

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: 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 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"> x Detailed design Oct 18 x WLEP/GBSLEP final Approvals Oct 18 x Land Negotiations Sept 18 x Environmental Surveys Sept 18 x Procurement of ECI Contract June 18 x Construction Phase Project Award Nov 18 x Package 1 site works commence Nov 18 x Scheme Opening March 21

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.

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.

Decision: Support recommendation to grant conditional approval Package 1

their recommendations on the Business Case.

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.

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.

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

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.