the Train Operating Companies.

Data collection and reporting would include before opening (Stage 1), 1 year after full opening of Phase 1 of the scheme (Stage 2) and 5 years after full opening of Phases 2 and 3 (Stage 3), with reporting at Stages 2 and 3.

The desired outcome of the scheme is to support growth and development, by addressing

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constraints on network performance. Thus data concerning the impacts on out turn development and the performance of the local economy are important. It is proposed to use data surrounding changes in employment and development permissions /completions as a measure of the achievement of these outcomes. These are standard datasets collected by Worcestershire County Council and the South Worcestershire Districts. This should help to limit need for bespoke data collection.

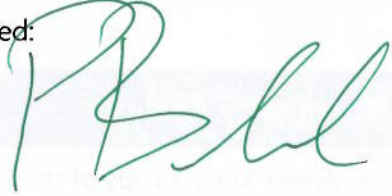
19. Equality Analysis

See Annex 10 for a copy of the Equality Impact Screening undertaken for the Worcestershire Parkway scheme.

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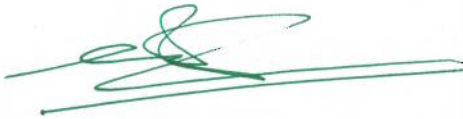
20. Senior Responsible Owner DECLARATION

As Senior Responsible Owner for Worcestershire Parkway Station I hereby submit this request for funding consideration to the Worcestershire Local Transport Body.

Name: PETER BLAKE	Signed: 
Position: HEAD OF INTEGRATED TRANSPORT	

21. Section 151 Officer DECLARATION

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

Name: SEAN PEARCE	Signed: 
Position: HEAD OF CORPORATE FINANCIAL STRATEGY	

22. Contact Details for Further Enquiries

Lead Contact: Position: Tel: E-mail:	Tom Delaney Worcestershire Parkway Transportation Package Manager 01905 766 419 TDelaney@worcestershire.gov.uk
Alternative Contact: Position: Tel: E-mail:	Steve Harrison Transport Policy & Strategy Team Leader 01905 766 179 SHarrison@worcestershire.gov.uk