**Worcestershire Local Transport Body (WLTB)**

**Thursday 24 March 2016**

**1.00pm**

**Conservative Group Room, County Hall, Worcestershire County Council**

**WLT Members Present:**

Councillor Simon Geraghty Worcestershire County Council

*Leader of the Council with Responsibility for Finance*

Councillor Ken Pollock Worcestershire County Council

*Cabinet Member with responsibility for Economy, Skills and Infrastructure*

Councillor John Smith Worcestershire County Council

*Cabinet member with responsibility for Highways*

Councillor John Campion Worcestershire County Council

*Cabinet Member with responsibility for Children and Families*

Ian Edwards Worcestershire Local Enterprise

Partnership

*Growth Deal Project Manager*

Tom Stracey White Logistics & Storage Ltd

*Managing Director*

**Also present:**

Andy Baker Worcestershire County Council

*Transport Planning Manager*

Ian Harrison Parsons Brinckerhoff

*Independent Technical Advisor*

Tom Delaney Worcestershire County Council

*Contract Project Manager*

Mark Broomby CH2M

*Transport Consultant*

John Copnall CH2M

*Transport Consultant*

Matt Maginnis Worcestershire County Council

*Flood Risk & Gypsy Service Manager*

Mike Haigh SLC Rail

*Transport Consultant*

Ian Beavis Parsons Brinckerhoff

*Independent Technical Advisor*

Abhi Bhasin Worcestershire County Council

*Transport Planner*

Martyn Andrews CH2M

*Transport Consultant*

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| **1** | **Welcome and Apologies**  Apologies Cllr Mark Bayliss – Southern Districts Member Representative  Nigel Hudson – Worcestershire County Council  Tom Pierpoint – Great Western Railway  Gary Woodman - WLEP  Tom Stracey declared a potential conflict of interest due to his business being directly linked to potential infrastructure improvements in Pershore. |
| **2** | **Minutes/Matters arising from previous meeting**  The minutes from the previous meeting were agreed.  Andy Baker (AB) confirmed that GBSLEP funding of £4.8 million for Hoobrook Link Road had been received.  AB confirmed that Nigel Hudson has a meeting planned with NCP to discuss car park access relating to the Cathedral Square scheme. |
| **3** | **Worcestershire Parkway – Presentation from Mike Haigh and Ian Harrison**  Mike Haigh (MH) presented a progress update. He informed the meeting that the station was the ideal location for a Park and Ride especially as new homes growth was planned near the station. Additional car parking facilities were needed and this would reduce road usage substantially in the County. It was estimated that a reduction of 8.4 million car km by 2031 could be achieved.  The CPO public enquiry was set for the end of May. MH thought that all objections to the scheme could be resolved. Cabinet approval set for 16 June and the contact to be signed in July. The finish date is planned for December 2017 and opening in first quarter 2018.  Ian Harrison (IH) confirmed that they were at the conditional approval stage and the final approval submission is imminent.  The cost of the scheme is calculated to be paid back by rail users and train operators over a 25 year period.  A revised project board structure has been agreed and representatives from Network Rail and Great Western Railway will be included.  This is now recommended for approval subject to a couple of issues being resolved.  Ian Edwards (IE) had a question on timescales and a fear that delays could mean a loss of grant funding. IH said that problems with Network Rail were being dealt with and he was confident it would go ahead on time to full approval.  **The Board agreed to grant Full Approval status and endorse the £8.3 million Worcestershire Local Growth Funding contribution towards the scheme.** |
| **4** | **Worcester Southern Link Road Phase 3B – Presentation from Mark Broomby and Ian Beavis, Jonathan Copnall**  Jon Copnall (JCo) said that a dedicated left turn lane was planned for the Whittington Roundabout to ease congestion from the motorway. Phases 3B and 3C due to be completed by May 2018. Phase B will give 2 lane entry and exits on the Whittington roundabout and phase 3C involves the rail bridge. The total cost of the scheme is £33 million. Phase A due for completion January 2017, phase B planned start date April 2016 and completion Spring/Summer 2017, phase 3C planned start Autumn 2017 and completion Winter 2018.  The key risk is in negotiating terms with one landowner.  **The Board agreed to grant Full Approval status and endorse the £7.5 million Worcestershire Local Growth Funding contribution towards the scheme.** |
| **5** | **Flood Alleviation Schemes – Presentation from Matt Maginnis and Ian Harrison**  Matt Maginnis (MM) said that the schemes involved 5 key locations on the highway that were regularly closed due to flooding.  A44 New Road Worcester: Carriageway to be raised approximately 1ft and a new culvert installed along the road. There would only be minor impacts as a result of the scheme and there was general support for it.  Powick Hams: Less frequent flooding events. Changes to be made to the central reservation to enable traffic to divert around flooding.  A44 Wood Norton/Craycombe: Raised carriageway being completed now. Culverts under the road to be reinstated to improve drainage. This is the only route in the area across the Avon.  B4084 Pershore: Scheme proposes to raise the road where the road dipped. Some properties in Wick possibly at risk from the scheme, therefore significant mitigation would be needed. There is a risk that the scheme is not viable as a result.  A4104 Upton: Proposed to raise the road in the dip by the Marina and add more culverts. Minimal impacts from the scheme are anticipated.  The Hanley Road is also being considered as a possibility for inclusion.  The strategic case to keep the traffic moving is clear. There is a need to understand the effectiveness of the schemes and the impact on the economy of infrequent events that are significant at the time. The benefit to cost ratio is currently being finalised. The schemes will be designed in-house and carried out by term contractor Ringway.  John Campion (JCa) asked how these particular locations were chosen. MM said they all were identified as high priority but that other places were also being considered. JCa then wanted assurance that these were the highest priority and said that flash flooding was also a serious problem on other roads. MM said that all the routes chosen were critical and key routes in the County. JCa wanted MM to provide a cost benefit ratio as a matter of urgency. MM was confident he would be able to provide this shortly and fully answer all of JCa's questions. MM to bring this to the next meeting.  **The Board agreed, subject to final sign off, to grant the scheme Full Approval status and approve the £4.0 million Worcestershire Local Growth Funding contribution towards the scheme. This is also subject to receipt of assurances from MM.** |
| **6** | **A38 Bromsgrove – Presentation Abhi Bhasin and Ian Beavis**  Abhi bhasin (ABh) said there was a problem with congestion and air quality in the area. It is proposed to widen the road and provide extra approach lanes. Traffic modelling has now been done on each junction. The cost of the scheme would be £38.2 million, although this included a significant sum to cover for risk (QRA). Completion is anticipated in 3 years subject to Growth Deal funding.  John Smith (JS) asked if the scheme was supported by Highways England. AB said that they were in discussion with them regarding funding. Simon Geraghty (SG) raised the possibility of the benefits of a larger scheme with regard to funding. This route is very important for the economic growth of the region and should feed into the Midlands Connect Programme.  ABh said there were some uncertainties around junction performance and that further traffic modelling was needed. Also to take into account the impact of other changes to the network. There were some risks to delivery of the scheme, e.g. CPO for the land needed. He said that further work was needed but it was worth progressing and was needed due to housing development in the area. SG reminded the group that development growth locations were still to be identified post 2023 by Bromsgrove District Council.  **The Board agreed to grant the scheme Programme Entry status and to recommend to the Worcestershire Local Enterprise Partnership Board that future Worcestershire Local Growth Funding allocations contribute towards the development and delivery of this scheme.** |
| **7** | **Pershore Keytech Link Road/A44 Infrastructure Improvements – Presentation from Abhi Bhasin and Ian Beavis**  Project cost £9.8 million. Conditional approval anticipated in a year and completion in 2019/20. This is dependent on Growth Deal funding. There is housing growth in the area and increased traffic. There is a need for improvements to Pinvin crossroads and improved access to Keytech Business Park. This is suitable for subsequent business case stages. The key risk to delivery is planning permission due to ecological issues. Recommended to move forward to the next stage.  **The Board agreed to grant the scheme Programme Entry status and to recommend to the Worcestershire Local Enterprise Partnership Board that future Worcestershire Local Growth Funding allocations contribute towards the development and delivery of this scheme.** |
| **8** | **Worcester Southern Link Road Phase 4 – Presentation from Martyn Andrews and Ian Harrison**  Change from single to dual carriageway and a new bridge over the carriageway for pedestrians and cyclists. Project cost 75million with anticipated opening date April 2020. Funding to be sourced from the Local Major Scheme Fund and the local authority. A Strategic Ouline Business Case was forwarded to the DfT in October 2015. SG said there was total support from MPs, but there was a need to keep the momentum up to push this through to completion. An environmental assessment needs to be done and environmental issues are a high priority. The business case needs to be clearer. There are some uncertainties such as from transport modelling and mitigation measures. Early market engagement needs to be considered. There are land acquisition procedural aspects to be considered. Common land needs to be substituted with other land. Pedestrian and cycle paths will be upgraded. The engineering aspect of this project is straightforward.  AB said that a Market Engagement Day is arranged for 22 April and there will be a clearer idea after this on the way forward.  This is recommended to go to the next stage. SG said we should make sure the business case fully captures the benefits that the scheme will deliver, especially to the wider geographical area to the west.  **The Board agreed to grant the scheme Programme Entry status and support the need for further development funding if required. In addition, to endorse the project as a priority for Large Local Major Scheme Funding and/or Local Growth Funding as appropriate.** |
| **9** | **Feedback from GWR North Cotswolds Line Rail Improvement Conference – Andy Baker on behalf of Tom Pierpoint**  To look at possibility of a Worcestershire event. Parkway issues discussed. Business case for Pershore Station to be developed in readiness for future funding opportunities. |
| **10** | **Budget 2016 and Growth Deals – Update from Ian Edwards**  The Growth Deal focuses on developers and not local authorities. £1.8 billion is still available, with sustainable transport becoming more important in the allocation of funds. |
| **11** | **Any Other Business**  None.  Meeting closed at 4.15pm  **Next Meeting: TBA** |