



Worcestershire Local Transport Body (WLTB)

Notes of WLTB meeting

10.00a.m. Monday 26th January 2015 Kidderminster Room, Worcestershire County Council, County Hall, Spetchley Road, Worcester, WR5 2NP

WLTB members present:

- Councillor Adrian Hardman (Chairman), Worcestershire County Council Leader of the Council with Responsibility for Finance
- Councillor Simon Geraghty, Worcestershire County Council Deputy Leader and Cabinet Member for Economy, Skills and Infrastructure
- Councillor John Smith, Worcestershire County Council Cabinet Member for Highways
- Councillor John Campion, Worcestershire County Council Cabinet member for Transformation and Change
- Councillor Marc Bayliss, Worcester City Council Deputy Leader, Portfolio Holder for Economic Prosperity
- Gary Woodman, Worcestershire Local Enterprise Partnership Executive Director
- Ian Edwards, Worcestershire Local Enterprise Partnership Growth Deal Project Manager
- Tom Stracey, White Logistics & Storage Ltd Managing Director

Also present:

- Nigel Hudson, Worcestershire County Council Head of Strategic Infrastructure and Economy
- Andy Baker. Worcestershire County Council Transport Planning Manager
- Luke Willetts, Worcestershire Local Enterprise Partnership Business Delivery Manager
- Roy Fullee, Worcestershire County Council Project Manager

- Andy Maginnis, Worcestershire County Council Programme and Commissioning Manager
- Mark Mills, Worcestershire County Council Contract Project Manager
- Ian Beavis, Parsons Brinckerhoff Practitioner Associate
- Ian Harrison, Parsons Brinckerhoff Transport Consultant
- Mark Broomby, CH2M Hill
 Project Manager
- Andrew Ball, CH2M Hill Transport Planner

	Agenda Item / Action or Decision	Action By	
Councillor Adrian Hard	ne and Introductions man opened the meeting and welcomed the Board members Il attendees briefly introduced themselves.		
Apologies Councillor Phil Mould	Redditch Borough Council Portfolio Holder for Leisure and Tourism		
Tom Pierpoint	First Great Western Regional Development Manager	FOR INFO	
	s informed the attendees that he does some work with Local s (LEPs) outside of Worcestershire but nothing which conflicts		
lan Edwards set out the associated £7.7m WLT WLEP's Growth Deal ir	t of WLEP and Growth Deals e context of WLEP, the national Local Growth Deals and the B funding allocation announced by government, as part of n July 2014. This £7.7m allocation is to contribute to the ajor transport schemes:		
 Worcestershire Parkway Rail Station (Norton, Worcester) Hoobrook Link Road (Kidderminster) Southern Link Road (A4440 – Worcester) 			
Additional Local Growth Fund (LGF) monies announced as part of WLEP's Growth Deal in July 2014 included the following transport schemes which will form part of WLTB's remit:			
Worcester TecFlood Alleviation	hnology Park (off-site highways infrastructure) on schemes		

 Kidderminster Rail Station Luke Willetts presented further information to set the context of how future funding for local major transport schemes is going to be devolved through WLEP via local Growth Deals negotiated with government. WLTB will play a key role in supporting WLEP in the development of a pipeline of transport schemes, including identification, prioritisation and coordination of these schemes. Decision: WLTB noted the revised role of LTBs in light of national picture and context of LEPs and Growth Deals ITEM 3 - Governance Arrangements – WLTB Framework In light of the emerging national context around Local Enterprise Partnerships receiving devolved funding from central government, the WLTB Assurance Framework has been revised accordingly. Clir Simon Geraghty recommended consideration is given to the inclusion of the Section 151 Officer of WCC in scheme development, due to a requirement to authorise funding strategies. The minimum local funding contribution threshold was agreed to be lowered to 10% from the previous 25% threshold. Whilst this enhances the chances for scheme promoters to achieve programme entry with their schemes – it must be recognised that this does not imply a 10% local funding 'cap' and that the greater the local contribution, the greater the chances of the scheme achieving iprogramme entry' and subsequently 'funding approval'. It was agreed that the webTAG methodology should be applied to those local major' schemes threshold of E5m – to provide a framework for LOS transport Schemes. Asparate Tight-touch process has been developed and incorporated into the WLTB Assurance Framework (subject to above) and agreed to publish finalised version on website. The WLTB mov operates as a sub-group of the WLEP Board and it was agreed that meeting frequency should be set as quarterly with a review in 6 months. Decision: WLTB approved Assur		
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	ent of construction						
duration of 12-14 months. All planning requirements and conditions have been met.							
Subject to final tender prices it is anticipated that the scheme is fully funded should all finances be available from the WLEP and GBSLEP Growth Deal allocations.							
Mark Mills advised WLTB that all DfT pinchpoint funding milestones and funding obligations have been met.							
Worcestershire Parkway Rail Station Andy Maginnis presented an update on this scheme.							
The scheme received Worcestershire County Council cabinet approval during September 2014, where funding approval was obtained. Approval to proceed with a planning application was also obtained as part of the same WCC cabinet report.							
The Project Team continue to liaise with key stakeholders including DfT, Network Rail and TOCs to ensure progress is maintained.							
The commencement of construction works is anticipated to be June 2016 with an expected station open date during May 2017.							
Southern Link Road (SLR) Mark Broomby presented an introduction to this scheme. There was a positive reaction to the Benefit Cost Ratio (BCR) from WLTB, although also a recognition that perhaps the full benefits of this scheme were not being conveyed to the wider public.							
Ian Beavis and Ian Harrison (Parsons Brinckerhoff) presented to WLTB the work undertaken as part of their independent appraisal process on the SLR business case. Ian Beavis explained that the South Worcestershire Development Plan (SWDP) had been incorporated into their appraisal process.							
Ian Harrison talked about the costs associated with having separate contracts in delivering various elements of the SLR scheme, but also the associated benefits in terms of minimising delivery risks, particularly in respect of the required railway bridge possession for Phase 3b.							
Ian Harrison and Ian Beavis concluded that the full business case was robust and sound with a more than satisfactory BCR. The independent appraisal process recommended that conditional approval be granted for the scheme.							
	unanimously provid ss case to be worl						
	assured that times as a whole progra			rrently being met			
WITB Approval a	f LTB Funding Allo	ncation and Profi	ام				
Andy Baker prese	ented an overview the three local ma	of proposed split	of the £7.7m LTE	3 funding			
Scheme	2015/16	2016/17	2017/18	TOTAL			
Hoobrook	£2.5m	-	-	£2.5m			
SLR	£1.4m	£3.0m	-	£4.4m			
Parkway	-	- £3.0m	£0.8m	£0.8m £7.7m			
TOTAL	£3.9m		£0.8m				

Decision: WLTB unanimously agreed with the recommended spend profile and formally approved it.	
ITEM 5 - Looking Forward – Emerging Pipeline of Schemes Andy Baker briefly touched on emerging plans for the development of future pipeline of transport schemes, along with those that are due to be submitted to WLTB in future due to LGF funding contribution i.e. Flood Alleviation Schemes (New Road), Pershore Lane improvements (Worcester Technology Park highways works) and Kidderminster Station. Decision: WLTB acknowledged current pipeline of schemes with LGF funding to go through WLTB Assurance Framework.	FOR INFO
ITEM 6 - AOB and Next Meeting Date Mid-May 2015 was mooted as suggested timing for next WLTB meeting, recognising local elections are scheduled early May. Roy Fullee will canvass dates for the next WLTB meeting.	RoFu