

# Worcestershire Local Transport Body (WLTB)

Wednesday 23<sup>rd</sup> September 2020

12:00pm

## Teams meeting, Worcestershire County Council

### WLT Members Present:

Councillor Simon Geraghty  
Worcestershire County Council  
*Leader of the Council with Responsibility for Finance*

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*

Councillor Adam Kent  
Wyre Forest District Council  
*Deputy Representative for the North of the County*

Tom Stracey  
White Logistics Ltd  
*Managing Director*

Luke Willetts  
Worcestershire Local Enterprise Partnership  
*Director of Operations, WLEP*

### Also present:

Rachel Hill  
Worcestershire County Council  
*Assistant Director – Economy, Major Projects and Waste*

Andy Maginnis  
Worcestershire County Council  
*Programme and Commissioning Manager*

Karen Hanchett  
Worcestershire County Council  
*Transport Policy and Strategy Team Leader*

Nick Churchill  
Worcestershire County Council

	<i>Project Commissioner</i>
Abhi Bhasin	Worcestershire County Council <i>Senior Transport Planner</i>
Lynsey Keir	Worcestershire County Council <i>Project Office Manager</i>
Tracy Clarke	Worcestershire County Council <i>Project Office Support</i>
Victoria Edge	Jacobs <i>Transport Planner</i>

1.)

### **Welcome and Apologies**

Apologies:

- Councillor Adrian Hardman – Cabinet Member with Responsibility for Adult Social Care

Tom Pierpoint - Great Western Railway

2.)

### **Getting Building Fund (GBF) / WLEP Business case approvals: Hoobrook Junction Improvement Scheme**

Presentation by Nick Churchill, Project Manager

Project objectives:

- Reduce congestion and improve air quality at the junction of A442 Worcester Road, A449 Chester Road, A449 Worcester Road and Wilden Lane
- Reduce journey times across the wider network
- Improve pedestrian facilities in the area and promote active travel
- Internal stacking improved and maximised
- Traffic manoeuvrability improved
- Vehicle movement paths improved
- Existing entry path curvature departures from standards mitigated through signalisation
- Wilden Lane entry path curvature geometrically improved

How the objectives will be delivered:

The scheme comprises of the following improvements;

- Signals on 3 roundabout arms (other than Wilden Lane)
- Signals on the circulatory

- Signalisation will improve green times for greater throughput and capacity
- Rationalisation and improvement of current Non-Motorised User crossing provisions

Benefit-Cost Ratio (BCR)/ Value for Money and cost (VfM):

- Scheme estimate £3.7m
- BCR = 1.4

Main timescales/next steps:

- A meeting is scheduled with Local Members on 24th September 2020 to cover design proposals
- The intention is to start winter 20/21, traffic management is a considerable factor in phasing of delivery

Councillor questions/comments:

Cllr Geraghty:

Having spoken with Local Members, this project is supported as it is seen as a continuation of the Hoobrook Link Road project. The project is 'shovel ready' to be delivered in the next 18 months. From WCC's point of view this project is supported and I recommend approval to the LTB.

**Decision: Recommendation to endorse the £1.3m of GBF towards this project.**

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**A456 Hagley Junction Improvements**

Presentation by Nick Churchill, Project Manager

Project objectives:

- Reduce congestion and improve air quality at A456 Kidderminster Road / B4187 Worcester Road junction and Cattle Market junction
- Reduce journey times across the wider network
- Improve pedestrian facilities in the area and promote active travel

How the objectives will be delivered:

A report was submitted that looked at the A450 and A456 through Hagley; A456/B4187 junction, A456/A450 junction and A456/A491/B4197 roundabout. These junctions were reviewed as to which would deliver the most benefits. The report recommended that that changes to the Cattle Market junction and Worcester Road junction would yield the best results to ease congestion considering local developments. The proposed changes are as follows:

- At the Cattle Market junction, there will be reconfiguration of lane markings on the A456 Kidderminster Road from the south to provide a left turn only lane and ahead lane up to the left turn slip access
- A flare out of the ahead lane to two lanes past the left turn slip
- At the Worcester Road junction, the signalised junction will revert to the previous layout; on the A456 3 lanes provided over a distance of 80m to the junction
- The left turn from the B4187 onto the A456 northbound will be banned

BCR/ VfM and cost:

- Scheme estimate £350k
- BCR = more than 4
- VfM category = **very high**

Main timescales/next steps:

Cattle Market junction:

1. Commence construction: October 2020
2. Complete construction: October 2020
3. Project completion: Autumn 2020

Worcester Road junction:

1. Detailed Design: winter 2020/21
2. Commence Construction: January 2021
3. Complete Construction: spring 2021
4. Project Completion: spring 2021

Councillor questions/comments:

Cllr Geraghty:

Commented this was a comprehensive presentation.

Cllr Kent:

The aesthetics of the Worcester Road junction need to be taken into account during this improvement project, such as road surfacing condition. He asked for a review of the use of bollards within the islands to assist demarcation of areas.

Cllr Kent:

Commented on the proposed ban of turning left with concerns for the likely behaviour of drivers. Fine tuning of the model is still to be done to understand the effects of traffic on implementing or lifting a ban on turning left at the junction.

Cllr Geraghty:

Cllr May as the Local Member supports the project and has shared her support with Cllr Geraghty.

Cllr Geraghty:

As the scheme is ready to deliver, it is recommended that approval be given to the project by the LTB.

**Decision: Recommendation to endorse the £210k of GBF towards this project.**

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## **Kepax Pedestrian and Cycle Bridge**

Presentation by Victoria Edge (Jacobs), Planner

### Project objectives:

- Delivery of a pedestrian and cycle bridge across the River Severn in Worcester linking the north of the City
- Improve connectivity within Worcester by foot and cycle, promoting an improvement to physical health and wellbeing
- Minimise the impact on the natural environment and ecology delivering improvements where feasible
- The bridge, ramps and connecting paths are to be accessible for all
- Improved access to jobs, services and leisure activities
- Provide an alternative walk and cycle link over the river thus increasing transport resilience
- Increase visitor numbers to Worcester, through the provision of new infrastructure including a riverside 'loop', resulting in additional visitor spend and increased visitor economy jobs
- Contribute to improving the public realm and public spaces around the bridge and help to activate these areas

### How the objectives will be delivered:

#### Phase 1:

- 3.5m wide cable stay bridge spanning river
- Weathering steel to reduce maintenance
- Connection to Gheluvelt Park (some paths to be upgraded)
- Connection to National Cycle Network route 46
- Links to Waterworks Road and Horsford Road
- 4m shared use path over Kepax site

#### Phase 2:

- Improvements to the existing Severn Way path to the south of the bridge
- Improvements to a route to the east of the river from Gheluvelt Park to the City Centre
- Providing pedestrian/cycle links from the bridge to the National Cycle Network route 4

### BCR/ VfM and cost:

The Outline Business Case has been produced that demonstrates amenity, health and transport benefits that fits well with the DfT Active Mode Toolkit.

- Outturn costs - £9.995 m which comprises:
  - Phase 1 - £7.5 m
  - Phase 2 Wider links - £2.5 m
- BCR = **2.19**
- VfM category = **high**

### Main timescales/next steps:

1. Planning application determined: February 2021
2. Land and legal agreements: February 2021
3. Award construction contract spring 2021
4. Start on site: spring 2021
5. Completion: spring 2022

### Councillor questions/comments:

Cllr Geraghty:

Commented that Local Members are very supportive. He witnessed much support when he attended the Public Information Exercise in person. Accessing the City Council Towns Fund seems a sensible proposition to help contribute towards funds. Whilst this is a more expensive project, he can see the success of Diglis being replicated.

Cllr Pollock:

100% in favour but wanted to know the outcome of LTN 1/20 in terms of specific segregation of walking and cycling across the bridge. WCC is awaiting the answer and will work on this technical point of planning and design.

Cllr Geraghty:

Commented that the point raised by Cllr Pollock above should be further explored.

Cllr Kent:

Commented that the design was stunning and would act as a tourist attraction. He also saw this as a huge investment in active travel, particularly for students. The University Travel Office had looked at travel habits of students and were actively looking to increase more students on campus side. Once the infrastructure is in place, the accessible link of the bridge could help attract more students to live on the other side of the river. It was noted that the bridge at Diglis helped increased leisure usage by 70%.

Cllr Geraghty:

Commented that the Vice Chancellor is supportive from Worcester University, with the potential for increased development that the bridge access will provide.

Cllr Amos:

Fully supported the principle. Recently he had met with the local cycle lobby and agreed with Cllr Pollock for the desired segregation of pedestrians and cyclists using the bridge. From a practical point of view, Cllr Amos was well aware of conflict issues with pedestrians and cyclists along the river and canal side, particularly where the path is narrow. He commented that in Scandinavia, they use different coloured tarmacs to denote usage type for pedestrians and cyclists. He also raised a concern about likelihood of complaints if there isn't segregation.

Cllr Geraghty:

Noted that WCC officers will look into the issue of segregation. He noted that 'Share with Care' has been used successfully before now and raised the concern about project costs being driven up with increased segregation. He suggested that a careful balance needs to be struck and there needs to be clear signage.

Karen Hanchett response to Cllr queries regarding segregation:

Commented that the planning application has been submitted, with the Development Control Team for comment. They are looking into this issue and have said the bridge will not need to be segregated but links will be looked into in more detail to understand if segregation will be needed.

Cllr Pollock:

Commented that the planned bridge over the A38 is to be shared. He envisaged the same principle to be adopted for Kepax. He would be interested in using possible segregation on approaches to the bridge as a compromise.

Cllr Geraghty:

Commented that Cllr Pollock's suggestion was a sensible compromise with 'share with care' on the bridge.

Cllr Geraghty:

Expression of support was given to the scheme.

**Decision: Recommendation to endorse the £1m of GBF towards this project.**

**Action: Confirm DfT guidance on Segregation.**

3.)

**Any Other Business**

None

4.)

**Dates for future meetings**

Towards the end of the year to cover A38 BREP and Pershore Infrastructure Improvements.