

Worcestershire Local Transport Body (WLTB)

Friday 19 July 2019

09:00am

Council Chamber, County

1	<p>Welcome and Apologies</p> <p>Apologies: District Councillor Adam Kent – Representative for the North of the County Luke Willetts – Director of Operations, WLEP Rachel Hill – Strategic Commissioner Marc Bayliss – Representative for the South of the County</p>
1	<p>Declarations of Interest</p> <p>Tom Stracey has a business interest in the two projects being presented at LTB today.</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>Business case updates:</p> <p>Churchfields – Mark Mills</p> <p>A presentation on the project was made providing an update to LTB.</p> <p>This is a scheme supported by GBSLEP and goes through their assurance framework process. This presentation is for information to Worcestershire LTB.</p> <p>The Project brief is to:</p> <ul style="list-style-type: none"> • Provide new link road off A456 with primary route via Churchfields heading northwards, Blackwell Street becomes one-way southwards, which will assist in reducing air quality issues in the area. • Signalisation to Horsefair gyratory • Open up Clensmore / St Marys Street as LILO (Left In Left Out) • Upgrade Highway lighting and repainting of both pedestrian subways. • Provide Public Realm area around Blackwell Street/ Dudley Street, and will include installation of Horsefair clock, and re-use of existing cobbles to create a meeting spot. <p>Progress update is as follows:</p> <ul style="list-style-type: none"> • The Full Business Case was delivered and approved by GBSLEP in June. • Alun Griffiths (WCC Term Contractor) will deliver the construction. • BT, Cadent, Virgin, Severn Trent and Western Power Distribution negotiations are ongoing relating to the utility diversions required. • Early entry into CMS (Vauxhall dealership) is scheduled for the end of July to discharge some of the planning conditions relating to pre-construction, to understand ground conditions and archaeology. • Delivery date is currently scheduled for early 2021. <p>Cost includes reduced risk assessment amounting to £5.6m consisting off:</p>

- £334k WFDC (secured and used)
- £1.0M WLEP (secured and programmed)
- £2.7M HCA HIF (approval

- Construction due to start end 2019 / early 2020 depending upon speed of HE agreements

There are a few outstanding matters such as agreements with Highways England (HE) which should be met within the current programme.

Major Road Network (MRN) Funding Application

-

	<p>this updating will continue. County Councillors were met with two weeks ago and WCC has offered the facility to update District Members also.</p> <p>Cllr Hardman – This project is likely to cause considerable disruption to this corridor. Can we compress the 5 years of working on the A38? Local residents may find other routes which could affect wider network.</p> <p>Funding needs to be spent during this five year period. Some works can be undertaken off line, therefore, not affecting the use of the A38. There is a desire to cause the least amount of disruption and this will be considered within the design and programming of works. Construction is likely to commence in 2022 and take up to 3 years.</p> <p>Cllr Geraghty – Midland Connect Board were concerned about deliverability of project, so we do need to consider the requirements of the travelling public during the construction of this project and to keep people informed.</p> <p>Cllr Pollock – It is echoed that keeping local Members informed is important. Could WCC rehearse the sequence of how to inform on the project and whether involvement in the design process can be gained?</p> <p>Cllr Geraghty - A wider audience, including District Members need to be kept informed in order to deliver the optimum project.</p> <p>County Councillors have been briefed and WCC Officers have offered to also brief District Councillors. A Representative from Bromsgrove District Council also attends the Project Board.</p> <p>Cllr Amos – It is important to keep Divisional Members updated on a regular basis.</p> <p>Gary Woodman – The LEP are pleased about the support this project has gained with Midland Connect. Is there potential to deliver the project quicker? There are processes including planning permissions which need to be gained, which will be reflected in the programme. Funding will not be available for this scheme via the MRN until 2020 onwards.</p> <p>Gary Woodman - Has the sustainability elements started? Detailed design on these elements is progressing.</p> <p>Gary Woodman – The way we communicate the outputs and the end product is required.</p> <p>Decision: LTB noted progress on the development and delivery of the A38 scheme.</p> <p>Action: WCC to ensure Divisional and District Members remain updated on a regular basis on this project.</p> <p>Action: To note that more signage and promotion of projects is required including who is funding the projects.</p>
4	Pershore Infrastructure Improvements – Mark Mills / David Prior

Presentations on the project were made providing an update to LTB and reporting on assurance for the project.

Project Brief

- Pershore Infrastructure Improvement Scheme split into 4 elements:
 1. Redesign and reconfiguration of Pinvin Crossroads easing congestion hotspot
 2. Delivery of Link Road and Rail bridge between Wyre Road and A44 Wyre Piddle Bypass
 3. Signals changes to Wyre Road / Station Road junction and improvements to Wyre Road
 4. Additional upgrading of B4083 Wyre Road and installation of cycle/footway

Programme:

- Pinvin delivered Sept 19- Spring 21
- Link Road delivered Nov 19 – Spring 21
- Wyre Road/Station Road junction and improvements to Wyre Road

Recommendation:

- Further to our review of the Pershore Infrastructure Improvement Package Full Business Case (FBC), in line with the criteria considered we find that:
- **Strategic Case:**
Is in line with guidance.
- **Economic and Financial Case:**
The scheme is identified as representing Very High Value for Money, and the funding sources for the scheme are identified. However it is noted that there is unsecured S106 funding of £0.206m. Should this not be achieved then the funding may need to be obtained from other sources.
A subsequent addendum will be required to confirm scheme costs when

Plan.

Andy Baker offered to brief the 2 new members of the LTB (Councillors Oborski