Worcestershire Local Transport Body (WLTB)

Monday 27 November 2017
12.00 noon

Great Malvern 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*
District Councillor Ian Hardiman	Wyre Forest District Council *Representative for the North of the County*
Ian Edwards	Worcestershire Local Enterprise Partnership *Growth Deal Project Manager*
Tom Stracey	White Logistics Ltd *Managing Director*

Also present:

Andy Baker	Worcestershire County Council *Transport Planning Manager*
Rachel Hill	Worcestershire County Council *Strategic Commissioner Major Projects*
Ruth Jeffs, David Prior & Mike Newman	Waterman *Transport Consultants*
Mark Mills	Worcestershire County Council *Project Commissioner*
Martyn von-Dahlen Andrews	CH2M *Transport Consultant*
Ian Baxter, Sam Uren & Subeagh Singh	SLC Rail *Transport Consultants*
Mark Gorry	Burroughs *Design Consultant*
Andy Maginnis	Worcestershire County Council *Programme & Commissioning Manager*

Lynsey Keir — Worcestershire County Council
Transport Infrastructure Commissioning Team Leader

Justine Young — Worcestershire County Council
Business Support

1	**Welcome and Apologies** Apologies: Tom Peirpoint - Great Western Railway Mark Broomby – CH2M (SLR4 presentation)
1	**Declarations of Interest** Cllr Hardiman is also a Worcestershire County Councillor. Cllr Geraghty is also a member of the LEP Board. Tom Stracey – White Logistics is likely to benefit from projects relating to Pershore area.
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	**Independent Technical Advice Contract – Mike Newman** Presentation given summarising the work Waterman have undertaken to date as a company and how they will support the LTB through business case assurance work. Waterman will be replacing Parsons Brinckerhoff whose contract has come to an end. **Decision:** New contract for the provision of LTB assurance for business cases noted.
4	**Churchfields, Kidderminster – Mark Mills** Presentation was given on the new link road to the Churchfields site at the A456 and new ring road / Clensmore Street junction to create access for 295 new housing site and helping to lower an area of air quality concern. A gyratory will be created from the ring road to the site and Clensmore Street also. The main points of the presentation were: • Project cost estimate of £5.7m funded from £1m WLEP, £1.3m S106 and the remainder from GBSLEP and via the HIF bid. • February 2019 potential construction start. • Possible risks include land required to facilitate this development with current occupiers potentially on site until December 2018 and whether Planning Conditions require major alterations. • Final business case to go to GBSLEP in January 2018. • Looking to place the order with contractor in Spring 2018. **Decision: Update was noted by the LTB.**
5	**Pershore Infrastructure Improvements – Mark Mills** Presentation was given showing the planned improvements to the Pinvin crossroads and provision of new link road from A44 to Wyre Road to alleviate anticipated impact of increased housing in the area and current peak capacity

	demands. The main points of the presentation were: • £11.6m project outturn cost which will be using the new Term Contract to deliver. • Public engagement exercise is currently underway. • Potential construction starts for Pinvin in February 2019 with the link road in August 2019. Full construction completion in 2021 which fits with LEP funding timescales. • Key risks include Compulsory Purchase Order of land not secured via negotiation, foundation requirements for the bridge and presence of contaminated land. • £5m funding bid to Housing Infrastructure Fund has been submitted to cover the funding shortfall. • Worcestershire County Council will underwrite the funding shortfall if this bid is unsuccessful **Decision: Update was noted by the LTB.**
6	**A38 Corridor Improvement Bromsgrove – Martyn von Dahlen-Andrews (CH2M)** A Presentation was given on 10 junction improvements planned for the A38 between M42 Junction 4 and the Hanbury Turn. The main points of the presentation were: • Project to be funded through: o £2.7m Growth and Housing Fund o £2.3m GBSLEP bid (unsecured at present) o £7.5m WLEP o £21.1m of funding unsecured, ideally to be covered by; o Housing Infrastructure Fund application (£22.8m) • Autumn 2018 Conditional Business Case and Full Business Case Summer 2019 with early 2021 construction start (dependent on funding). • Currently model work is being undertaken to appreciate how best the junctions can be improved to assist traffic flow. Councillor Geraghty requested that a future session be made available to discuss the detail of the project and to discuss stakeholder management & consideration of future housing growth. Councillor Geraghty asked if there is the potential to deliver the scheme in 5 phases if funding does not come through as envisaged. It was confirmed that this was indeed the case. **Decision: Update was noted by the LTB.**
7	**Kidderminster Rail Station – Ian Baxter (SLC)** Presentation was given showing the planned improvement of the rail station at Kidderminster to provide better provision for rail users including greater facilities and providing a new gateway to the area by rail. Much improved links to bus

	services on foot, clearer pick and set down area and rationalised forecourt area. The main points of the presentation were: • Project delivered by different contractors for the phases of highway works and station and forecourt improvements. • £4.3m project costs. • August 2018 start on site with completion April 2019. Councillor Geraghty, mindful of the concerns over current capacity constraints asked if consideration had been given to a stacked car park. Ian Baxter responded that the scheme was solely focussed on improving the station and the facilities adjacent to it. Accepting that there are car parking capacity issues, the budget did not allow for additional car parking. It was noted that West Midlands Trains plan to review car parking capacity with a view to providing an additional 100 spaces. The original scheme had planned to provide better integration with buses in the station area; however, this would have led to the loss of approximately 50 car park spaces which was unacceptable to the operator of the station. **Decision: Update was noted by the LTB.**
8	**Worcestershire Parkway – Sam Uren (SLC)** Sam Uren from SLC Rail gave an update on the new station near Norton with 500 car parking spaces, bus interchange and station facilities including a new platform accessing the Cross Country main line service. It was noted that a great deal of translocation works for protected species have been taking place to then allow access to the land to start construction. Councillor Geraghty stated the importance that good signage and promotion of the scheme was key to highlighting the progress and significance of this key infrastructure project. The status of artwork was queried. Engagement with local community is on-going to identify opportunities for artwork. **Decision: Update was noted by the LTB. Action required to review how major projects are delivered and funded.**
9	**SLR 3 – Andy Maginnis** Presentation was given on the dualling of the A4440 from the Ketch to Whittington islands. The link to the Ketch, Norton roundabout and Whittington island improvement works have been completed. The farm accommodation bridge was demolished this weekend. Installation of a new temporary crossing facility at Norton roundabout has taken place which will be monitored. This is pending delivery of the developer funded walking and cycling bridge linking St Peters with the South Worcester Urban Expansion area.

	Councillor Pollock askes what pedestrian and cycling facilities are planned for this section of the A4440. Andy Maginnis confirmed that there are two pedestrian / cycle bridges planned for this part of the Southern Link Road: •Broomhall Way Footbridge located to the west of Norton Roundabout; •Crookbarrow Way Footbridge located immediately to the west of the Battenhall Railway Bridge. Both bridges will be suitable for pedestrians, cyclists and mobility scooter users and the Crookbarrow Way Footbridge will also be suitable for horse riders. The principal South Worcester Urban Extension (SWUE) developers are required to fund the Broomhall Way Footbridge to ensure that their planned development is not "severed" from the city. Funding for the bridge will not be available until both developers have planning permission secured. The bridge will require planning permission. The Crookbarrow Way Footbridge is already designed and has planning permission. Sequentially it will follow, although not immediately, the construction of the Battenhall Railway Bridge extension which is scheduled for the end of May 2018. **Decision: Update was noted by the LTB.**
10	**A4440 Worcester Southern Link Road Phase 4 – Mark Gorry (Burroughs)** Presentation was given providing an update on the dualling of the A4440 between the Ketch and Powick islands. A Planning application was submitted in October 2017 with a series of public engagement exercises prior to this. The road widening will focus on the south side so as not to affect traffic flow and be able to deliver the flood mitigation works. Land to be in place by 2019 with construction start planned March 2019 with project opening in March 2021. A question was asked regarding the provision of a boundary between pedestrian and cycle provision, and the carriageway. It was confirmed that there will be a vehicle restraint system in place separating these modes. With regard to the issue of road closures during construction, it was confirmed that the bridge element will be craned into place over a relatively short period with over-night closure required. **Decision: Update was noted by the LTB.**
11	**Any Other Business** There were no issues raised and the meeting closed at 2:05 pm.
	Dates for future meetings Spring 2018 subject to progress being made on Kidderminster Rail Station Business Case.