**Worcestershire Local Transport Body (WLTB)**

**Wednesday 22 March 2017**

**1.30pm**

**Council Chamber, 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 Marcus Hart Worcestershire County Council

*Cabinet Member with responsibility for Highways*

Councillor Anthony Blagg Worcestershire County Council

*Cabinet member with responsibility for Environment*

Ian Edwards Worcestershire Local Enterprise

Partnership

*Growth Deal Project Manager*

Tom Stracey White Logistics

*Managing Director*

**Also present:**

Andy Baker Worcestershire County Council

*Transport Planning Manager*

Ian Baxter SLC Rail

*Transport Consultant*

Lorraine Organ SLC Rail

*Transport Consultant*

Ian Harrison WSP Parsons Brinckerhoff

*Transport Consultant*

Ian Beavis WSP Parsons Brinckerhoff

*Transport Consultant*

Abhi Bhasin Worcestershire County Council

*Transport Consultant*

Rachel Hill Worcestershire County Council

*Strategic Commissioner Major Projects*

Lynsey Keir Worcestershire County Council

*Transport Infrastructure Commissioning Team Leader*

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| **1** | **Welcome and Apologies**  Apologies  Cllr Mark Bayliss – Southern Districts Member Representative  Tom Peirpoint – Great Western Railway  Mark Broomby – CH2M |
| **2** | **Minutes/Matters arising from previous meeting**  The minutes from the previous meeting were agreed. |
| **3** | **Assurance Framework**  The document to demonstrates how we identify projects for investment, appraise them and agree to take fund. WLTB Assurance Framework dated 2015 and reflected constitution of the group. New guidance from Government in November 2016 bringing greater transparency to decision making, therefore a review of WTLB Assurance Framework was undertaken and reported on at this meeting.  Original Framework came about prior to LGF funding with the Assurance Framework coming about to show compliance with Government guidance. Papers previously circulated on the WLTB Framework Assurance Review covering:  - ensure value for money  - transparency of the group and its decision making  -  Main areas for consideration by the group:   * Making business cases available for view by the public up to 3 months prior to WLTB approval * Voluntarily open meetings to the public   Cllr Geraghty –  Agree that separate item on future agendas record any declarations of interest.  Openness and transparency – how best to discharge those conditions, minutes of Body available, can we use the basis of papers / reports to Cabinet and Council being made available to the public? Do not wish to duplicate.  Is a piece of work needed to understand best practise elsewhere?  Agree  More detail at next LTB meeting  I Edwards  No thoughts of making WLTB a public meeting, publish decisions post WLTB  Make  To make agenda & BUSINESS CASE EXEC SUMMARY ALSO available prior to WLTB meetings and allow members of the public to make contact with the Secretariat and bring comments to the meeting.  Declarations of interest policy – publication of details need to be made for those who make investment decisions on behalf of the LEP. Therefore declaration of interest documents are required of the WLEP members and will be made available on the web.  **Decision: It was agreed that** that in principle that seek to agree compliant guidance & need to work through the issues raised and discuss at next LTB. |
| **4** | **Kidderminster Rail Station – Ian Baxter (SLC) & Ian Harrison / Ian Beavis (WSP Parsons Brinckerhoff)**  Ian Baxter (SLC Rail) gave a presentation on KRS to remind the group the purpose of the project.  WSP Parsons Brinckerhoff gave a presentation on the Independent Appraisal for Conditional Business Case for KRS for Conditional Approval by the WLTB.  Aims of the scheme are to improve the forecourt layout, linkages with bus services, improving access for all & accommodate planned growth in patronage.  Existing station will not be able to cater for the predicted growth.  Proposal to replace existing station building, new forecourt layout, new pedestrian crossing on Comberton Hill and new gateway for SVR.  Strategic case – clear case for investment with 15 year demand growth scenarios low growth 3.1m journeys and high forecast 4.2m journeys by 2035.  BCR 4.81 low growth, 13.4 high growth therefore very high value for money.  Financial case - £4.3m with optimism bias. £2.5m WLEP & £1.8m from GSB LEP.  Commercial case – delivered in two elements of station building, and highway and forecourt works.  Management case – good governance in place. Risks include securing necessary approvals from Network Rail, escalation of costs at detailed design stage, costs of utility diversion and traffic regulation order objections.  Conclusions and recommendations: AS PER PRESENTATION  Cllr G query – when is delivery? March 2019. Concern that 2019 costs fully reflected in £4.3m figure. Prices judged on current market prices, SLC experienced in delivering and contracting rails schemes currently, working on principle that available budget is £4.3m and objective not to overspend. Value engineering will be used to deliver scope and to cost where possible. GRP4 needs to be completed and going out to market required to help keep to cost.  Cllr Blagg – what time of construction & what likely local noise disruption? Management of forecourt will need to cater for school and commuter travel alongside SVR events, therefore careful programming is required.  Who will own the station building. Network Rail will own that and forecourt area.  Cllr Pollock – can SVR car parking be accessed to help with the forecourt arrangements? Yes.  **Decision: LTB agreed to give Conditional Approval for this scheme.** |
| **5** | **A4440 SLR4 – Andy Baker**  Seek LTB to endorse this project. OBC final documentation submission being made end of March 2017.  Scheme to widen Temeside way to facilitate dual 2 lane carriageway ADD FROM PRESENTATON  Scheme cost £62m with Local Majors Funds of £54.5m  Scheme benefits – reduced congestion and reduced journey times in the area, supports planned growth for south Worcestershire and adds resilience of the highway network should the city centre bridge be closed. Very high BCR 4.2.  Procurement – 3 stage process – SEE PRESENTATION  Programme – award Stage 1 imminently, final PBC submission end of March, planning determination, completion 2021 – SEE PRESENTATION  Risks -  Cllr G - £62m reduction to original £70m how was this determined? Went out to tender and independent review of cost estimates undertaken which led to reducing this cost estimate.  How did the change in dataset change the position? On course to submit updated information from this end of March  **Decision: LTB noted the update** |
| **6** | **Churchfields, Kidderminster – Abhi Bhasin**  GBSLEP taking a lead on this project and seeking Conditional Approval currenty. £1m investment from WLEP  Aim to recreate a residential community. Seeks funding to deliver improved access to the masterplan site and unlock significant land development. Which will relieve areas of congestion and reduce the AQMA.  £4.5 to £4.8m projected costs  BCR 2.5 high value for money based on signalised option.  Optioneering being undertaken for roundabout and signalised solutions.  Timescales – see presentation  Cllr Hart – supportive of highway project at this location.  **Decision: LTB to endorse project.** |
| **7** | **Any Other Business**  LGF3 - £17.5m £5m Pershore, £7.5m A38, 1m Churchfield, remainder to skills investment. 2018/19 3m, £3m 2019/20 with balance in last year. LEP Board paper on this to be circulated by Ian Edwards.  Review phasing of A38 and costs at next meeting.  T Stracey – how can we link the two trading estate areas in Pershore near Racecourse Road area. R Hill to look into further and report back to T Stracey. |