

**Worcestershire Local Transport Body (WLTB)**

**Friday 19 July 2019**

**09:00am**

**Council Chamber, County Hall, Worcestershire County Council**

**WLT Members Present:**

Councillor Simon Geraghty	Worcestershire County Council <i>Leader of the Council with Responsibility for Finance</i>
Councillor Adrian Hardman	Worcestershire County Council <i>Deputy Leader and Cabinet Member for Adult Social Care</i>
Councillor Dr Ken Pollock	Worcestershire County Council <i>Cabinet Member with Responsibility for Economy and Infrastructure</i>
Councillor Alan Amos	Worcestershire County Council <i>Cabinet Member with Responsibility for Highways</i>
Councillor Fran Oborski	Wyre Forest District Council <i>Deputy Representative for the North of the County</i>
Tom Stracey	White Logistics Ltd <i>Managing Director</i>
Gary Woodman	Worcestershire Local Enterprise Partnership <i>Chief Executive, LEP</i>
Tom Pierpoint	Great Western Railway <i>Regional Development Manager</i>
<b>Also present:</b>	
Andy Baker	Worcestershire County Council <i>Transport Planning &amp; Commissioning Manager</i>
Karen Hanchett	Worcestershire County Council <i>Transport Policy &amp; Strategy Team Leader</i>
Mark Mills	Worcestershire County Council <i>Project Commissioner</i>
Abhi Bhasin	Worcestershire County Council <i>Senior Transport Planner</i>
Lynsey Keir	Worcestershire County Council <i>Transport Infrastructure Commissioning Team Leader</i>
Tracy Clarke	Worcestershire County Council <i>Project Office Support</i>
David Prior, Mike Newman	Waterman <i>Transport Consultants</i>

1	<p><b>Welcome and Apologies</b></p> <p>Apologies:  District Councillor Adam Kent – Representative for the North of the County  Luke Willetts – Director of Operations, WLEP  Rachel Hill – Strategic Commissioner  Marc Bayliss – Representative for the South of the County</p>
1	<p><b>Declarations of Interest</b></p> <p>Tom Stracey has a business interest in the two projects being presented at LTB today.</p>
2	<p><b>Minutes/Matters arising from previous meeting</b></p> <p>The minutes from the previous meeting were agreed as a true record of the meeting. All actions have been completed.</p>
3	<p><b>Business case updates:</b></p> <p><b>Churchfields – Mark Mills</b></p> <p>A presentation on the project was made providing an update to LTB.</p> <p>This is a scheme supported by GBSLEP and goes through their assurance framework process. This presentation is for information to Worcestershire LTB.</p> <p>The Project brief is to:</p> <ul style="list-style-type: none"> <li>• Provide new link road off A456 with primary route via Churchfields heading northwards, Blackwell Street becomes one-way southwards, which will assist in reducing air quality issues in the area.</li> <li>• Signalisation to Horsefair gyratory</li> <li>• Open up Clensmore / St Marys Street as LILO (Left In Left Out)</li> <li>• Upgrade Highway lighting and repainting of both pedestrian subways.</li> <li>• Provide Public Realm area around Blackwell Street/ Dudley Street, and will include installation of Horsefair clock, and re-use of existing cobbles to create a meeting spot.</li> </ul> <p>Progress update is as follows:</p> <ul style="list-style-type: none"> <li>• The Full Business Case was delivered and approved by GBSLEP in June.</li> <li>• Alun Griffiths (WCC Term Contractor) will deliver the construction.</li> <li>• BT, Cadent, Virgin, Severn Trent and Western Power Distribution negotiations are ongoing relating to the utility diversions required.</li> <li>• Early entry into CMS (Vauxhall dealership) is scheduled for the end of July to discharge some of the planning conditions relating to pre-construction, to understand ground conditions and archaeology.</li> <li>• Delivery date is currently scheduled for early 2021.</li> </ul> <p>Cost includes reduced risk assessment amounting to £5.6m consisting off:</p>

- £334k WFDC ( secured and used)
- £1.0M WLEP ( secured and programmed)
- £2.7M HCA HIF (approval being secured therefore not programmed)
- £1.6M GBSLEP ( Secured and available 2019/20)

**Next Steps**

- Contractor to undertake pre-start condition works with early entry agreement
- Agree Stats diversions with remaining Utility companies and work into main contract
- Notices and Phasing of work to be agreed with Streetworks for main contract and Utilities
- Award main contract following agreed Target Price and programme

**Questions**

Cllr Amos – The length of construction time is stated as starting from September 2019 to completion in early 2021. To what degree is this project subject to utility requirements?

WCC are paying for the utility diversions and utilities programme in their works via early negotiations, which are then included in the overall programme. WCC are still negotiating with two utility providers currently.

Cllr Oborski – Anything that enhances this gateway into Kidderminster is very welcomed and important to the town. Do we have any predications as to the impact on air quality in the area?

Mark Mills to ascertain this information and report back to LTB.

Cllr Geraghty – It is noted that the project is going out to target price, how certain are we on price?

The Business Case's target price is fairly robust and there is confidence that this price will not alter significantly.

**Decision: LTB noted progress on the development and delivery of the Churchfields scheme.**

**Action: Mark Mills to report back on air quality benefits of the project.**

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**A38 Bromsgrove Route Enhancement Programme (BREP) – Karen Hanchett**

A presentation on the project was made providing an update to LTB.

**Package 1 – Update**

- 1 – Barley Mow Lane
  - Construction commenced
- 2 – M5 J4
  - Detailed design commenced
  - Construction due to start end 2019 / early 2020
- 3 – M42 J1
  - Detailed design commenced

- Construction due to start end 2019 / early 2020 depending upon speed of HE agreements

There are a few outstanding matters such as agreements with Highways England (HE) which should be met within the current programme.

### **Major Road Network (MRN) Funding Application**

- Strategic Outline Business Case (SOBC) was submitted to Midlands Connect in June
- Total scheme cost is just under £50M
- The scheme demonstrates a Very High Value for Money (BCR>4),
- The scheme is well positioned to move effectively and efficiently to Outline Business Case stage
- Is therefore in an excellent position to be funded by DfT as part of MRN programme
- Scheme delivery between 2020 and 2025
- Outline business case to be submitted in May 2020 for the A38 REP.

WCC expect to have a decision in Autumn 2019 as to whether SOBC has been successful.

### **Highways Schemes**

Enhancements are proposed at the following junctions (subject to further assessment)

- A38 / Hanbury Turn
- A38 / Buntsford Drive to south of A38/Charford Road
- A38 / Charford Road (By SBHS)
- A38 / New Road
- A38/A448 (Oakalls Roundabout to be signalised)
- A38 / Birmingham Road
- A38 / Golden Cross Lane/Braces Lane (Marlbrook Junction)

### **Sustainable Schemes**

- Charford Road to Harvington - Road Active Travel Corridor
- Fordhouse Road to Carnforth Road – upgrade of bridge to dual use
- Harvington Road to Old Station Road – new walk/cycle bridge
- A448 near Blackwood Road – signal controlled crossing
- Buntsford Drive to Sherwood Road – Active Travel Corridor

WCC will continue to work with Midland Connect on the bid and the project going forward.

Two sources of funding of Major Road Network and Large Local Majors funds are potentially available for this project. As the project is looking for approximately £50m of investment the former funding opportunity has been pursued.

Midland Connect Board has endorsed 7 projects where the A38 project was placed third and highly commended in relation to delivery.

### **Questions**

Cllr Oborski – Have WCC received any further comments from local councils?

WCC Officers have met with Bromsgrove Members to keep them updated and

	<p>this updating will continue. County Councillors were met with two weeks ago and WCC has offered the facility to update District Members also.</p> <p>Cllr Hardman – This project is likely to cause considerable disruption to this corridor. Can we compress the 5 years of working on the A38? Local residents may find other routes which could affect wider network.</p> <p>Funding needs to be spent during this five year period. Some works can be undertaken off line, therefore, not affecting the use of the A38. There is a desire to cause the least amount of disruption and this will be considered within the design and programming of works. Construction is likely to commence in 2022 and take up to 3 years.</p> <p>Cllr Geraghty – Midland Connect Board were concerned about deliverability of project, so we do need to consider the requirements of the travelling public during the construction of this project and to keep people informed.</p> <p>Cllr Pollock – It is echoed that keeping local Members informed is important. Could WCC rehearse the sequence of how to inform on the project and whether involvement in the design process can be gained?</p> <p>Cllr Geraghty - A wider audience, including District Members need to be kept informed in order to deliver the optimum project.</p> <p>County Councillors have been briefed and WCC Officers have offered to also brief District Councillors. A Representative from Bromsgrove District Council also attends the Project Board.</p> <p>Cllr Amos – It is important to keep Divisional Members updated on a regular basis.</p> <p>Gary Woodman – The LEP are pleased about the support this project has gained with Midland Connect. Is there potential to deliver the project quicker? There are processes including planning permissions which need to be gained, which will be reflected in the programme. Funding will not be available for this scheme via the MRN until 2020 onwards.</p> <p>Gary Woodman - Has the sustainability elements started? Detailed design on these elements is progressing.</p> <p>Gary Woodman – The way we communicate the outputs and the end product is required.</p> <p><b>Decision: LTB noted progress on the development and delivery of the A38 scheme.</b></p> <p><b>Action: WCC to ensure Divisional and District Members remain updated on a regular basis on this project.</b></p> <p><b>Action: To note that more signage and promotion of projects is required including who is funding the projects.</b></p>
4	<b>Pershore Infrastructure Improvements – Mark Mills / David Prior</b>

Presentations on the project were made providing an update to LTB and reporting on assurance for the project.

#### Project Brief

- Pershore Infrastructure Improvement Scheme split into 4 elements:
  1. Redesign and reconfiguration of Pinvin Crossroads easing congestion hotspot
  2. Delivery of Link Road and Rail bridge between Wyre Road and A44 Wyre Piddle Bypass
  3. Signals changes to Wyre Road / Station Road junction and improvements to Wyre Road
  4. Additional upgrading of B4083 Wyre Road and installation of cycle/footway

#### Programme:

- Pinvin delivered Sept 19- Spring 21
- Link Road delivered Nov 19 – Spring 21
- Wyre Road/Station Road junction and improvements to Wyre Road delivered before link road is opened
- Additional footway and highway improvements in Wyre Road will be delivered under permitted development

#### Progress:

- Link Road site partially cleared during early entry agreement
- Planning Permission for Pinvin granted March 2019
- Utility diversions for Pinvin planned into main contract
- Purchase of land at Pinvin
- Pinvin Target Price and Programme delivered June 19
- Planning Application for Link Road granted in July 19
- Full Business Case delivered July 19
- Wyre Road Feasibility completed June 19
- Working with landowner to deliver s106 for Link Road land
- Rules of the route dates agreed with Network Rail for bridge lift

#### Funding:

Spend Profile identified in Outline Business Case indicates total costs of **£11.6m** for all elements of scheme

##### **Funding**

- £1.0M Funding from S106 Contributions
- £5.0M from WLEP on approval of Full Business Case
- £5.4M from WCC but other funding sources being identified
- £0.2M from Wychavon District Council

#### Next Steps:

- Undertake reptile mitigation during Summer 19 for Link Road
- Full Design for Link Road ready for Target Price by September 2019
- Deliver overbridge agreements and easements with Network Rail
- Complete s106 and take ownership of land for link road
- Start on site at Pinvin end September 2019

Waterman has undertaken an independent review of the Full Business Case for Pershore Infrastructure Improvements. A presentation was given summarising their findings.

	<p>Recommendation:</p> <ul style="list-style-type: none"> <li>• Further to our review of the Pershore Infrastructure Improvement Package Full Business Case (FBC), in line with the criteria considered we find that:</li> <li>• <b>Strategic Case:</b> Is in line with guidance.</li> <li>• <b>Economic and Financial Case:</b> The scheme is identified as representing Very High Value for Money, and the funding sources for the scheme are identified. However it is noted that there is unsecured S106 funding of £0.206m. Should this not be achieved then the funding may need to be obtained from other sources. A subsequent addendum will be required to confirm scheme costs when further and final details are available for the link road, Wyre footway and Wyre Road/Station Road junction (likely autumn/winter 2019).</li> <li>• <b>Management and Commercial Case:</b> The FBC is broadly in line with guidance.</li> <li>• Subject to the above further work and subsequent review, given the BCR of 24.63 we consider that the Pershore Infrastructure Improvement Package Full Business Case is appropriate to justify the proposed funding.</li> </ul> <p><b>Questions:</b></p> <p>Cllr Geraghty – Is signage planned to promote the project and its funding sources? It will be planned as part of this project.</p> <p>Cllr Pollock – At the Station Rd/ Wyre Rd junction on the north east corner housing is not identified on the plans shown. Footway and cycleway on Wyre Road is very important to provide access and is very happy it has been added to the project.</p> <p>Cllr Pollock – Under the Assurance, why is the accidents assessment showing slight adversity? Procedural process indicates this and is not unusual given the improvement in journey times and vehicle speeds.</p> <p>Cllr Geraghty - Further discussion required with Wychavon District Council in order to facilitate unsecured funding of S106s to be underwritten.</p> <p><b>Decision: Support recommendation to grant full approval status of Pershore Infrastructure Improvement project.</b></p>
5	<p><b>Any Other Business</b></p> <p>Cllr Hardman - Pipeline projects update is needed. Local Industrial Strategy being worked up by the LEP, by Autumn the LEP should be able to share information on the pipeline.</p> <p>Cllr Oborski - Blackbridge to Hagley via Mustow Green island and an increase in car parking at Blakedown Rail Station are two key issues in relation to the Local</p>

	<p>Plan.</p> <p>Andy Baker offered to brief the 2 new members of the LTB (Councillors Oborski and Kent) on the history and rationale behind the LEP assurance framework process.</p>
<b>6</b>	<p><b>Dates for future meetings</b></p> <p>Subject to final confirmation but at present the potential dates are likely to be as follows:</p> <ul style="list-style-type: none"><li>• November/December 2019 - A38 Package 1, Phase 2 FBC (Decision),</li><li>• May 2020 - A38 Bromsgrove Route Enhancement Programme OBC Submission to the DfT (general update)</li></ul> <p>Meeting closed at 10:23 a.m.</p>