**Worcestershire Local Transport Body (WLTB)**

**Monday 15 April 2019**

**14:00pm**

**Kidderminster Room, County Hall, Worcestershire County Council**

**WLT Members Present:**

Councillor Simon Geraghty Worcestershire County Council

*Leader of the Council with Responsibility for Finance*

Councillor Adrian Hardman Worcestershire County Council

*Deputy Leader and Cabinet Member for Adult Social*

*Care*

Councillor Dr Ken Pollock Worcestershire County Council

*Cabinet Member with Responsibility for Economy and Infrastructure*

Councillor Alan Amos Worcestershire County Council

*Cabinet Member with Responsibility for Highways*

Tom Stracey White Logistics Ltd

*Managing Director*

Luke Willetts Worcestershire Local Enterprise

Partnership

*Director of Operations, LEP*

**Also present:**

Rachel Hill Worcestershire County Council

*Strategic Commissioner Major Projects*

Nigel Hudson Worcestershire County Council

*Head of Strategic Infrastructure & Economy*

Karen Hanchett Worcestershire County Council

*Transport Policy & Strategy Team Leader*

Mark Mills Worcestershire County Council

*Project Commissioner*

Abhi Bhasin Worcestershire County Council

*Senior Transport Planner*

Mark Broomby Jacobs

*Client Project Manager for SLR4*

Nathan Campsall SLC Rail

*Transport Consultants*

Lynsey Keir Worcestershire County Council

*Transport Infrastructure Commissioning Team Leader*

Tracy Clarke Worcestershire County Council

*Project Office Support*

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| **1** | **Welcome and Apologies**  Apologies:  Andy Baker – Transport Planning Manager, WCC  Tom Peirpoint - Great Western Railway  City Councillor Marc Bayliss - Representative for the South of the County  District Councillor Chris Rogers - Representative for the North of the County |
| **1** | **Declarations of Interest**  Cllr Geraghty is also a member of the WLEP Board.  Tom Stracey – two projects being discussed today are local to Tom's place of business |
| **2** | **Minutes/Matters arising from previous meeting**  The minutes from the previous meeting were agreed as a true record of the meeting. All actions have been completed. |
| **3** | **Business case updates:**  **Churchfields – Mark Mills**  A presentation on the project was made providing an update to LTB.  The Project brief is to:   * Provide new link road off A456 with primary route via Churchfields heading northwards, Blackwell Street becomes one-way southwards * Signalisation to Horsefair gyratory * Open up Clensmore / St Marys Street as LILO (Left In Left Out) * Upgrade Highway lighting and repainting of both pedestrian subways. * Provide Public Realm area around Blackwell Street/ Dudley Street   Progress   * Planning Permission granted Nov 18 * Delivered by Griffiths using Term Contract * Target Price and Programme ready by April 19 * Full Design by Jacobs ready by June 19 * FBC ready by June 19 * Contract start expected Sept 19 * Delivered by Spring 2021     Cost   * Target Price, Stats diversions, design, supervision and Quantified Risk Assessment (QRA) * £5.5M   Funding   * £334k WFDC ( secured and used) * £1.0M WLEP ( secured and programmed) * £2.7M HCA HIF ( secured but not programmed) * £1.5M GBSLEP ( Secured subject to FBC approval) £1.2M available in 19/20 and £300K in 20/21   Total £5.5M  HIF money application led by WFDC.  Next Steps   * Developer to agree early entry onto site * Discharge pre-start Planning Conditions * Agree Stats diversions with Utility companies and work into main contract * Land from developer to be released * Notices and Phasing of work to be agreed with Streetworks * Develop design for Construction issue * Agree RSA 2     Cllr Pollock question: there was a comment in Kidderminster Shuttle that there is concern about the ecology area near Clensmore Street might be affected by the works.  There was confirmation that the highway project would not affect ecology there.  Cllr Geraghty queries: What are the key gateway decisions to draw down funding as there are tight timescale until works start? What factors are holding up delivery? What will happen if cost over-run?  WCC would not award the main construction contract until the planned funding is secured. All funding bodies are aware of timescales for delivery. The project is currently spending money, but will not commit to construction cost until we have clarity of funding position. We are not expecting any surprises in relation to delivery as we have a solid detailed design and early contractor engagement.  Cllr Geraghty query: Air quality management issue – will it be addressed or not as part of this project?  The AQMA has been modelled and the project will deliver a major improvement. Testing and monitoring will determine air quality status post construction.  Luke Willetts comment: GBSLEP and WLEP answered recent queries on this project via WFDC.  **Decision:** **Update noted by LTB**.  **Pershore Infrastructure Improvements – Mark Mills**  A presentation on the project was made providing an update to LTB.  Pershore Infrastructure Improvement Scheme split into 3 elements:   * Redesign and reconfiguration of Pinvin Crossroads easing congestion hotspot * Delivery of Link Road and Rail bridge between Wyre Road and A44 Wyre Piddle Bypass * Signals changes to Wyre Road / Station Road junction and improvements to Wyre Road   Programme   * Pinvin delivered September 2019 - June 2020 * Link Road delivered November 2019 - April 2021 * Wyre Road/Station Road junction delivered before link road is opened * Additional footway and highway improvements may be delivered under permitted development   Progress   * Link Road site partially cleared during early entry agreement * Planning Permission for Pinvin granted March 2019 * Planning Application for Link Road submitted in February 2019 * Working up Full Business Case to be ready July 2019 for LTB approval     Funding  Spend Profile identified in Outline Business Case indicates total costs of £11.6mfor all elements of scheme   * £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   * Pinvin Target Price and Programme ready by May 2019 * Full Business Case to be ready by July 2019 * Planning Determination for Link Road expected July 2019 * Undertake reptile mitigation during Summer 2019 at Link Road * Full Design for Link Road ready for Target Price by September 2019 * Deliver overbridge agreements and easements with Network Rail   Cllr Geraghty query – have we been able to answer any early concerns from Network Rail?  The bridge design will be future proofed for electrification and potential dualling, working through matters with NR.  Cllr Geraghty comment - There might be scope for greater contributions from Wychavon District Council.  To be explored.  Cllr Geraghty query – Has contingency been built in as our current contribution would need to stand?  We will know more once target prices are in. We will continue to look for third party funding.  Cllr Pollock query – There are still a number of business' on the Pinvin side of the railway line off Terrace Road. We would not expect HGV's to divert around the new link road and past the high school therefore we will not be enforcing this action.  **Decision:** **LTB noted progress.**  **A38 Packages 2 – 5 – Karen Hanchett**  A presentation on the project was made providing an update to LTB.  Current Position   * We have been waiting to undertake further detailed design work on packages 2 - 5 whilst the Bromsgrove VISUM Traffic Model has been in development; * The model is currently being signed off and we will be commencing work on option testing immediately; * The initial model testing will review the previously developed packages 2 – 5 and we anticipate these options will need to be refined to maximise benefits across the network.   Next Steps   * Currently packages 2-5 focus almost exclusively on highways solutions. Whilst these deliver some benefits to congestion and journey times a more multimodal approach may need to be considered to maximise benefits across all modes. * To address this we propose to test the packages alongside a number of additional multimodal measures such as: * Upgrade of existing footpaths to active travel corridors * Replacement of the existing walking bridge over A38 to dual use; * New active travel bridge from Harvington Road (Old Station Road) to Old Station Road ('east'); * Introduction of various signal controlled crossings; * Enhanced local bus network providing improved access between residential areas, the town centre and especially the rail station; * Implementation of Personalised Travel Planning and Choose How You Move across the District; * We will also test incremental closure of M42 Junction 1. From on-slip closure, off-slip closure to full closure. We believe this could have considerable benefits to Bromsgrove but need to understand the impact on the wider network and liaise closely with colleagues at Highways England.   Going Forward   * Continued consideration and testing of all potential options to achieve the optimum scheme(s); * Feasibility and detailed design of the optimum scheme(s); * Continued close liaison with colleagues from Bromsgrove District Council on current major planning applications and quantum and locations for further growth.   Funding   * WLEP Local Growth Fund - £6.2M remaining * Homes England Housing Infrastructure Fund (HIF) - £10.9M bid submitted in 2017; This bid was unsuccessful but we are first in line should any of the approved schemes not come forward; * HIF 2 – we anticipate a further round of HIF and the scheme will be announced in due course; * Negotiating s106 agreements with the developers of the 3 strategic sites within Bromsgrove – Whitford Road, Perryfields Road & Foxlydiate. These contributions total approximately £21M and will be spread across highways improvements, passenger transport services and active modes; * Major Road Network (MRN) funding. The A38 currently sits in the top 10 of Midlands Connect’s priorities for MRN funding. The funding pot for the next Roads Investment Strategy 2 (RIS 2) is £28.5bn, of which £3.5bn is allocated to the MRN and Large Local Majors (£50m plus schemes i.e. SLR4). Subject to the further positive development of the business case. The A38 is well placed to receive a share of this funding.   Cllr Geraghty query – Have all parties signed up to the VISUM model?  The model is currently being reviewed by Watermans (WCC's Independent Technical Advisor). This will then be shared with Bromsgrove District Council. We are well aware of the importance of ensuring all key stakeholders have confidence in the model.  Cllr Geraghty comment - Midland Connect issue is key. There are challenging questions being asked as to whether this is such an important link in the Midlands. It is key to get one of these national funding streams. We are working closely with Midlands Connect in terms of the SOBC for future phases of the A38. It is currently near the top of the prioritisation list being submitted to the DfT for Major Road Network funding, with the key advantage over other schemes being that it is deliverable within the preferred timescales i.e. by 2025.  **Action: Request for a future briefing for Cllr Geraghty on this project.**  Cllr Pollock query - Encouraging that working well with the HE, have any past issues affected our working with them?  We meet with HE alongside Bromsgrove and Redditch officers regularly therefore there are no concerns about a successful working relationship due to this close working.  Cllr Geraghty comment – WCC are supportive of working relationship with HE as it is an active partnership particularly at a strategic level.  Tom Stracey query – are M5 junction 6 works HE as he is concerned about delays and emergency access to the hospital?  Confirmed that this is a HE project.  **Decision:** **LTB endorsed the further development and delivery of the A38 Bromsgrove scheme and to formally allocate the remaining £6.96 million Worcestershire Local Growth Funding contribution towards this.** |
| **4** | **SLR4 update – Mark Broomby**  A presentation on the project was made providing an update to LTB.  The project:   * Completes plans to dual from M5 junction 7 to Powick island. * Will draw traffic from the city centre to the link road making a positive impact to air quality, journey times. * Will create capacity improvements to junction approaches. * Will provide a new Ketch underpass for pedestrians and cyclists. And the footway to north widened to facilitate shared use with new foot cycle bridge at Hams way.   Progress   * Pylon relocation relocated * Land secured * Planning secured & pre-construction conditions discharged * S38 (work on Common Land) consent granted * Works to prepare permanent replacement common land completed * S16 (deregistration of Common Land) confirmation imminent * Funding in place - detailed design and construction commenced (in line with original programme) * Contractor mobilised * Site secured and temporary fencing in place * Vegetation clearance completed * Site Access and Site Compound Works underway * Flood Compensation Area construction to then commence   Next Steps   * Conclude Common/Access Land De-registration – awaiting decision from Inspector (imminent) * Conclude Compulsory Purchase Order – awaiting report from Inspector * Complete Site Compound Construction * Construct Flood Compensation Area * Progress Detailed Design * Procure Main Steelwork for Carrington Bridge * Continue liaison with statutory authorities:   Funding   * Scheme budget: £62m * Funding Sources:   + DfT: £54.5m (DfT Final Approval secured: 1st March 2019)   + Local contribution: £7.5m (S106)   Cllr Geraghty query – Greater publicity is needed in order to get the recognition for the LEP and WCC on the projects under development and in construction. Request to push the boundaries to create greater publicity. We should be giving greater note to the successes we have delivered.  RH confirmed WCC have secured an additional resource to help increase publicity.  Cllr Geraghty query – Should we do more on social media?  It was noted that we increasingly use social media and this is a key element of commuications on all major projects.  **Action: Link to video to be circulated to LTB members.**  Cllr Pollock query- Have the two signs promoting the project been relocated?  We are currently reviewing location for that signage for future installation.  Cllr Pollock query – why wasn't the Ketch junction put forward as a grade separated proposal? How much would this cost?  A similar grade separated project cost in the region to £50m and on that basis was not pursued.  **Decision: Update to LTB noted.** |
| **5** | **Wider programme update:**  **Upton Marina Flood Alleviation – Mark Mills**  A presentation on the project was made providing an update to LTB.  Progress   * Scheme split into 3 Phases for ease of Construction * Phase 1 and 2 Constructed Sept 17- May 18 * Phase 3 delayed until Sept 18 to allow the summer festivals and shows at Upton and Malvern to take place * Phase 3 started Sept 18 and will complete in April 19   Funding   * Funding: made up of a combination of:   + LEP - £2.4M,   + DfT - £1.2M,   + Highway Drains - £524k,   + HIF - £461k,   + WCC Highways - £150k,   + Marina - £65k   Total £4.8M  Next Steps   * Road Safety Audit 3 took place on 09/04/19 * Landscaping and Ecology * Hedgerows, tree planting and seeding in Sept 2019 * Return land to 4 landowners * Complete all access’ and reinstate * Complete Phase 3 before Easter ( 2019 )   Cllr Pollock query – Has the project been well received?  Overall yes as we have successfully coordinated the works with the various events held locally throughout the year in order to create the least disruption.  **Decision: Update to LTB noted.**  **Kidderminster Rail Station – Nathan Campsall (SLC Rail)**  A presentation on the project was made providing an update to LTB.  Progress   * Highways works on Comberton Road (Phase 1) complete * Road Safety Audit 3 concluded and signal crossing commissioned * Network Rail Form F001 & 002 approved by Network Rail and WMT * Governance for Railway Investment Projects (GRIP) 5 – 8 station contract awarded to BGCL * Station Change submitted * Network Rail Form F003 (GRIP) 5 designs progressing * Station site works commenced * Site clearance, drainage and enabling works ongoing * Station forecourt has been re-configured to accommodate phasing     Next Steps   * Conclude GRIP 5 detailed design and acceptance * Continue site clearance works * Commission and bring into service temporary ticket office * Take occupation of the existing station building and prepare for demolition works * Plan ‘Entry Into Service’ of new assets with stakeholders   Funding Partners   * Worcestershire County Council * Wyre Forest District Council * Worcestershire LEP * Greater Birmingham and Solihull LEP   Cllr Geraghty query – Are we confident that we are able to complete for the current project costs? Is late 2019 to be achievable in relation to delivery of the project?  Some forecourt works such as the unknown condition beneath the visible forecourt will have impacted on finishing earlier than planned. We need to be careful regarding communication of a completion date and to date have only stated completion this year.  **Decision: Update to LTB noted.**  **Worcestershire Parkway – Nathan Campsall (SLC Rail)**  A presentation on the project was made providing an update to LTB.  Progress   * Station building structure complete, internal fit out including services underway * Forecourts being developed with drainage and storage / treatment tanks installation * Oxford Worcester Wolverhampton (OWW) platform structure complete and services installation due to commence * Bristol and Gloucester (BAG) platforms installation commenced * Car parking bay areas complete and circulation areas now being installed * Signalling and lineside works ongoing through to project completion * Environmental reptile area relocation to commence in April 2019 followed by provision for bats * Entry in Service works have commenced with all stakeholders to ensure a smooth transition from construction to operation   Next Steps   * Conclude final design changes to satisfy NR and TOC requirements * Plan environmental completion works (reptile relocation, permanent bat provisions) * Conclude December 2019 timetable negotiations with industry * Continue detailed planning of ‘Entry Into Service’ requirements   Funding Partners   * Worcestershire County Council * Department for Transport * Growth Deals * Great Western Railways * Worcestershire LEP   Cllr Geraghty comment – We need to be aware of key gateways particularly timetable changes so would not want to miss these opportunities. It is key to have the full timetable in place at opening of the station.  Luke Willetts query - How does Entry into Service (EiS) tie into the timetabling of services?  We have a robust programme of 12 weeks of activity on the run up to EiS. Aim to integrate with timetable changes recognising the timetable is the real product.  Cllr Pollock – when do bus services start serving the site?  **Action: Response to be fed back to Cllr Pollock on buses serving the site. This may feed into the Transport Review.**  **Action: Luke Willetts to supply Midland Engine logo to Jo Dalton replace old Growth Deals logo.**    **Decision: Update to LTB noted** |
| **6** | **Any Other Business**  No other business was raised. |
|  | **Dates for future meetings**  July 2019 meeting to be required for Pershore Full Business Case. It was requested for slides to be produced covering pipeline projects for the next LTB.  Meeting closed at 15:55. |