HEREFORD TRANSPORT REVIEW
LOCAL MULTI-MODAL STUDY

APPENDICES

February 2003
APPENDIX A

Base Year 2002 Assignments
Hereford Transport Review

Base Year

2002 AM Peak Hour

Highway Car Model

Key:

pcu/hour – Car

Figure A1
Hereford Transport Review

Base Year

2002 PM Peak Hour

Highway Car Model

Key:

pcu/hour – Car

TPi Figure A2
Hereford Transport Review

Base Year

2002 AM Peak Hour

Highway HGV Model

Key:

pcu/hour – HGV
Hereford Transport Review

Base Year

2002 AM Peak Hour

Passengers Bus & Rail Model

Key:

pass/hour

Figure A7
Hereford Transport Review

Base Year

2002 AM Peak Hour

Pedestrian Model

Key:
- ped/hour – Pedestrian

Figure A10
Hereford Transport Review

Base Year

2002 PM Peak Hour

Pedestrian Model

Key:

ped/hour – Pedestrian

Figure A11
Hereford Transport Review

Base Year

2002 Inter Peak Hour

Pedestrian Model

Key:
- ped/hour – Pedestrian

Figure A12
Figure A13

**Hereford Transport Review**

**Base Year**

2002 AM Peak Hour

**Cyclist Model**

**Key:**
- cyc/hour – Cyclist

**TPi**

Figure A13
Hereford Transport Review

Base Year

2002 Inter Peak Hour

Cyclist Model

Key:
- cyc/hour – cyclist

TPi Figure A 15
APPENDIX B

Initial Package Options

and Key Statistics

2011 and 2031
<p>| Comparison of Modal Split (Percentage) | Hereford Transport Review |
| Base 2002 | Car | HGV | Pub Trans | Ped | Cycle |
| 2002 AM Peak Hour | 61 | 5 | 14 | 17 | 3 |
| Do Nothing | 62 | 6 | 13 | 16 | 3 |
| Reference Case | 59 | 6 | 14 | 16 | 5 |
| 1–Sustainable incl. Metro | 54 | 6 | 19 | 16 | 5 |
| 2–Sustainable No Metro | 55 | 6 | 18 | 16 | 5 |
| 3–Eastern Outer Distributor | 63 | 6 | 11 | 16 | 4 |
| 4–Western Outer Distributor | 61 | 6 | 13 | 16 | 4 |
| 5–Eastern Inner Bridge | 59 | 6 | 14 | 16 | 5 |
| 6–Western Inner Bridge | 60 | 6 | 13 | 16 | 5 |</p>
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<td>6-Western Inner Bridge</td>
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<td>17000</td>
<td>18000</td>
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Hereford Transport Review – Reference Case All Items Completed By 2011

- LTP Schemes
- UDP Committed Land Use
- Rotherwas Access Road
- Highways Agency – A49 Bus and Freight Lane on Edgar Street
- Inbound Bus and Freight Lanes on Eign Street and Commercial Road
- One Bus-Based Park and Ride Site (A49 north)
Hereford Transport Review – Option Package 1 – Plus Reference Case

- One Bus-Based Park and Ride Site (A49 south)
- Metro linked to Park and Ride sites A465 north and south
- Maximum Bus Priorities (probably delivered as Bus and Freight Lanes)
- City Centre Full Pedestrianisation – Widemarsh Street, High Street, Broad Street (access for bus, cyclists and pedestrians)
- New Rail station at Rotherwas
- Improved Cycle and Pedestrian Facilities
- No new road schemes
- 20mph zones in residential areas off main routes
- Rail-Based Park and Ride at Withington
- Dedicated school bus provision

Figure B2
Hereford Transport Review – Option Package 2 – Plus Reference Case

• Three Bus-Based Park and Ride Site (A49 south, A465 north and south)
• Maximum Bus Priorities (probably delivered as Bus and Freight Lanes)
• City Centre Full Pedestrianisation – Widemarsh Street, High Street, Broad Street (access for bus, cyclists and pedestrians)
• New Rail station at Rotherwas
• Improved Cycle and Pedestrian Facilities
• No new road schemes
• 20mph zones in residential areas off main routes
• Rail-Based Park and Ride at Withington
• Dedicated school bus provision

Figure B3
Hereford Transport Review – Option Package 3 - Plus Reference Case

- One Bus-Based Park and Ride Site (A49 South)
- Limited Bus Priorities
- City Centre Pedestrianisation (extent to be discussed)
- Rail-Based Park and Ride at Withington
- Improved Cycle and Pedestrian Facilities
- Eastern Bypass / Distributor (including A49 south to A465 south link)
Hereford Transport Review – Option Package 4 – Plus Reference Case

- One Bus-Based Park and Ride Site (A49 South)
- Limited Bus Priorities
- City Centre Pedestrianisation (extent to be discussed)
- Rail-Based Park and Ride at Withington
- Improved Cycle and Pedestrian Facilities
- Western Bypass / Distributor (A49 south to A49 north)
Hereford Transport Review – Option Package 5 – Plus Reference Case

- One Bus-Based Park and Ride Site (A49 South)
- Limited Bus Priorities
- City Centre Pedestrianisation (extent to be discussed)
- Rail-Based Park and Ride at Withington
- Improved Cycle and Pedestrian Facilities
- New link and river bridge within the City – East – from A49 Newtown Roundabout to B4399 Rotherwas
- Dualling A49 completed within urban area.

Figure B6
• One Bus-Based Park and Ride Site (A49 South)
• Limited Bus Priorities
• City Centre Pedestrianisation (extent to be discussed)
• Rail-Based Park and Ride at Withington
• Improved Cycle and Pedestrian Facilities
• New link and river bridge within the City – West from A438 Kings Acre Road to A465 Belmont Road
• Dualling A49 completed within urban area.
Hereford Transport Review

Option Appraisal
Do Nothing

2031 AM Peak Hour ASSIGNMENT

Summary Statistics

% Car 62
% HGV 6
% Pub trans 13
% Ped 16
% Cycle 3
pcu kms/hour 123394
pass kms/hour 20714

Key:

pcu/hour – Car & HGV
pass/hour – Public Transport Passengers

Figure B8
Hereford Transport Review

Option Appraisal Reference Case

2031 AM Peak Hour ASSIGNMENT

Summary Statistics

% Car 59
% HGV 6
% Pub trans 14
% Ped 16
% Cycle 5
pcu kms/hour 122943
pass kms/hour 20884

Key:

pcu/hour – Car & HGV
pass/hour – Public Transport Passengers

TPI Figure B9
Hereford Transport Review

Option Appraisal Reference Case

2031 AM Peak Hour
(Option Flows - 2002 Base)

Summary Statistics

% Car 59
% HGV 6
% Pub trans 14
% Ped 16
% Cycle 5

pcu kms/hour 122943
pass kms/hour 20884

Key:

pcu/hour – Car & HGV
pass/hour – Public Transport Passengers

Figure B10
Hereford Transport Review

Option Appraisal Package 1
(Sustainable inc. Metro)

2031 AM Peak Hour
ASSIGNMENT

Summary Statistics

% Car 54
% HGV 6
% Pub trans 19
% Ped 16
% Cycle 5
pcu kms/hour 111170
pass kms/hour 31542

Key:

pcu/hour – Car & HGV
pass/hour – Public Transport Passengers

TPI
Figure B11
**Hereford Transport Review**

**Option Appraisal Package 1**
(Sustainable inc. Metro)

**2031 AM Peak Hour**
(Option Flows - 2002 Base)

**Summary Statistics**

<table>
<thead>
<tr>
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<th>54</th>
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<tbody>
<tr>
<td>% HGV</td>
<td>6</td>
</tr>
<tr>
<td>% Pub trans</td>
<td>19</td>
</tr>
<tr>
<td>% Ped</td>
<td>16</td>
</tr>
<tr>
<td>% Cycle</td>
<td>5</td>
</tr>
</tbody>
</table>

pcu kms/hour 111170
pass kms/hour 31542

**Key:**
- pcu/hour – Car & HGV
- pass/hour – Public Transport Passengers

Figure B12
Hereford Transport Review

Option Appraisal Package 2
(As 1; No Metro Less P&R)

2031 AM Peak Hour ASSIGNMENT

Summary Statistics

% Car 55
% HGV 6
% Pub trans 18
% Ped 16
% Cycle 5
pcu kms/hour 11446
pass kms/hour 31042

Key:

pcu/hour – Car & HGV
pass/hour – Public Transport Passengers

Figure B13
Hereford Transport Review
Option Appraisal Package 2
(as 1, No Metro, Less P&R)

2031 AM Peak Hour
(Option Flows - 2002 Base)

Summary Statistics

% Car 55
% HGV 6
% Pub trans 18
% Ped 16
% Cycle 5

pcu kms/hour 111446
pass kms/hour 31042

Key:

pcu/hour – Car & HGV
pass/hour – Public Transport Passengers
Hereford Transport Review

Option Appraisal Package 3
(Eastern Outer Distributor)

2031 AM Peak Hour ASSIGNMENT

Summary Statistics

- % Car: 63
- % HGV: 6
- % Pub trans: 11
- % Ped: 16
- % Cycle: 4

- pcu km/hour: 150,210
- pass km/hour: 14,717

Key:

- pcu/hour – Car & HGV
- pass/hour – Public Transport Passengers

Figure B15
Hereford Transport Review

Option Appraisal Package 3
(Eastern Outer Distributor)

2031 AM Peak Hour
(Option Flows - 2002 Base)

Summary Statistics

% Car: 63%  
% HGV: 6%  
% Pub trans: 11%  
% Ped: 16%  
% Cycle: 4%  

pcu kms/hour: 150210  
pass kms/hour: 14717

Key:

pcu/hour – Car & HGV  
pass/hour – Public Transport Passengers
Hereford Transport Review

Option Appraisal Package 4
(Western Outer Distributor)

2031 AM Peak Hour

ASSIGNMENT

Summary Statistics

% Car 61
% HGV 6
% Pub trans 13
% Ped 16
% Cycle 4

pcu kms/hour 146330
pass kms/hour 17282

Key:

cpu/hour – Car & HGV
pass/hour – Public Transport Passengers
Option Appraisal
Package 4
(Western Outer Distributor)

2031 AM Peak Hour
(Option Flows - 2002 Base)

Summary Statistics

% Car: 61
% HGV: 6
% Pub trans: 13
% Ped: 16
% Cycle: 4

pcu kms/hour: 146,330
pass kms/hour: 17,282

Key:

pcu/hour – Car & HGV
pass/hour – Public Transport Passengers

TPi

Figure B18
Hereford Transport Review

Option Appraisal Package 5
(Eastern Inner Bridge)

2031 AM Peak Hour ASSIGNMENT

Summary Statistics

% Car: 59
% HGV: 6
% Pub trans: 14
% Ped: 16
% Cycle: 5
pcu kms/hour: 122293
pass kms/hour: 21745

Key:

pcu/hour – Car & HGV
pass/hour – Public Transport Passengers

Figure B19
Hereford Transport Review

Option Appraisal
Package 5
(Eastern Inner Bridge)

Figure B20

2031 AM Peak Hour
(Option Flows - 2002 Base)

Summary Statistics

% Car 59
% HGV 6
% Pub trans 14
% Ped 16
% Cycle 5
pcu kms/hour 122293
pass kms/hour 21745

Key:

pcu/hour – Car & HGV
pass/hour – Public Transport Passengers

TPI Figure B20
Hereford Transport Review

Option Appraisal Package 6
(Western Inner Bridge)

Summary Statistics

% Car 60
% HGV 6
% Pub trans 13
% Ped 16
% Cycle 5
pcu kms/hour 126243
pass kms/hour 17978

Key:

pcu/hour – Car & HGV
pass/hour – Public Transport Passengers

TPI

Figure B21
Hereford Transport Review

Option Appraisal Package 6
(Western Inner Bridge)

2031 AM Peak Hour
(Option Flows - 2002 Base)

Summary Statistics

\[
\begin{align*}
\text{% Car} & : 60 \\
\text{% HGV} & : 6 \\
\text{% Pub trans} & : 13 \\
\text{% Ped} & : 16 \\
\text{% Cycle} & : 5 \\
\text{pcu kms/hour} & : 126243 \\
\text{pass kms/hour} & : 17978
\end{align*}
\]

Key:

- pcu/hour – Car & HGV
- pass/hour – Public Transport Passengers

Figure B22
APPENDIX C

Blended Packages
and Key Statistics

2011 and 2031
Reference Case

2011 AM Peak Hour
ASSIGNMENT

Key:
ped/hour – Pedestrians
cyc/hour – Cyclists

TPi Figure C1
Hereford Transport Review

Reference Case

2011 AM Peak Hour ASSIGNMENT

Key:
- pcu/hour – Car & HGV
- pass/hour – Public Transport Passengers

TPi Figure C2
Hereford Transport Review

Reference Case

2011 Inter Peak Hour ASSIGNMENT

Key:
ped/hour – Pedestrians
cyc/hour – Cyclists

TPI Figure C3
Hereford Transport Review

Reference Case

2011 Inter Peak Hour ASSIGNMENT

Key:

pcu/hour – Car & HGV
pass/hour – Public Transport Passengers
Hereford Transport Review

Reference Case

2011 PM Peak Hour ASSIGNMENT

Key:

pcu/hour – Car & HGV
pass/hour – Public Transport Passengers

Figure C6
Hereford Transport Review

Reference Case

2031 AM Peak Hour ASSIGNMENT

Key:

ped/hour – Pedestrians
cyc/hour – Cyclists
Hereford Transport Review

Reference Case

2031 AM Peak Hour ASSIGNMENT

Key:

pcu/hour – Car & HGV
pass/hour – Public Transport Passengers

TPi Figure C8
Hereford Transport Review

Reference Case

2031 Inter Peak Hour ASSIGNMENT

Key:
- ped/hour – Pedestrians
- cyc/hour – Cyclists

TPi Figure C9
2031 Inter Peak Hour ASSIGNMENT

Key:

pcu/hour – Car & HGV
pass/hour – Public Transport Passengers

TPi  Figure C10
Hereford Transport Review

Reference Case

2031 PM Peak Hour ASSIGNMENT

Key:
- ped/hour – Pedestrians
- cyc/hour – Cyclists

TPI Figure C11
Hereford Transport Review

Reference Case

2031 PM Peak Hour ASSIGNMENT

Key:

pcu/hour – Car & HGV
pass/hour – Public Transport Passengers
Blended Package
(Without Western Outer Distributor)

2011 AM Peak Hour ASSIGNMENT

Key:
ped/hour – Pedestrians
cyc/hour – Cyclists

Figure C13
Figure C14

**Hereford Transport Review**

### Blended Package
(Without Western Outer Distributor)

#### 2011 AM Peak Hour ASSIGNMENT

**Key:**
- pcu/hour – Car & HGV
- pass/hour – Public Transport Passengers

**TPi** Figure C14
Figure C16

Hereford Transport Review

Blended Package
(Without Western Outer Distributor)

2011 Inter Peak Hour ASSIGNMENT

Key:

cpu/hour – Car & HGV
pass/hour – Public Transport Passengers

TPI

Figure C16
Hereford Transport Review

Blended Package
(Without Western Outer Distributor)

2011 PM Peak Hour ASSIGNMENT

Key:
- ped/hour – Pedestrians
cyc/hour – Cyclists

Figure C17
Figure C18

**2011 PM Peak Hour ASSIGNMENT**

Key:

- **pcu/hour** – Car & HGV
- **pass/hour** – Public Transport Passengers

**Hereford Transport Review**

**Blended Package**
(Without Western Outer Distributor)
Blended Package
(Without Western Outer Distributor)

2031 AM Peak Hour
ASSIGNMENT

Key:
ped/hour – Pedestrians
cyc/hour – Cyclists

Figure C19
Hereford Transport Review

Blended Package
(Without Western Outer Distributor)

2031 AM Peak Hour ASSIGNMENT

Key:
- pcu/hour – Car & HGV
- pass/hour – Public Transport Passengers

Figure C20
Hereford Transport Review

Blended Package
(Without Western Outer Distributor)

2031 PM Peak Hour ASSIGNMENT

Key:
- ped/hour – Pedestrians
cyc/hour – Cyclists

TPi Figure C23
Hereford Transport Review

Figure C24

2031 PM Peak Hour ASSIGNMENT

Blended Package
(Without Western Outer Distributor)

Key:
- pcu/hour – Car & HGV
- pass/hour – Public Transport Passengers

TPI
Hereford Transport Review

Blended Package
(With Western Outer Distributor)

2011 AM Peak Hour ASSIGNMENT

Key:

ped/hour – Pedestrians
cyc/hour – Cyclists

Figure C25
Hereford Transport Review

Blended Package
(With Western Outer Distributor)

2011 AM Peak Hour ASSIGNMENT

Key:
- pcu/hour – Car & HGV
- pass/hour – Public Transport Passengers

Figure C26
Hereford Transport Review

Blended Package
(With Western Outer Distributor)

2011 Inter Peak Hour ASSIGNMENT

Key:
- ped/hour – Pedestrians
cyc/hour – Cyclists

TPi Figure C27
Blended Package
(With Western Outer Distributor)

2011 Inter Peak Hour ASSIGNMENT

Key:
- pcu/hour – Car & HGV
- pass/hour – Public Transport Passengers

Figure C28
Blended Package
(With Western Outer Distributor)

2011 PM Peak Hour ASSIGNMENT

Key:

ped/hour – Pedestrians
cyc/hour – Cyclists

Figure C29
Hereford Transport Review

Blended Package
(With Western Outer Distributor)

2011 PM Peak Hour ASSIGNMENT

Key:

pcu/hour – Car & HGV
pass/hour – Public Transport Passengers

Figure C30
Hereford Transport Review

Blended Package
(With Western Outer Distributor)

2031 AM Peak Hour ASSIGNMENT

Key:
- pcu/hour – Car & HGV
- pass/hour – Public Transport Passengers

Figure C32
Hereford Transport Review

Blended Package
(With Western Outer Distributor)

2031 Inter Peak Hour ASSIGNMENT

Key:

ped/hour – Pedestrians

cyc/hour – Cyclists

Figure C33
Hereford Transport Review

Blended Package
(With Western Outer Distributor)

2031 Inter Peak Hour ASSIGNMENT

Key:
- pcu/hour – Car & HGV
- pass/hour – Public Transport Passengers

Figure C34
Hereford Transport Review

Blended Package
(With Western Outer Distributor)

2031 PM Peak Hour ASSIGNMENT

Key:
ped/hour – Pedestrians
cyc/hour – Cyclists

Figure C35
Hereford Transport Review

Blended Package
(With Western Outer Distributor)

2031 PM Peak Hour ASSIGNMENT

Key:
- pcu/hour – Car & HGV
- pass/hour – Public Transport Passengers

Figure C36
Table C1  Future Year 2011 Trip Matrix Totals and % Split by Travel Mode

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<td>No. Person Trips</td>
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Table C2  Future Year 2031 Trip Matrix Totals and % Split by Travel Mode

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<th>AM Peak</th>
<th>PM Peak</th>
<th>Inter Peak</th>
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<td><strong>Combined Package – with W. Distributor</strong></td>
<td></td>
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<tr>
<td>Car &amp; LGV</td>
<td>26572</td>
<td>55.6</td>
<td>26343</td>
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<tr>
<td>Public Transport</td>
<td>6927</td>
<td>14.5</td>
<td>8537</td>
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<tr>
<td>Pedestrian</td>
<td>8017</td>
<td>16.8</td>
<td>12494</td>
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<tr>
<td>Cycle</td>
<td>3008</td>
<td>6.3</td>
<td>3161</td>
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<tr>
<td>HGV</td>
<td>3259</td>
<td>6.8</td>
<td>2067</td>
</tr>
<tr>
<td>Total</td>
<td>47783</td>
<td>100.0</td>
<td>52603</td>
</tr>
<tr>
<td><strong>Combined Package – with no W. Distributor</strong></td>
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<tr>
<td>Car &amp; LGV</td>
<td>24679</td>
<td>51.6</td>
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<tr>
<td>Public Transport</td>
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<td>Pedestrian</td>
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<td>HGV</td>
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<td>2067</td>
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<tr>
<td>Total</td>
<td>47784</td>
<td>100.0</td>
<td>52602</td>
</tr>
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</table>
APPENDIX D

Membership of Steering Group
APPENDIX E

Membership of the Wider Reference Group
Membership of the Steering Group

Chairman: Stephen Oates - Head of Engineering and Transportation, Herefordshire Council

Ian Smith - Government Office for the West Midlands (part)
Peter Todd - Government Office for the West Midlands (part)
Peter Williams - Government Office for the West Midlands (part)
Yvette Keenahan - Government Office for the West Midlands (part)
Paige Mitchell - West Midlands Sustainability Forum
Rachel Bestwick - Advantage West Midlands
William Lyons - Hereford and Worcester Chamber of Commerce
Jonathon Felton - Countryside Agency
Paul Hillman - Highways Agency
Sam Chapman - Highways Agency
John Colyer - Herefordshire Council
Richard Ball - Herefordshire Council

Consultant’s representatives:

Terence M. Mulroy - Project Director, Transportation Planning International Ltd.
Les Darrall - Associate Project Director, Waterman Burrow Crocker
<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mark Pierce</td>
<td>Advantage West Midlands</td>
</tr>
<tr>
<td>Duncan Green</td>
<td>Bulmers</td>
</tr>
<tr>
<td>William Lyons</td>
<td>Chamber of Commerce H&amp;W/Hereford City Partnership</td>
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<tr>
<td>Hereford Dial A Ride</td>
<td>Community Transport Forum</td>
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<tr>
<td>Jonathon Felton</td>
<td>Countryside Agency</td>
</tr>
<tr>
<td>Jon Ralph</td>
<td>County Youth Service</td>
</tr>
<tr>
<td>Bob Widdowson</td>
<td>CPRE</td>
</tr>
<tr>
<td>Anthony Davies</td>
<td>Eign Enterprises</td>
</tr>
<tr>
<td>Ann Plackett</td>
<td>English Heritage</td>
</tr>
<tr>
<td>Helen Stace</td>
<td>English Nature</td>
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<tr>
<td>Stuart Thomas</td>
<td>Environment Agency</td>
</tr>
<tr>
<td>Rodger Bird</td>
<td>Freight Transport Association</td>
</tr>
<tr>
<td>Brin Davies</td>
<td>Government Office</td>
</tr>
<tr>
<td>Ian Smith</td>
<td>Government Office</td>
</tr>
<tr>
<td>David Price</td>
<td>Herefordshire Pedestrian Forum</td>
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<tr>
<td>The Secretary</td>
<td>Hereford City Council</td>
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<tr>
<td>Alison Alsbury</td>
<td>Hereford City Partnership</td>
</tr>
<tr>
<td>Austin Birks</td>
<td>Herefordshire Bus Operators Forum</td>
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<tr>
<td>David Morris</td>
<td>Herefordshire Bus Operators Forum</td>
</tr>
<tr>
<td>Gordon Selway</td>
<td>Herefordshire Cycle Forum</td>
</tr>
<tr>
<td>Jean Howard</td>
<td>Herefordshire Primary Care Trust</td>
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<tr>
<td>Barry Shaw</td>
<td>Herefordshire Industrial Association</td>
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<tr>
<td>Tim Lewis</td>
<td>Herefordshire Taxi Association</td>
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<tr>
<td>Tom Barry</td>
<td>Highways Agency</td>
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<tr>
<td>Dennis Wheeler</td>
<td>Highways Agency</td>
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<tr>
<td>Claire Robinson</td>
<td>National Farmers Union</td>
</tr>
<tr>
<td>Richard Birt</td>
<td>Rail for Herefordshire</td>
</tr>
<tr>
<td>Paul Stanford</td>
<td>Railtrack Great Western</td>
</tr>
<tr>
<td>Dr M.P.I. Caton</td>
<td>Railway Development Society</td>
</tr>
<tr>
<td>Debbie Gittoes</td>
<td>Rotherwas Access Group</td>
</tr>
<tr>
<td>John Donaldson</td>
<td>SRA Stakeholder relations manager</td>
</tr>
<tr>
<td>Tom Inglis</td>
<td>Sun Valley</td>
</tr>
<tr>
<td>Chief Superintendent</td>
<td>West Mercia Police</td>
</tr>
<tr>
<td>Guy Rutter</td>
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<td>Alistair Glover</td>
<td>Wiggin Special Metals</td>
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<tr>
<td>Paige Mitchell</td>
<td>Hereford Transport Review Steering Group / Friends of the Earth</td>
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<tr>
<td>Paul Bainbridge</td>
<td>Herefordshire Rural Transport Partnership / Herefordshire</td>
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<td></td>
<td>Association of Local Councils</td>
</tr>
<tr>
<td>Brenda Jacobs</td>
<td>Voluntary Sector Assembly</td>
</tr>
<tr>
<td>Name</td>
<td>Position</td>
</tr>
<tr>
<td>---------------------</td>
<td>-----------------------------------------------</td>
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<tr>
<td>Neil Pringle</td>
<td>Herefordshire Council Chief Executive</td>
</tr>
<tr>
<td>Graham Dunhill</td>
<td>Herefordshire Council – Director of</td>
</tr>
<tr>
<td><strong>Environment</strong></td>
<td></td>
</tr>
<tr>
<td>Eddie Oram</td>
<td>Herefordshire Council Director of Education</td>
</tr>
<tr>
<td>Jane Jones</td>
<td>Herefordshire Council Director of Policy and Community</td>
</tr>
<tr>
<td>Sue Fiennes</td>
<td>Herefordshire Council Director of Housing and Social Care</td>
</tr>
<tr>
<td>Dave Nicholson</td>
<td>Herefordshire Council Chief Forward Planning Officer</td>
</tr>
<tr>
<td>Stephen Oates</td>
<td>Herefordshire Council Head of Engineering and Transportation</td>
</tr>
<tr>
<td>John Colyer</td>
<td>Herefordshire Council Transportation Manager</td>
</tr>
<tr>
<td>Richard Ball</td>
<td>Herefordshire Council Lead Planner (Transportation)</td>
</tr>
<tr>
<td>Anne Dowdeswell</td>
<td>Herefordshire Partnership</td>
</tr>
</tbody>
</table>
APPENDIX F

Initial Option Packages,
Appraisal Summary Tables
and Scheme Costs
TABLE F 1 Appraisal Summary Table

Option Package 1: Package Description: One bus based park and ride site (A49 south) Metro linked to park and ride sites A465 north and south Maximum bus priorities City centre full pedestrianisation (Widemarsh St, High St, Broad St – access for bus, cyclists and pedestrians) New rail station at Rotherwas Improved cycle and pedestrian facilities 20mph zones in residential areas One rail based park and ride site at Withington Dedicated school bus provision No new road schemes

<table>
<thead>
<tr>
<th>OBJECTIVE</th>
<th>SUB-OBJECTIVE</th>
<th>QUALITATIVE IMPACTS</th>
<th>QUANTITATIVE MEASURE</th>
<th>ASSESSMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENVIRONMENT</td>
<td>Noise</td>
<td>Reduction in Study Area road traffic produces a slight benefit in respect of noise.</td>
<td>%age change in annual vehicle kms.</td>
<td>-10.1%</td>
</tr>
<tr>
<td></td>
<td>Local Air Quality</td>
<td>Reduction in road vehicle traffic in Study Area has a slight benefit on the local air quality.</td>
<td>%age change in annual vehicle kms. Approx. change in PM emissions (tonnes/year)</td>
<td>-10.1% -6.5%</td>
</tr>
<tr>
<td></td>
<td>Greenhouse Gases</td>
<td>Reduction in road vehicle traffic in the Study Area reduces green house gas emissions</td>
<td>%age change in annual vehicle kms. Approx. change in CO emissions (tonnes/year)</td>
<td>-10.1% -12.5%</td>
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<tr>
<td></td>
<td>Landscape</td>
<td>Metro linked park and ride gives a potentially moderate adverse impact on landscape. Bus and rail park and ride slight adverse. Remainder neutral.</td>
<td>1 Scheme moderate adverse. 2 Schemes slight adverse. 7 Schemes neutral.</td>
<td>Moderate Adverse.</td>
</tr>
<tr>
<td></td>
<td>Townscape</td>
<td>Moderate impact on townscapes from metro. Slight impact rail-based park and ride. Moderate beneficial effect from pedestrianisation.</td>
<td>1 Scheme moderate adverse. 3 Schemes neutral/moderate beneficial.</td>
<td>Moderate Adverse.</td>
</tr>
<tr>
<td></td>
<td>Heritage of Historic Resources</td>
<td>Potential positive effects from removal of traffic from historic area. Negative effects from the new rail station at Rotherwas.</td>
<td>3 Schemes mixed. 2 Schemes potential positive. 1 Scheme negative</td>
<td>Probable negative impact.</td>
</tr>
<tr>
<td></td>
<td>Biodiversity</td>
<td>Probably minor negative impact on biodiversity from bus/rail park &amp; ride sites and rail station. Probably intermediate negative impact from metro park &amp; ride sites.</td>
<td>3 Schemes probably minor negative impact. 1 Scheme probably intermediate negative impact. 6 Schemes insignificant impact.</td>
<td>Slight beneficial impact.</td>
</tr>
<tr>
<td></td>
<td>Water Environment</td>
<td>Mixed impacts from metro linked and rail park &amp; ride and rail stations. Other impacts insignificant.</td>
<td>3 Schemes mixed impacts. 7 Schemes slight benefit.</td>
<td>Mixed Impact.</td>
</tr>
<tr>
<td></td>
<td>Physical Fitness</td>
<td>The overall effect of the package of measures is a slight shift from car to soft modes (walk and cycle) giving physical fitness benefits.</td>
<td>%age Mode shift from car to soft modes.</td>
<td>+10.3%</td>
</tr>
<tr>
<td></td>
<td>Journey Ambience</td>
<td>Rail based park and ride, and metro linked to park and ride provide moderate beneficial impacts. One bus-based park and ride, maximum bus priorities, new rail station at Rotherwas, and improved cycle and pedestrian facilities provide slight beneficial impact.</td>
<td>2 schemes moderate beneficial impact 4 schemes slight beneficial impact 4 schemes neutral impact</td>
<td>Slight beneficial impact.</td>
</tr>
<tr>
<td>SAFETY</td>
<td>Accidents</td>
<td>Reduction in road vehicle traffic will lead to a proportionate reduction in accidents.</td>
<td>Reduction in all personal injury accidents.</td>
<td>40no. (+9.4%)</td>
</tr>
<tr>
<td></td>
<td>Security</td>
<td>Metro linked to park and ride, pedestrianisation, a new rail station at Rotherwas and improved cycle/pedestrian facilities provide a slight beneficial impact.</td>
<td>4 Schemes slight beneficial impact 6 Schemes neutral impact</td>
<td>Slight beneficial impact.</td>
</tr>
<tr>
<td>ECONOMY</td>
<td>Transport Economic Efficiency</td>
<td>Current analysis is evaluating Transport Economic Efficiency over the period 2010 to 2031 using two modelled years 2011 and 2031</td>
<td>Forecast Users Benefits by mode. Private: -£270.5m Goods: £104.2m Public Transport: -£9.4m</td>
<td>Overall NPV -£272m Overall PVC -£59m</td>
</tr>
<tr>
<td></td>
<td>Reliability</td>
<td>The reduction in vehicle-kilometres due mainly to fewer car trips results in less traffic delay due to congestion on the network.</td>
<td>% Change in congestion delay.</td>
<td>-29%</td>
</tr>
<tr>
<td></td>
<td>Wider Economic Impacts</td>
<td>Improved access to Rotherwas industrial area by train. Improved access to City commercial centre via metro and bus and park &amp; ride.</td>
<td>No. of regeneration, commercial and industrial areas with improved transport access.</td>
<td>2 areas</td>
</tr>
<tr>
<td>ACCESSIBILITY</td>
<td>Option Values</td>
<td>Increased bus service frequencies, park and ride, metro and new rail station will increase travel options.</td>
<td>Change in public service vehicle-kms. % Mode shift from car to public transport.</td>
<td>+0.5% increase in psv-kms +10.3% shift to public transport</td>
</tr>
<tr>
<td></td>
<td>Severance</td>
<td>The central area has a large benefit with an average 40% reduction in traffic flow, whilst the A49 also has a large benefit with an average 40% reduction. Similarly the A465 benefits with an average 30% reduction. In addition the metro has a moderate disbenefit due to loss of amenity on the proposed metro route.</td>
<td>Assessment from the change in am peak hour 2 way road vehicle flows</td>
<td>Large benefit due to the significant reduction in traffic within the central area.</td>
</tr>
<tr>
<td></td>
<td>Access to the Transport System</td>
<td>The metro, improved bus priorities and frequencies, rail station, improved cycle and pedestrian facilities will all benefit those who do not have access to a car.</td>
<td></td>
<td>Strong Beneficial</td>
</tr>
<tr>
<td>INTEGRATION</td>
<td>Transport Interchange</td>
<td>New interchanges as a result of one bus based park and ride, metro linked park and ride sites, one rail based park and ride and a new rail station at Rotherwas.</td>
<td>No. of new or improved transport and freight interchanges.</td>
<td>6 new interchanges</td>
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<tr>
<td></td>
<td>Land-Use Policy</td>
<td>The Package 1 plan options will support the draft UDP Town Centres and Retail policies, and the Rotherwas station will mitigate access constraints in the Rotherwas employment area.</td>
<td>Three point GOMMMS scale</td>
<td>Beneficial</td>
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Implementation Cost at Current (2002) Prices = £ 84M

HEREFORD TRANSPORT REVIEW
## TABLE F2 Appraisal Summary Table

<table>
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<tr>
<th>Objective</th>
<th>Sub-Objective</th>
<th>Qualitative Impacts</th>
<th>Quantitative Measure</th>
<th>Assessment</th>
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<tbody>
<tr>
<td>Environment</td>
<td>Noise</td>
<td>Increase in road vehicle traffic has a slight benefit on noise.</td>
<td>Percentage change in annual vehicle kms.</td>
<td>-9.9%</td>
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<td></td>
<td>Local Air Quality</td>
<td>Increase in road vehicle traffic has a slight benefit on the local air quality.</td>
<td>Percentage change in annual vehicle kms.</td>
<td>-9.9%</td>
</tr>
<tr>
<td></td>
<td>Greenhouse Gases</td>
<td>Increase in road vehicle traffic in the study area should be taken in a wider context.</td>
<td>Percentage change in annual vehicle kms.</td>
<td>-9.9%</td>
</tr>
<tr>
<td></td>
<td>Landscape</td>
<td>Bus based park and ride potential moderate impact.</td>
<td>1 Scheme moderate adverse.</td>
<td>Moderate adverse.</td>
</tr>
<tr>
<td></td>
<td>Townscape</td>
<td>3 bus based park and ride potentially slight to moderate adverse. City centre pedestrianisation moderate beneficial.</td>
<td>1 Scheme moderate adverse.</td>
<td>Moderate adverse.</td>
</tr>
<tr>
<td></td>
<td>Heritage of Historic Resources</td>
<td>Potential negative impact from 3 bus based park and ride sites, positive impact of city centre pedestrianisation.</td>
<td>1 Scheme negative impact.</td>
<td>Negative impact.</td>
</tr>
<tr>
<td></td>
<td>Biodiversity</td>
<td>Bus and rail park and ride, and rail station probably minor negative impact, other schemes insignificant.</td>
<td>3 Schemes probably minor negative impact.</td>
<td>Probably minor negative.</td>
</tr>
<tr>
<td></td>
<td>Water Environment</td>
<td>Potential mixed impact from 3 bus-based and rail park and ride sites and rail station, other schemes likely to be insignificant.</td>
<td>3 Schemes mixed impact.</td>
<td>Mixed impact.</td>
</tr>
<tr>
<td></td>
<td>Physical Fitness</td>
<td>The overall effect of the package of measures is to reduce the number of car trips which have no physical fitness benefit.</td>
<td>Percentage Mode shift from car to soft modes.</td>
<td>+0.2%</td>
</tr>
<tr>
<td></td>
<td>Journey Ambience</td>
<td>Three bus-based and one rail-based park and ride sites provide a moderate beneficial impact. Maximum bus priorities and a new rail station at Rotherwas provide a slight beneficial impact.</td>
<td>2 Schemes moderate beneficial impact</td>
<td>Slight beneficial impact.</td>
</tr>
<tr>
<td></td>
<td>Security</td>
<td>New rail station at Rotherwas and improved cycle/pedestrian facilities provide a slight beneficial impact.</td>
<td>2 Schemes slight beneficial impact.</td>
<td>Slight beneficial impact.</td>
</tr>
<tr>
<td></td>
<td>Accidents</td>
<td>Reduction in road vehicle traffic will lead to a proportionate reduction in accidents.</td>
<td>Reduction in all personal injury accidents.</td>
<td>-40% (-9.4%)</td>
</tr>
<tr>
<td></td>
<td>Transport Economic Efficiency</td>
<td>Current analysis is evaluating Transport Economic Efficiency over the period 2010 to 2031 using two modelled years 2011 and 2031</td>
<td>Forecast Users Benefits by mode.</td>
<td>Overall NPV: -£233m Overall PVC: -£21m Overall BCR: -6.5</td>
</tr>
<tr>
<td></td>
<td>Reliability</td>
<td>The reduction in vehicle-kilometres due mainly to fewer car trips results in less traffic delay due to congestion on the network.</td>
<td>Percentage change in congestion delay.</td>
<td>-20%</td>
</tr>
<tr>
<td></td>
<td>Wider Economic Impacts</td>
<td>Improved access to Rotherwas by train. Improved access to city centre via bus and park and ride.</td>
<td>10% increase in economic benefits with improved transport access.</td>
<td>2 areas</td>
</tr>
<tr>
<td></td>
<td>Option Values</td>
<td>Increased bus service frequencies, park and ride and new rail station will increase travel options.</td>
<td>Percentage change in public service vehicle kms.</td>
<td>+25% increase in public transport.</td>
</tr>
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<td></td>
<td>Severance</td>
<td>The central area has a large benefit with an average 25% reduction in traffic flow, whilst the A49 also has a large benefit with an average 40% reduction. Similarly, the A465 benefits with an average 28% reduction.</td>
<td>Percentage change in public service vehicle kms.</td>
<td>+10.0% shift to public transport</td>
</tr>
<tr>
<td></td>
<td>Access to the Transport System</td>
<td>The improved bus priorities and frequencies, rail station, improved cycle and pedestrian facilities will all benefit those who do have access to a car.</td>
<td>Large benefit to the significant reduction in traffic within the central area.</td>
<td>Strong Beneficial</td>
</tr>
<tr>
<td></td>
<td>INTEGRATION</td>
<td>New interchanges as a result of three bus based park and ride sites, a new rail station and a rail based park and ride.</td>
<td>Percentage change in public service vehicle kms.</td>
<td>Large benefit to the significant reduction in traffic within the central area.</td>
</tr>
</tbody>
</table>

**Implementation Cost at Current (2002) Prices = £ 42M**
### Package Description:
One bus based park and ride site (A49 South)
Limited bus priorities
City centre pedestrianisation (Widemarsh St, High St)
Improved cycle and pedestrian facilities
One rail based park and ride site at Withington Eastern distributor (incl. A49 South to A465 South link)

### Implementation Cost at Current (2002) Prices = £ 53.2M

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<th>Objective</th>
<th>Sub-Objective</th>
<th>Qualitative Impacts</th>
<th>Quantitative Measure</th>
<th>Assessment</th>
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<tbody>
<tr>
<td><strong>Environment</strong></td>
<td>Noise</td>
<td>Increase in road vehicle traffic has a slight adverse impact on noise.</td>
<td>Percentage change in annual vehicle kms.</td>
<td>Slight adverse.</td>
</tr>
<tr>
<td></td>
<td>Local Air Quality</td>
<td>Increase in road vehicle traffic has a slight adverse impact on the local air quality. The impact will be proportionately less than the increase in traffic as vehicle speeds will be increased and vehicles will operate more efficiently.</td>
<td>Approx. change in NOx emissions (tonnes/year) Approx. change in PM emissions (tonnes/year)</td>
<td>Large adverse.</td>
</tr>
<tr>
<td></td>
<td>Greenhouse Gases</td>
<td>Increase in road vehicle traffic in the study area should be taken in a wider context. The impact will be proportionately less than the increase in traffic as vehicle speeds will be increased and vehicles will operate more efficiently.</td>
<td>Approx. change in annual vehicle kms.</td>
<td>Slight adverse.</td>
</tr>
<tr>
<td></td>
<td>Landscape</td>
<td>Eastern distributor large adverse. Bus and rail park and ride slight adverse. Remaining schemes neutral.</td>
<td>1 Scheme large adverse. 2 Schemes slight adverse. 3 Schemes neutral.</td>
<td>Large adverse.</td>
</tr>
<tr>
<td></td>
<td>Townscape</td>
<td>Rail based park and ride slight adverse impact, city centre pedestrianisation moderate beneficial, other schemes neutral.</td>
<td>1 Scheme slight adverse. 4 Schemes neutral.</td>
<td>Slight adverse.</td>
</tr>
<tr>
<td></td>
<td>Heritage of Historic Resources</td>
<td>Positive impacts from 1 bus park and ride and city centre pedestrianisation other impacts mixed.</td>
<td>2 Schemes potential positive impact. 4 Schemes mixed impact.</td>
<td>Mixed impact.</td>
</tr>
<tr>
<td></td>
<td>Biodiversity</td>
<td>Eastern distributor probably major negative impact, bus park and ride and rail based park and ride probably minor negative impact, other schemes insignificant.</td>
<td>1 Scheme probably major negative impact 2 Schemes probably minor impact. 3 Schemes insignificant.</td>
<td>Probably Major Negative.</td>
</tr>
<tr>
<td></td>
<td>Water Environment</td>
<td>Potential significant negative impact from Eastern distributor, rail based park and ride mixed impact other schemes insignificant.</td>
<td>1 Scheme significant negative impact. 1 Scheme mixed impact.</td>
<td>Significant Negative.</td>
</tr>
<tr>
<td></td>
<td>Physical Fitness</td>
<td>The overall effect of the package of measures is to increase the number of car trips which have no physical fitness benefit.</td>
<td>Percentage change in annual vehicle kms.</td>
<td>Slight beneficial.</td>
</tr>
<tr>
<td></td>
<td>Journey Ambience</td>
<td>Rail based park and ride and the eastern distributor road provide a moderate beneficial impact. One bus based park and ride provides a slight beneficial impact.</td>
<td>Percentage change in annual vehicle kms.</td>
<td>Slight beneficial.</td>
</tr>
<tr>
<td></td>
<td>Security</td>
<td>City centre partial pedestrianisation and improved cycle/pedestrian facilities provide a slight beneficial impact.</td>
<td>Percentage change in annual vehicle kms.</td>
<td>Slight beneficial.</td>
</tr>
<tr>
<td></td>
<td>Transport Economic Efficiency</td>
<td>Current analysis is evaluating Transport Economic Efficiency over the period 2010 to 2031 using two modelled years 2011 and 2031</td>
<td></td>
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</tr>
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<td></td>
<td>Reliability</td>
<td>Less congestion due to traffic moving from the centre and using the new eastern distributor road.</td>
<td>Percentage change in annual vehicle kms.</td>
<td>Slight beneficial.</td>
</tr>
<tr>
<td></td>
<td>Wider Economic Impacts</td>
<td>Improved access to city centre via bus park and ride. Improved access to Holmer Road and Rotherwas industrial areas by road.</td>
<td>Percentage change in annual vehicle kms.</td>
<td>Slight beneficial.</td>
</tr>
<tr>
<td><strong>Safety</strong></td>
<td>Accidents</td>
<td>although there is an increase in road vehicle traffic, some of this traffic will transfer to new safer roads.</td>
<td>Reduction in all personal injury accidents</td>
<td>Slight beneficial.</td>
</tr>
<tr>
<td><strong>Economy</strong></td>
<td>Security</td>
<td>City centre partial pedestrianisation and improved cycle/pedestrian facilities provide a slight beneficial impact.</td>
<td>Percentage change in annual vehicle kms.</td>
<td>Slight beneficial.</td>
</tr>
<tr>
<td></td>
<td>Transport Economic Efficiency</td>
<td>Current analysis is evaluating Transport Economic Efficiency over the period 2010 to 2031 using two modelled years 2011 and 2031</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Reliability</td>
<td>Less congestion due to traffic moving from the centre and using the new eastern distributor road.</td>
<td>Percentage change in annual vehicle kms.</td>
<td>Slight beneficial.</td>
</tr>
<tr>
<td></td>
<td>Wider Economic Impacts</td>
<td>Improved access to city centre via bus park and ride. Improved access to Holmer Road and Rotherwas industrial areas by road.</td>
<td>Percentage change in annual vehicle kms.</td>
<td>Slight beneficial.</td>
</tr>
<tr>
<td><strong>Accessibility</strong></td>
<td>Option Values</td>
<td>Improved bus priorities and frequencies and park and ride will increase travel options.</td>
<td>Percentage change in annual vehicle kms.</td>
<td>Slight beneficial.</td>
</tr>
<tr>
<td></td>
<td>Severance</td>
<td>The central area has a very large benefit with an average 39% reduction in traffic flow. Both the A49 and A465 have large adverse impacts close to the junctions with the Eastern distributor with a 65% increase in flow. However, large benefits are gained on the A465 north and A49 south with 40% reductions in flow.</td>
<td>Percentage change in annual vehicle kms.</td>
<td>Slight beneficial.</td>
</tr>
<tr>
<td></td>
<td>Access to the Transport System</td>
<td>The improved bus priorities, and improved cycle and pedestrian facilities will benefit those who do not have access to a car.</td>
<td>Percentage change in annual vehicle kms.</td>
<td>Slight beneficial.</td>
</tr>
<tr>
<td><strong>Integration</strong></td>
<td>Transport Interchange</td>
<td>New interchanges as a result of one bus-based and one rail-based park and ride sites.</td>
<td>Percentage change in annual vehicle kms.</td>
<td>Slight beneficial.</td>
</tr>
<tr>
<td></td>
<td>Land-Use Policy</td>
<td>The Package 3 plan options will support the draft UDP policies S4 Employment, S5 Town centres and retail and S6 Transport.</td>
<td>Percentage change in annual vehicle kms.</td>
<td>Slight beneficial.</td>
</tr>
</tbody>
</table>
## TABLE F4  Appraisal Summary Table

<table>
<thead>
<tr>
<th>Option Package 4</th>
<th>Package Description:</th>
<th>Implementation Cost at Current (2002) Prices = £ 43.3M</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>One bus based park and ride site (A49 South)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Limited bus priorities</td>
<td></td>
</tr>
<tr>
<td></td>
<td>City centre pedestrianisation (Widemarsh St, High St)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Improved cycle and pedestrian facilities</td>
<td></td>
</tr>
<tr>
<td></td>
<td>One rail based park and ride site at Willowton</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Western distributor (A49 South to A49 North)</td>
<td></td>
</tr>
</tbody>
</table>

### Objective

<table>
<thead>
<tr>
<th>Objective</th>
<th>Sub-objective</th>
<th>Qualitative Impacts</th>
<th>Quantitative Measure</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environment</td>
<td>Noise</td>
<td>Increase in road vehicle traffic has a slight adverse impact on noise.</td>
<td>% change in annual vehicle kms.</td>
<td>+13.4%</td>
</tr>
<tr>
<td></td>
<td>Local Air Quality</td>
<td>Increase in road vehicle traffic has a slight adverse impact on the local air quality. The impact will be proportionately less than the increase in traffic as vehicle speeds will be increased and vehicles will operate more efficiently.</td>
<td>% change in annual vehicle kms.</td>
<td>+13.4%</td>
</tr>
<tr>
<td></td>
<td>Greenhouse Gases</td>
<td>Increase in road vehicle traffic in the study area should be taken in a wider context. The impact will be proportionately less than the increase in traffic as vehicle speeds will be increased and vehicles will operate more efficiently.</td>
<td>% change in annual vehicle kms.</td>
<td>+13.4%</td>
</tr>
<tr>
<td></td>
<td>Landscape</td>
<td>Western distributor large adverse, bus based park and ride based park and ride slight adverse, other schemes neutral.</td>
<td>1 Scheme large adverse. 2 Schemes slight adverse. 3 Schemes neutral.</td>
<td>Large adverse.</td>
</tr>
<tr>
<td></td>
<td>Townscape</td>
<td>City centre pedestrianisation moderate beneficial. Rail based park and ride slight adverse, other schemes neutral.</td>
<td>1 Scheme slight adverse. 4 Schemes neutral. 1 Scheme moderate beneficial.</td>
<td>Slight adverse.</td>
</tr>
<tr>
<td></td>
<td>Heritage of Historic Resources</td>
<td>City centre pedestrianisation and bus based park and ride potential positive, other schemes mixed impact.</td>
<td>2 Schemes potential positive. 4 Schemes mixed impact.</td>
<td>Mixed impact.</td>
</tr>
<tr>
<td></td>
<td>Biodiversity</td>
<td>Western distributor probably intermediate negative, bus and rail based park and ride probably minor negative, other schemes insignificant.</td>
<td>1 Scheme probably intermediate negative. 2 Schemes probably minor negative. 3 Schemes insignificant.</td>
<td>Probably Intermediate Negative.</td>
</tr>
<tr>
<td></td>
<td>Water Environment</td>
<td>Western distributor probably significant negative. Rail based park and ride mixed impact. Other schemes insignificant.</td>
<td>1 Scheme probably significant negative impact. 1 Scheme mixed impact. 4 Schemes insignificant impact.</td>
<td>Significant Negative.</td>
</tr>
<tr>
<td></td>
<td>Physical Fitness</td>
<td>The overall effect of the package of measures is to increase the number of car trips which have no physical fitness benefit.</td>
<td>% change in annual vehicle kms.</td>
<td>-0.9%</td>
</tr>
<tr>
<td></td>
<td>Journey Ambience</td>
<td>Rail-based park and ride and the western distributor road provide a moderate beneficial impact. One bus-based park and ride provides a slight beneficial impact.</td>
<td>2 Schemes moderate beneficial impact. 1 Scheme slight beneficial impact. 3 Schemes neutral impact.</td>
<td>Slight beneficial impact.</td>
</tr>
</tbody>
</table>

### SAFETY

<table>
<thead>
<tr>
<th>Objective</th>
<th>Sub-objective</th>
<th>Qualitative Impacts</th>
<th>Quantitative Measure</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Accidents</td>
<td>Although there is an increase in road vehicle traffic, some of this traffic will transfer to new safer roads.</td>
<td>Reduction in all personal injury accidents</td>
<td>18no. (-4.2%)</td>
</tr>
<tr>
<td></td>
<td>Security</td>
<td>City centre partial pedestrianisation and improved cycle/pedestrian facilities provide a slight beneficial impact.</td>
<td>2 Schemes slight beneficial impact. 4 Schemes neutral impact.</td>
<td>Slight beneficial impact.</td>
</tr>
</tbody>
</table>

### ECONOMY

<table>
<thead>
<tr>
<th>Objective</th>
<th>Sub-objective</th>
<th>Qualitative Impacts</th>
<th>Quantitative Measure</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economy</td>
<td>Transport Economic Efficiency</td>
<td>Current analysis is evaluating Transport Economic Efficiency over the period 2010 to 2031 using two modelled years 2011 and 2031.</td>
<td>Forecast Users Benefit by mode – Private: £452.0m Goods: £77.7m Public Transport: -£0.4m</td>
<td>Overall NPV £499m Overall PVC -£278m PVC to Gov: -£313m (Grant/Subsidy -£5.0m) Overall BCR 19.14</td>
</tr>
<tr>
<td></td>
<td>Reliability</td>
<td>Less congestion due to traffic moving from the centre and using the new western distributor road.</td>
<td>% change in congestion delay</td>
<td>-29.3%</td>
</tr>
</tbody>
</table>

### ACCESSIBILITY

<table>
<thead>
<tr>
<th>Objective</th>
<th>Sub-objective</th>
<th>Qualitative Impacts</th>
<th>Quantitative Measure</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessibility</td>
<td>Wider Economic Impacts</td>
<td>Improved access to city centre via bus and park and ride. Improved road access to Rotherwas and Holmer Road industrial/commercial areas.</td>
<td>No. of regeneration, commercial and industrial areas with improved transport access.</td>
<td>3 areas</td>
</tr>
<tr>
<td></td>
<td>Option Values</td>
<td>The new Western Distributor results in a 1.3% decrease in public service vehicle kilometres but the more frequent bus services and park and ride schemes result in a 0.17% shift from car to public transport.</td>
<td>Change in public service vehicle kms. % Mode shift from car to public transport.</td>
<td>-1.3% decrease in PSV kms. +0.17% mode shift from car to Public transport</td>
</tr>
<tr>
<td></td>
<td>Severance</td>
<td>The central area has a large benefit with an average 31% reduction in traffic flow. Both the A49 and A465 have large adverse impacts close to the junctions with the Western distributor with a 30-70% increase in flow. However, large benefits are gained on the A465 north and A49 south with 20-50% reductions in flow.</td>
<td>Assessment from the change in am peak hour 2 way road vehicle flows</td>
<td>Large benefit due to the significant reduction in traffic within the central area.</td>
</tr>
<tr>
<td></td>
<td>Access to the Transport System</td>
<td>The improved bus priorities, and improved cycle and pedestrian facilities will benefit those who do not have access to a car.</td>
<td>Moderate Beneficial</td>
<td></td>
</tr>
</tbody>
</table>

### INTEGRATION

<table>
<thead>
<tr>
<th>Objective</th>
<th>Sub-objective</th>
<th>Qualitative Impacts</th>
<th>Quantitative Measure</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Integration</td>
<td>Transport Interchange</td>
<td>New interchanges as a result of one bus-based and one rail-based park and ride sites</td>
<td>No. of new or improved transport and freight interchanges.</td>
<td>2 interchanges</td>
</tr>
<tr>
<td></td>
<td>Land-Use Policy</td>
<td>The Package 4 plan options will support the draft UDP policies S4 Employment, S5 Town centres and retail and S6 Transport.</td>
<td>GOMMMS three point scale</td>
<td>Beneficial</td>
</tr>
</tbody>
</table>
## TABLE F5  Appraisal Summary Table

<table>
<thead>
<tr>
<th>Option Package 5</th>
<th>Package Description:</th>
<th>Implementation Cost at Current (2002) Prices = £ 46.9M</th>
</tr>
</thead>
</table>
|                  | One bus based park and ride site (A49 South)  
Limited bus priorities  
City centre pedestrianisation (Widemarsh St, High St)  
Improved cycle and pedestrian facilities  
One rail based park and ride site at Withington  
New link and river bridge within City – East – A49 Newtown roundabout to B4399 Rotherwas  
Dualling A49 completed within urban area | |

<table>
<thead>
<tr>
<th>OBJECTIVE</th>
<th>SUB-OBJECTIVE</th>
<th>QUALITATIVE IMPACTS</th>
<th>QUANTITATIVE MEASURE</th>
<th>ASSESSMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENVIRONMENT</td>
<td>Noise</td>
<td>Reduction in road vehicle traffic has a slight benefit on noise.</td>
<td>% change in annual vehicle kms.</td>
<td>-1.2%</td>
</tr>
</tbody>
</table>
|            | Local Air Quality | Reduction in road vehicle traffic has a slight benefit on the local air quality. | Approx. change in NOx emissions (tonnes/year)  
Approx. change in PM emissions (tonnes/year) | -1.2%  
-0.2 tonnes/year |
|            | Greenhouse Gases | Reduction in road vehicle traffic in the study area should be taken in a wider context. | % change in annual vehicle kms.  
Approx. change in CO2 emissions (tonnes/year) | -1.3%  
-11,291 tonnes/year |
| Landscape | New river bridge in city east moderate adverse, and 1 bus based park and ride and rail based park and ride slight adverse. | 2 Schemes slight adverse.  
1 Scheme moderate adverse  
4 Schemes neutral. | Moderate adverse. |
| Townscape | New river bridge in city east and dualling A49 moderate adverse. Rail based park and ride slight adverse. City centre pedestrianisation moderate beneficial, others neutral. | 2 Schemes moderate adverse.  
1 Scheme slight adverse.  
3 Schemes Neutral.  
1 Scheme moderate beneficial. | Moderate adverse. |
| Heritage of Historic Resources | New river bridge in city east and dualling A49 negative. City centre pedestrianisation and bus based park and ride potential positive. | 2 Schemes negative.  
2 Schemes positive.  
3 Schemes mixed. | Negative Impact. |
| Biodiversity | New bridge in city east probably intermediate negative, rail based park and ride and bus based park and ride probably minor negative, other schemes insignificant. | 1 Scheme probably minor negative.  
1 Scheme probably intermediate negative.  
4 Schemes insignificant. | Probably Intermediate Negative. |
| Water Environment | New bridge in city east significant negative impact. Rail based park and ride mixed. Other schemes insignificant impact. | 1 Scheme significant negative.  
1 Scheme mixed.  
5 Schemes insignificant. | Significant Negative. |
| Physical Fitness | The overall effect of the package of measures is to reduce the number of car trips which have no physical fitness benefit. | % Mode shift from car to soft modes. | -0.45% |
| Journey Ambience | Rail-based park and ride, improved cycle and pedestrian facilities, and the new river bridge all provide a moderate beneficial impact. | 3 Schemes moderate beneficial impact  
2 Schemes slight beneficial impact  
2 Schemes neutral impact | Slight beneficial impact. |
| SAFETY | Accidents | A slight reduction in traffic and the safer new and improved roads will lead to a reduction in accidents. | Reduction in all personal injury accidents | 71m (-16.6%) |
| Security | City centre partial pedestrianisation and improved cycle/pedestrian facilities provide a slight beneficial impact. | 2 Schemes slight beneficial impact  
5 Schemes neutral impact | Slight beneficial impact. |
| Transport Economic Efficiency | Current analysis is evaluating Transport Economic Efficiency over the period 2010 to 2031 using two modelled years 2011 and 2031 | Forecast Users Benefits by mode –  
Private: £755.0m  
Goods: £134.1m  
Public Transport: £60.4m | Overall NPV: £40m  
PVC to Gov.: £30m  
Overall BCR: 29.4 |
| Reliability | Less congestion due to traffic moving from the centre and using the new link and river bridge and dualling A49. | % change in congestion delay | -39.0% |
| Wider Economic Impacts | Improved access to city centre via bus and park and ride. Improved access to Rotherwas via new link and river bridge. | No. of regeneration, commercial and industrial areas with improved transport access. | 2 areas |
| ACCESSIBILITY | Option Values | Improved bus priorities and frequencies and park and ride increase travel options. | Change in public service vehicle kms.  
% Mode shift from car to public transport. | +12.3%  
+1.5% |
| Severance | The central area has a large benefit with an average 30% reduction in traffic flow, whilst the A49 also has a large benefit with an average 40% reduction. A very small increase in flow occurs on the A465 but this is negligible. | Assessment from the change in am peak hour 2 way road vehicle flows | Large benefit due to the significant reduction in traffic within the central area. |
| Access to the Transport System | The improved bus priorities, and improved cycle and pedestrian facilities will benefit those who do not have access to a car | Moderate Beneficial |
| INTEGRATION | Transport Interchange | New interchanges as a result of one bus-based and one rail-based park and ride sites | No. of new or improved transport and freight interchanges. | 2 interchanges |
| Land-Use Policy | The Package 5 plan options will support the draft UDP policies S4 Employment, S5 Town centres and retail and S6 Transport | G0M MMM three point scale | Beneficial |
### Option Package 6

**Package Description:**
- One bus based park and ride site (A49 South)
- Limited bus priorities
- City centre pedestrianisation (Widemarsh St, High St)
- Improved cycle and pedestrian facilities
- One rail based park and ride site at Withington
- New link and river bridge within City – West – A438 Kings Acre Rd to A465 Belmont Rd and road improvements to connect to A49 (North)
- Dualling A49 completed within urban area

**Implementation Cost at Current (2002) Prices = £ 44.9M**

### TABLE F6 Appraisal Summary Table

<table>
<thead>
<tr>
<th>OBJECTIVE</th>
<th>SUB-OBJECTIVE</th>
<th>QUALITATIVE IMPACTS</th>
<th>QUANTITATIVE MEASURE</th>
<th>ASSESSMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENVIRONMENT</td>
<td>Noise</td>
<td>Increase in road vehicle traffic has a slight adverse impact on noise.</td>
<td>%age change in annual vehicle kms.</td>
<td>+2.7%</td>
</tr>
<tr>
<td></td>
<td>Local Air Quality</td>
<td>Increase in road vehicle traffic has a slight adverse impact on the local air quality.</td>
<td>%age change in annual vehicle kms. Approx. change in NOx emissions (tonnes/year)</td>
<td>+5.9 tonnes/year</td>
</tr>
<tr>
<td></td>
<td>Greenhouse Gases</td>
<td>Increase in road vehicle traffic in the study area should be taken in a wider context.</td>
<td>Approx. change in CO2 emissions (tonnes/year)</td>
<td>-11,240 tonnes/year</td>
</tr>
<tr>
<td></td>
<td>Landscape</td>
<td>New bridge in city west large adverse. -1 bus based park and ride and rail based park and ride slight adverse, other schemes neutral.</td>
<td>1 scheme large adverse. 2 schemes slight adverse. 4 schemes neutral.</td>
<td>Large adverse.</td>
</tr>
<tr>
<td></td>
<td>Townscape</td>
<td>New bridge in city west and dualling A49 moderate adverse. Rail and bus based park and ride slight adverse. City centre pedestrianisation moderate beneficial, other schemes neutral.</td>
<td>2 schemes moderate adverse. 2 schemes slight adverse. 2 schemes neutral. 1 scheme moderate beneficial.</td>
<td>Moderate adverse.</td>
</tr>
<tr>
<td></td>
<td>Heritage of Historic Resources</td>
<td>New bridge in city west and A49 dualling potential negative. City centre pedestrianisation and 1 bus-based park and ride potential positive.</td>
<td>2 schemes probably minor negative impact. 1 scheme probably intermediate negative impact. 4 schemes insignificant.</td>
<td>Negative impact.</td>
</tr>
<tr>
<td></td>
<td>Biodiversity</td>
<td>New bridge west has a probably intermediate negative impact, 1 bus and rail park and ride have a probably minor negative impact, other 4 schemes insignificant.</td>
<td>1 scheme significant negative impact. 1 scheme mixed impact. 5 schemes insignificant impact.</td>
<td>Probably Intermediate Negative.</td>
</tr>
<tr>
<td></td>
<td>Water Environment</td>
<td>Significant negative impact from bridge crossing. Mixed impact from rail based park and ride. Other schemes insignificant.</td>
<td>1 scheme mixed impact. 5 schemes insignificant impact.</td>
<td>Significant Negative.</td>
</tr>
<tr>
<td>SAFETY</td>
<td>Physical Fitness</td>
<td>The overall effect of the package of measures is to increase the number of car trips which have no physical fitness benefit.</td>
<td>%age Mode shift from car to soft modes.</td>
<td>-0.8%</td>
</tr>
<tr>
<td></td>
<td>Journey Ambience</td>
<td>Rail-based park and ride, improved cycle and pedestrian facilities, and new link and river bridge all provide moderate beneficial impact. One bus-based park and ride and dualling of the A49 provide slight beneficial impact.</td>
<td>3 schemes moderate beneficial impact. 2 schemes slight beneficial impact. 2 schemes neutral impact.</td>
<td>Slight beneficial impact.</td>
</tr>
<tr>
<td></td>
<td>Accidents</td>
<td>Although there is an increase in road vehicle traffic, some of this traffic will transfer to new safer roads.</td>
<td>Reduction in all personal injury accidents 646 (-14.9%)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Security</td>
<td>City centre partial pedestrianisation and improved cycle pedestrian facilities provide a slight beneficial impact.</td>
<td>2 schemes slight beneficial impact. 5 schemes neutral impact.</td>
<td>Slight beneficial impact.</td>
</tr>
<tr>
<td></td>
<td>Transport Economic Efficiency</td>
<td>Current analysis is evaluating Transport Economic Efficiency over the period 2010 to 2031 using two modelled years 2011 and 2031.</td>
<td>Forecast Users Benefits by mode - Private: £399.3m Goods: £69.1m Public Transport: -60.4m.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Reliability</td>
<td>Less congestion due to traffic moving from the centre and using the new link and river bridge and dualled A49.</td>
<td>% change in congestion delay -21.1%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wider Economic Impacts</td>
<td>Improved access to city centre via bus and park and ride:</td>
<td>No of regeneration, commercial and industrial areas with improved transport access. 1 areas</td>
<td></td>
</tr>
<tr>
<td>ACCESSIBILITY</td>
<td>Option Values</td>
<td>Improved bus priorities and frequencies and park and ride will increase travel options.</td>
<td>Change in public service vehicle kms. 1% Mode shift from car to public transport. 0% change in psv kms +6.3% mode shift in Public Transport</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sevurance</td>
<td>The central area has a large benefit with an average 29% reduction in traffic flow, whilst the A49 has a moderate benefit south of the River Wye with an average 29% reduction.</td>
<td>Assessment from the change in am peak hour 2 way road vehicle flows</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Access to the Transport System</td>
<td>The improved bus priorities, and improved cycle and pedestrian facilities will benefit those who do not have access to a car.</td>
<td>Large benefit due to the significant reduction in traffic within the central area.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Transport Interchange</td>
<td>New interchanges as a result of one bus-based and one rail-based park and ride sites</td>
<td>No of new or improved transport and freight interchanges. 2 interchanges</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Land-Use Policy</td>
<td>The Package 6 plan options will support the draft UDP policies S4 Employment, S5 Town centres and retail and S6 Transport.</td>
<td>Three point GOMMMS scale</td>
<td></td>
</tr>
<tr>
<td>INTEGRATION</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>