

Worcestershire Local Transport Body (WLTB)

Tuesday 15 May 2018
14:15pm

Council Chamber, County Hall, Worcestershire County Council

WLT Members Present:

Councillor Simon Geraghty	Worcestershire County Council <i>Leader of the Council with Responsibility for Finance</i>
Councillor Adrian Hardman	Worcestershire County Council <i>Deputy Leader and Cabinet Member for Adult Social Care</i>
Councillor Dr Ken Pollock	Worcestershire County Council <i>Cabinet Member with Responsibility for Economy and Infrastructure</i>
Councillor Alan Amos	Worcestershire County Council <i>Cabinet Member with Responsibility for Highways</i>
District Councillor Ian Hardiman	Wyre Forest District Council <i>Representative for the North of the County</i>
Luke Willetts	Worcestershire Local Enterprise Partnership <i>Director of Operations, LEP</i>
Also present:	
Andy Baker	Worcestershire County Council <i>Transport Planning Manager</i>
Rachel Hill	Worcestershire County Council <i>Strategic Commissioner Major Projects</i>
Stefania Margiotta, David Prior & Mike Newman	Waterman <i>Transport Consultants</i>
Mark Mills	Worcestershire County Council <i>Project Commissioner</i>
Abhi Bhasin	Worcestershire County Council <i>Senior Transport Planner</i>
Martyn von-Dahlen Andrews	Jacobs <i>Transport Consultant</i>
Andrew Ball	Jacobs <i>Transport Consultant</i>
Sam Uren	SLC Rail <i>Transport Consultants</i>
Lynsey Keir	Worcestershire County Council <i>Transport Infrastructure Commissioning Team Leader</i>

Tracy Clarke

Worcestershire County Council
Project Office Support

1	<p>Welcome and Apologies</p> <p>Apologies: Tom Peirpoint - Great Western Railway Tom Stracey - White Logistics Ltd</p>
1	<p>Declarations of Interest</p> <p>Cllr Hardiman is also a Worcestershire County Councillor. Cllr Geraghty is also a member of the WLEP Board.</p>
2	<p>Minutes/Matters arising from previous meeting</p> <p>The minutes from the previous meeting were agreed as a true record of the meeting. All actions have been completed.</p>
3	<p>A38 Corridor Improvements Package 1 Update – Martyn von Dahlen-Andrews & Andrews Ball (Jacobs)</p> <p>Presentation was given summarising the following:</p> <p>Slide 1 – Presentation Overview</p> <ul style="list-style-type: none"> • Wider Vision • Package 1 Scheme Details • Funding Proposal • Scheme Headline Economics • Key Project Risks • Expected Package 1 Programme <p>Slide 3 – Funding Summary</p> <p>Bids Submitted</p> <ul style="list-style-type: none"> • GBSLEP – Programme Entry £2.27m • WLEP – Programme Entry £2.75m • GHF – M42 J1/M5 J4 – £2.68m • S106 – To be confirmed - £1.34m <p>Scheme Headline Economics</p> <ul style="list-style-type: none"> • Present Value Benefits (PVB): £25.9m* • Present Value Cost (PVC): £7.6m* • Benefit Cost Ratio (BCR); Initial: 3.42 (High)* • Benefit Cost Ratio (BCR); Adjusted: 3.92 (High)* <p>* All figures quoted are subject to review and approval by WLEP ITA</p> <p>Expected Package 1 Programme</p> <ul style="list-style-type: none"> • Detailed design Oct 18 • WLEP/GBSLEP final Approvals Oct 18 • Land Negotiations Sept 18 • Environmental Surveys Sept 18 • Procurement of ECI Contract June 18 • Construction Phase Project Award Nov 18 • Package 1 site works commence Nov 18 • Scheme Opening March 21

	<p>Cllr Pollock raised the issue of lane discipline and the need to clearly signpost this to ensure capacity is maximised? Options to be considered will be 'use both lanes' signage and options for capacity usage of exit and entry.</p> <p>Luke Willetts asked how this package will lead into package 2. Whilst it is envisaged that this will naturally follow on from Package 1, this may be dependent upon the available funding for each package. i.e. if Package 3 funding needs to be spent before a certain deadline. A detailed delivery programme is being established.</p> <p>Decision: Support recommendation to grant conditional approval status of Package 1 of the A38 Corridor Improvement project subject to satisfactory technical assurance from the ITA.</p>
4	<p>Kidderminster Rail Station Full Business Case Submission – Sam Uren (SLC) & David Prior (Waterman)</p> <p>Presentation was given on Kidderminster Rail Station.</p> <p>The Redevelopment of the Station includes:</p> <ol style="list-style-type: none"> 1. Replacing the existing station building with a new, bigger, higher quality building with improved facilities for passengers and operators; 2. A new station forecourt layout to Improve access for cars (parking and kiss and ride), cyclists, pedestrians and taxis; 3. Improve facilities for passengers with disabilities or for those who experience difficulty using the existing railway station facilities; 4. Accommodate future passenger growth; and Support economic growth; 5. Upgrade the existing Bus stops on Comberton Hill to provide an improved bus-rail interchange 6. Installation of a signalised crossing at the junction of the A448 Comberton Rd and Lea Street. <p>Project Timescales</p> <ul style="list-style-type: none"> • Start on site (Rail) August 18 • Complete site works May 19 • Project Close Summer 19 <p>Cllr Hardiman asked about the interim arrangements for passengers during the works. It was confirmed that a temporary ticket office will be in place alongside the existing building. Keeping the station fully operational is a key part of the contract that is awarded.</p> <p>Cllr Hardman asked for an update on the highway works. Highway works will commence in June via Ringway. Build and demolition and detail design for the station can run in parallel for a period during August 2018.</p> <p>Cllr Pollock asked if all the construction work on the car park side. It was confirmed that the focus is on the forecourt side. Discussions are being held with the Severn Valley Railway regarding the use of their car park during construction.</p> <p>David Prior, the Independent Technical Adviser, presented gave an overview of</p>

	<p>their recommendations on the Business Case.</p> <p>The scheme is identified as representing Very High Value for Money, and the funding sources for the scheme are identified. However it is suggested that an additional sensitivity test be undertaken with amended Optimism Bias allowance for the Capital Costs.</p> <p>Subject to the above further work and subsequent review, given the Benefit Cost Ratio of 7.71, David Prior confirmed the scheme provided excellent value for money.</p> <p>Andy Baker highlighted the issue that the cost for the project has increased from £4.3m to £5.3m. The original business case was submitted in 2013, and therefore construction costs had increased significantly during the interim period. It was noted that the Greater Birmingham and Solihull Local enterprise Partnership have increased their contribution by £607k to over £2.4m, with the remainder of the funding coming from Wyre Forest District Council, Worcestershire County Council Highways budget and the Worcestershire County Council Integrated Transport Block fund. The additional contributions from key stakeholders were noted and appreciated.</p> <p>Cllr Hardman stated that we would not want a relatively small shortfall to stop this project going ahead and recommend that we press on.</p> <p>Decision: Recommendation to grant Full Approval status and endorse the £2.5 million Worcestershire Local Growth Funding contribution towards the scheme subject to a final business case submission.</p>
5	<p>Pershore Infrastructure Improvements update – Mark Mills & Abhi Bhasin</p> <p>Presentation was given providing an update on the project detailing:</p> <ul style="list-style-type: none"> • Alun Griffiths are the new IETC Contractor and will provide Design and Build for the project • Public engagement exercise completed. Wyre Road connectivity came through as a concern but overall good support was forthcoming • Construction starts for Pinvin in February 2019 with the link road in August 2019 • Full construction completion in 2021 which fits with the Worcestershire Local Enterprise Partnership funding timescales • Key risks include Compulsory Purchase Order of land not secured via negotiation, however Place Partnership have established good relationships with the land owners • The funding for the scheme has been underwritten by Worcestershire County Council but all alternative funding sources will continue to be pursued. • Final Full Business Case will be submitted to the LTB later in the year. • The overall scheme will cost £11.6m, funded through Local Growth Funding from the Worcestershire LEP, S106 funding from developers and a Capital grant from Worcestershire County Council and Wychavon District Council

	<p>Cllr Geraghty asked if the design had been future proofed to tie in with future electrification of the line. Mark Mills confirmed that it had and has received sign off from Network Rail.</p> <p>Cllr Pollock asked if further improvements are planned for parking and platforms at Pershore Station. Andy Baker confirmed a feasibility study is currently being carried out.</p> <p>Decision: The update was noted by LTB.</p>
6	<p>Any Other Business</p> <p>Note that Eastham Bridge has just received an award from CILT. There were no issues raised and the meeting closed at 15:20 pm.</p>
	<p>Dates for future meetings</p> <p>Autumn 2018 subject to progress being made on A38 Package 1 Full Business Case with a further meeting likely in December 2018 to cover Pershore Infrastructure Improvements Full Business Case.</p>