

MEETING OF THE BERKSHIRE LOCAL TRANSPORT BODY (BLTB) – THURSDAY 15 JULY 2020

CONTACT OFFICER: Josie Wragg, Chief Executive, Slough Borough Council, Lead Officer to the BLTB

Item 8 – Financial Approval for 2.29 Winnersh Triangle Park & Ride – Addendum 2 Access, Turning Head and Urban Realm

Purpose of Report

1. To consider giving financial approval to Addendum 2, Access, Turning Head and Urban Realm Improvements to scheme 2.29 Wokingham: Winnersh Triangle Park and Ride.
2. The original scheme sought to redevelop the transport links at Winnersh Triangle. This was approved in [March 2019 \(minute 45 refers\)](#), awarding £2,850,000 of Local Growth Funds (LGF). A number of enhancements have since been proposed. Addendum 1 (Car Park enhancements) was approved by the BLTB in June 2020 awarding an additional £715,444 of LGF. Wokingham Borough Council, with the support of Frasers Property (the owners of the adjacent business park), now wish to promote an additional access and public urban realm scheme around the Winnersh Triangle station forecourt. This is the subject of this second addendum submission (Addendum 2), seeking £675,000 of LGF bringing the total LGF award to £4,240,444.
3. Addendum 2 Access, Turning Head and Urban Realm Improvements will allow improved access for buses, taxis and passenger drop-off by way of a new fourth arm directly off Wharfedale Road/A329(M) slip road roundabout. It will remove the existing right turn bus lane on Wharfedale Road and provide an enhanced station forecourt turning head to be used by the Park and Ride buses, taxis and all passenger drop-off. It will also create a new natural open space, feature lighting, two bus shelters, seating and a new paved pedestrian link between the railway station and the car park, providing comfortable spaces for people to meet and interact and create a stronger sense of place and attachment for the local community.

Recommendation

4. You are recommended to give Addendum 2 Access, Turning Head and Urban Realm Improvements for scheme 2.29 Wokingham: Winnersh Triangle Park and Ride full financial approval in the sum of £675,000 Local Growth Funds in 2020/21. This is on the terms of the funding agreement set out at paragraph 11 step 5 below.

Other Implications

Financial

5. A call for bids process was undertaken in January 2020 and a list of prioritised projects were agreed at the BLTB meeting March 2020. Scheme 2.29 Wokingham: Winnersh Triangle Park & Ride Addendum 1 Car Park enhancements and Addendum 2 Access, Turning Head and Urban Realm Improvements were both named schemes.

6. At the March 2020 BLTB meeting an additional £715,444 of LGF was allocated to Scheme 2.29 Wokingham: Winnersh Triangle Park & Ride Addendums 1 Car Park enhancements, with further pipeline schemes to receive programme entry status when funds became available. Scheme 2.29 Wokingham: Winnersh Triangle Park & Ride Addendum 2 Access, Turning Head and Urban Realm Improvements received programme entry status at the June 2020 BLTB extraordinary meeting. This report recommends that the Wokingham Borough Council be authorised to draw down the capital sum £675,000 from the Local Transport Body funding for this scheme.
7. The funding agreement set out at paragraph 11 step 5 sets out the roles and responsibilities, reporting and auditing arrangements, timing and triggers for payments, contributions from other funders, consequences of delay, consequences of failure, claw back, and evaluation requirements at one and five years on.

Risk Management

8. The risk management arrangements already put in place by the Local Transport Body are as follows:
 - The [Assurance Framework](#)¹ has been drafted following DfT guidance and has been approved by the DfT for use in allocating capital funds for transport schemes
 - Hatch Regeneris have been appointed as Independent Assessors and have provided a full written report (see [Appendix 2](#)) on the full business cases for the schemes
 - The funding agreement set out at paragraph 11, step 5 makes clear that the financial risk associated with implementation of the scheme rests with the scheme promoter.

Human Rights Act and Other Legal Implications

9. Slough Borough Council will provide legal support for the BLTB should any questions arise.

Supporting Information

10. The scheme will be carried out by Wokingham Borough Council.
11. The full details of the scheme are available from the [Wokingham Borough Council website](#)².

A summary of the key points is given below:

Task	Timescale
Detailed designs	July 2020
Planning	July 2020
Site enabling works	Feb 2021
Construction	Start April 2021 – overall project construction works (car park) to

¹ <http://www.thamesvalleyberkshire.co.uk/berkshire-strategic-transport-forum>

² www.myjourneywokingham.com/discover-wokingham/bus-travel/park-and-ride/

	start in October 2020
Completion	November 2021

Activity	Funder	Cost (approx) Addendum 2	Total project costs
Scheme development	Wokingham Borough Council	£0.0m	£1.05m
Major scheme funding	Berkshire Local Transport Body	£675k	£4.24m
Private Sector contribution	Frasers Property	£1.537m	£1.537m
Total		£2.212m	£6.827m

12. The table below sets out the details of this scheme's compliance with steps 1-5 of paragraph 14 of [Assurance Framework](#)³.

Assurance Framework Check list	2.29 Wokingham: Winnersh Triangle Park & Ride Addendum 2 Access, Turning Head and Urban Realm Improvements			
	<p>This enhancement to the existing scheme allows improved access for buses, taxis and passenger drop-off by way of a new fourth arm directly off Wharfedale Road/A329(M) slip road roundabout, removing the existing right turn bus lane on Wharfedale Road including an enhanced station forecourt turning head to be used by the Park and Ride buses, taxis and all passenger drop-off. It also creates a new natural open space, feature lighting, two bus shelters, seating and a new paved pedestrian link between the railway station and the car park providing comfortable spaces for people to meet and interact, creating a stronger sense of place and attachment for the local community.</p> <p>This scheme was submitted in the January 2020 call for bids and, jointly with Addendum 1, was given 20 points and ranked third out of six schemes submitted. See Appendix 1.</p>			
	Factor	Raw score	Weighting	Weighted score
	SEP	3	1.5	4.5
	Deliverability	2	2.0	4.0

³ <http://www.thamesvalleyberkshire.co.uk/berkshire-strategic-transport-forum>

Assurance Framework Check list	2.29 Wokingham: Winnersh Triangle Park & Ride Addendum 2 Access, Turning Head and Urban Realm Improvements			
	Economic Impact	2	4.0	8.0
	TVB area coverage	1	1.0	1.0
	Natural Capital	2	1.0	2.0
	Social Value	1	0.5	0.5
	Total			20.0
Step 2: Programme Entry: evolution of the scheme from outline proposal to full business case, external view on the business case, and independent assessment (See paragraphs 15 and 16)	<p>Programme Entry status was given to addendum 2 Turning Head and Urban Realm Improvements by the BLTB on 4 June 2020 (minute 4b refers).</p> <p>The Wokingham Borough Council website⁴ holds the latest details of the full business case, including the VfM statement certified by the senior responsible officer.</p> <p>Any comments or observations on the scheme received by either TVB LEP or Wokingham Borough Council have been fully considered during the development of the scheme.</p> <p>The reports of the Independent Assessor are attached at Appendix 2. The Independent Assessor was asked to report as follows:</p> <ul style="list-style-type: none"> • Completeness – has the promoter prepared a complete Full Business Case submission, when judged against the prevailing advice from the DfT • Accuracy – has the promoter performed the relevant calculations and assessments accurately and without error • Relevance – has the Full Business Case considered all relevant matters, including use of appropriate forecasting models and planning assumptions, and has it included any irrelevant considerations such as unduly-optimistic assumptions or out of date modelling data • Value for Money – does the scheme promoter’s Value for Money assessment comply with the prevailing DfT guidance • Evaluation arrangements – has the scheme promoter made provision for appropriate post-implementation evaluation of the scheme. • Remedies – where the independent assessment reveals a gap between the FBC supplied and the standard anticipated by the DfT guidance, then the 			

⁴ <https://www.myjourneywokingham.com/bus-travel/park-and-ride/winnersh-triangle/>

Assurance Framework Check list	2.29 Wokingham: Winnersh Triangle Park & Ride Addendum 2 Access, Turning Head and Urban Realm Improvements
	advice for the LTB should include recommendations for remedial actions required – e.g., collection of further data, sensitivity tests on particular assumptions etc.
Step 3: Conditional Approval	N/a - the Independent Assessor has recommended that for this addendum that Full Financial Approval is appropriate.
Step 4: Recommendation of Financial Approval <ul style="list-style-type: none"> • High Value for Money • Support of the Independent assessor 	The Independent Assessor has identified that the Benefit Cost Ratio (BCR) of the component scheme enhancements are both within the High Value category: Access, Turning Head and Public Realm enhancements in excess of 2.9: 1. The overall scheme BCR remains High Value for money at 3.5: 1 BCR. DfT has set thresholds of 2.00 (High VfM) and 4.00 (Very High VfM) and schemes with BCRs above these thresholds can be described as having High or Very High Value for Money.
Step 5: Formal Agreement <ul style="list-style-type: none"> • roles • responsibilities • implementation • reporting • auditing • timing and triggers for payments • contributions from other funders • consequences of delay • consequences of change to the design or specification of the scheme • consequences of 	<ul style="list-style-type: none"> • <u>Roles</u>: TVB LEP is a part funder of the scheme. Wokingham Borough Council is the scheme promoter and is the relevant highway and planning authority. • <u>Responsibilities</u>: TVB LEP is responsible for allocating the capital finance in accordance with its Assurance Framework. Wokingham Borough Council is responsible for all aspects of the design, risk management, insurance, procurement, construction and implementation of the scheme, including its responsibilities as highway and planning authority, any other statutory duties, and any financial or other liabilities arising from the scheme. • <u>Implementation</u>: In addition to any reporting requirements within Wokingham Borough Council, the scheme promoter will use the proforma supplied by TVB LEP to make reports on progress of the implementation of the capital scheme to each meeting of the BLTB until the build is complete. In particular, Wokingham Borough Council will report on any change in the size, scope or specification of the scheme; and on any substantial savings against the scheme budget whether achieved by such changes to the size, scope or specification of the scheme, or through procurement, or through the efficient implementation of the scheme. • <u>Reporting</u>: The scheme promoter must provide accurate, timely, verified and quality assured quarterly monitoring and forecast data, which relate to defined output and outcome indicators agreed between TVB LEP and government as a condition of the Growth Deal. This scheme will not be required to participate in an evaluation as set out in the Growth Deal Monitoring and Evaluation Plan.

Assurance Framework Check list	2.29 Wokingham: Winnersh Triangle Park & Ride Addendum 2 Access, Turning Head and Urban Realm Improvements
<p>failure</p> <ul style="list-style-type: none"> • claw back • evaluation one and five years on • other conditions of Local Growth Funds 	<ul style="list-style-type: none"> • <u>Auditing</u>: Wokingham Borough Council will keep financial records such that the expenditure on the scheme is readily identifiable, and if and when BEIS, DfT or other government department or the accountable body for TVB LEP requests access to financial or other records for the purposes of an audit of the accounts, Wokingham Borough Council will co-operate fully. • <u>Timing and Triggers for payments</u>: See the Claim Proforma – available on request. • <u>Contributions from Other Funders</u>: Wokingham Borough Council will contribute £1.05m to the overall project. Frasers Property will contribute £1.537m towards the revised Station Forecourt and Access and Urban Realm enhancements in 2020/21. In the event that the scheme experiences or it is anticipated that the scheme will experience a shortfall in these contributions, Wokingham Borough Council will be required to notify TVB LEP of these developments. The provisions of clauses 8, Consequences of Delay; 9, Consequences of Change to the Design or Specification of the Scheme; or 10, Consequences of Failure will then be applied. • <u>Consequences of Delay</u>: In the event that the scheme experiences minor delays to its overall Business Case programme (no more than 10 weeks), Wokingham Borough Council will report these delays and the reasons for them, and the proposed remedial action to the next available meeting of the BLTB. In the event that the scheme experiences major delays to its overall Business Case programme (11 weeks or longer) Wokingham Borough Council will be required to seek permission from TVB LEP to reschedule any payments that are due or may be delayed in falling due because of the delay to the overall Business Case programme. • <u>Consequences of Change to the Design or Specification of the Scheme</u>: In the event that Wokingham Borough Council wishes to change the design or specification of the scheme such the scheme delivered will vary in any material aspect from the description given in the overall business case, Wokingham Borough Council will be required to seek prior written consent from TVB LEP. Failing this permission, no further monies will be paid to Wokingham Borough Council after the change becomes apparent to TVB LEP. In addition, consideration will be given to recovering any monies paid to Wokingham Borough Council in respect of this scheme. • <u>Consequences of Failure</u>: As soon as it becomes apparent to Wokingham Borough Council that it will not be possible to deliver the scheme by of November 2021, written notice shall be given to the accountable body for TVB LEP. No further monies will be paid to Wokingham Borough Council after this point. In addition, consideration will be given to recovering any

Assurance Framework Check list	2.29 Wokingham: Winnersh Triangle Park & Ride Addendum 2 Access, Turning Head and Urban Realm Improvements
	<p>monies paid to Wokingham Borough Council in respect of this scheme.</p> <ul style="list-style-type: none"> • <u>Claw back</u>: If the overall scheme achieves savings against budget, these savings will be shared by TVB LEP and the other funders noted above in proportion to the amounts set out in the Financial Profile. The accountable body for TVB LEP reserves the right to claw back any amounts of grant that have been spent on purposes other than the scheme as approved and any repayments due as a consequence of changes to the design or specification of the scheme or scheme failure. • <u>Evaluation One and Five Years On</u>: Wokingham Borough Council will produce scheme evaluations One and Five years after practical completion that comply with DfT guidance. • <u>Other Conditions of Local Growth Funds</u>: Wokingham Borough Council will acknowledge the financial contribution made to this scheme through Local Growth Funds and follow the 'Growth Deal Identity Guidelines'. <p>It will also give due regard to the Equality Act 2010 - Public Sector and with the Public Services (Social Value Act) 2012, particularly through the employment of apprentices across the scheme supply chain.</p>

Conclusion

13. It is the conclusion of the Independent Assessor that the Winnersh Triangle Park & Ride Car Access, Turning Head and Urban Realm Improvements scheme aligns with LEP strategic priorities, will deliver high value for money, and is deliverable over the timescales specified.

Background Papers

14. The LTB and SEP scoring exercise papers are available on request.

Appendix 1 - Local Growth Deal list of prioritised schemes agreed March 2020

Weighting	1.5	2	4	1	1	0.5				
Factor	SEP	Deliv- erable	Econo mic Impact	TVB area	Natural Capital	Social Value	Total Weigh ted score	Rank	Contribution Sought	Cumulative spend
LGF Eligible Projects										
Reading Buses: Completing the Connection	4.5	6	8	2	3	1.0	24.5	1	1,541,243	1,541,243
Superfast Broadband - Extension	4.5	6	8	2	1	0.5	22	2	46,920	1,588,163
2.29 Wokingham: Winnersh Triangle Park and Ride - Extension	4.5	4	8	1	2	0.5	20.0	3	1,411,142	2,999,305
2.24 Newbury: Railway Station improvements - Extension	4.5	4	8	1	1	1.0	19.5	4	640,000	3,639,305
2.30 TVB Smart City Cluster Extension	4.5	6	4	2	2	0.5	19	5	283,620	3,922,925
Slough Langley High Street (phases 1, 2 & 3)	4.5	2	8	2	1	0.5	18.0	6	4,000,000	7,922,925

Appendix 2

Thames Valley Berkshire Local Enterprise Partnership

Independent Assessment Summary Report:

Winnersh Triangle Addendum 2

Access, turning head and urban realm improvements

June 2020

www.hatchregeneris.co.uk

Independent Review

Introduction

- 1.1 This technical note provides an independent assessment of the Winnersh Triangle Park and Ride (WTP&R) Addendum 2 business case submission to the Thames Valley Berkshire Local Enterprise Partnership (TVB LEP).
- 1.2 The WTP&R is an existing approved TVB LEP project to develop a circa 130 space single deck car park over the existing Winnersh Triangle surface park and ride car park, interior refurbishment of the station building, as well as some limited improvements to the pedestrian amenities at the station forecourt.
- 1.3 Since the original scheme was approved a number of design and delivery issues have come to light, requiring additional funding to deliver the original scheme proposals. This is set out within a separate Addendum 1 document.
- 1.4 Alongside these required amendments to deliver the original scheme, WBC, with the support of Fraser Property (the owners of the adjacent business park), are also promoting an additional public urban realm scheme around the station forecourt. This is the subject of this second addendum submission (Addendum 2).

Submitted Information

- 1.5 The independent assessment process for the WTP&R (Access, turning head and urban realm improvements) submission has been conducted on the basis of an addendum document submitted by WBC.
- 1.6 Cross-references are provided to the original Full Business Case (FBC) submission, as well as to the separate Addendum 1 document.

Scheme Summary

- 1.7 The Addendum 2 document provides a summary of the additional scheme elements proposed. These have the stated aim to:

“create a unique opportunity for placemaking, to deliver more than just a Park and Ride facility, but an enhanced public transport interchange with a new access, an improved public realm and station forecourt area in order to maximise shared value and will help shape and improve the area”

- 1.8 The two core elements of the scheme include:

Revised Station Forecourt and Access

- Access for buses, taxis and passenger drop-off by way of a new fourth arm directly off Wharfedale Road/A329(M) slip road roundabout, removing the existing right turn bus lane on Wharfedale Road
- Revised station forecourt turning head to be used by the Park and Ride buses, taxis, and all passenger drop-off
- Diversion of the existing pedestrian footway along Wharfedale Road to accommodate the new fourth arm access off Wharfedale Road

Urban Realm Improvements

- creating a new natural open space with feature lighting, two bus shelters, seating, and a new paved pedestrian link between the railway station and the car park
- providing comfortable spaces for people to meet and interact, creating a stronger sense of place and attachment for the local community.

1.9 The original Winnersh Triangle P&R scheme cost was estimated to be £3,374,552 with £2,845,150 sought from the Local Growth Fund (LGF). This included allowances for the station building refurbishment and improvements to pedestrian amenities. This has subsequently been revised within Addendum 1 to £4,610,694, with £3,560,704 (33%) sought from the LGF.

1.10 The additional elements within Addendum 2 (access, turning head and urban realm) are estimated to cost £2,212,000, with a further £675,000 sought from the LGF. This would make the total LEP contribution to the overall full scheme equate to £4,235,704 (62% of the total funding requirement).

Review Findings

Scope of Works

1.11 Addendum 2 provides a detailed explanation of the proposed additional provision that could be delivered by the revised access, turning head and urban realm provision. It sets out the transformational impact it could have, over and above the current park & ride operations.

1.12 A key focus is to maximise the opportunities of Winnersh Triangle Rail Station to promote employment opportunities and growth at the adjacent business park.

1.13 The scope of works are set out, as described in Section 1.8 above.

1.14 It should be noted that the proposals supersede the originally specified enhancements to pedestrian amenities on the station forecourt.

Independent Assessor Comment

1.15 The opportunity to deliver the enhanced access, turning head and urban realm has arisen through the recognition of the importance of the station by Frasers Property, the owners of the adjacent business park. Their commitment to contribute financially to the scheme has enabled the vision for the original scheme to be substantially increased.

1.16 It is recognised that the proposed enhancements will provide significantly enhanced connectivity between the station and the adjacent business park. At the same time, access to the turning head will be simplified through the new arm onto Wharfedale Road/A329(M) slip road roundabout. The revisions to the turning head itself will provide better quality facilities for the park & ride bus services, as well as taxis and passenger drop-off.

1.17 The enhanced urban environment should create a better 'sense of place' encouraging both rail and park & ride usage. This should ensure that the overall station facility generates a more balanced usage patterns between park & ride bus trips into Reading, rail trips from the station, and rail trips to the station to access the business park. On this basis the scheme should help create a more integral transport hub.

Strategic Case

- 1.18 The Strategic Case sets out the key scheme benefits. These relate to the importance of improving transport links to the Winnersh Triangle business park as part of the site expansion plans. The role that an enhanced station facility can play in attracting and safeguarded high-skilled and high-value employment is outlined.
- 1.19 The alignment with the Berkshire Local Industrial Strategy is stated, across a number of the priority areas.
- 1.20 It is also stated that the proposals will complement the park and ride car park enhancements (Addendum 1), providing enhanced access for bus and increasing the attractiveness of this service.
- 1.21 The typical impact of a rail station enhancement project is set out, with reference to previous research demonstrating how such projects can leverage development and uplift property prices.
- 1.22 The new access arrangements are stated as being safer, specifically for pedestrian movements, with less conflicts with motorised traffic. In addition, the overall improvement to the station environment will benefit all users of the facility.
- 1.23 The impact of a 'do-nothing' scenario is briefly presented demonstrating the lost opportunities that would arise if the scheme were not to progress.

Independent Assessor Comment

- 1.24 The Strategic Case presents clear evidence of the benefit of the scheme and how it will help deliver strategic aspirations of growth within the local business park, alongside an enhanced public transport facility for all users.
- 1.25 The alignment with national and regional policy is clearly demonstrated, as are the mechanisms by which the scheme will deliver positive outcomes.
- 1.26 The assessment of the 'do-nothing' scenario clearly highlights the key areas where the opportunity to deliver benefits will be lost and is considered to be a robust assessment.
- 1.27 Overall, we consider there to be sufficient evidence presented to demonstrate that the strategic case for the overall scheme will be enhanced through the delivery of the additional access, turning head and public realm improvements.

Economic Case

- 1.28 In combination, the Economic and Strategic Cases establish the range of mechanisms by which the scheme will deliver economic benefits. This includes:
- the direct economic value of urban realm improvement to public transport users;
 - the extent to which the scheme can facilitate increased employment on the adjacent business park; and
 - the potential uplift in property prices in the vicinity of the station.

- 1.29 The absence of sufficiently detailed baseline surveys means that an assessment of direct urban realm benefits has not been undertaken. Similarly, the potential uplift in property prices has also not been directly considered.
- 1.30 The economic case, therefore, focusses upon the potential uplift in employment that could result from the proposed improvements.
- 1.31 The context for proposed growth at the business park is set out, including demonstration of the types of high-value sectors that already exist on-site. Aspirations for a further 4,000 jobs are set out. The importance of rail connectivity for supporting the growth is then established, including how the urban realm scheme and enhanced links between the station and the business park are important factors for growth.
- 1.32 The approach to calculating the potential GVA impacts, through job creation, is set out. Including assumptions around GVA per worker and additionality.
- 1.33 A central case scenario is generated that assumes 5% of the potential growth uplift can be attributable to the enhanced provision at the station. This is forecast to generate an additional 79 jobs, once additionality is taken into account, and over £7 million GVA by 2030.
- 1.34 The level of contingency/risk is stated as 15%, along with the level of optimism bias applied within the economic case (15%).
- 1.35 The overall assessment of present value of costs and benefits is set out, with the central case scenario generating an estimated benefit cost ratio of 2.9 to 1, representing high value for money for investment.
- 1.36 The assessment also sets out a qualitative assessment of other the potential impacts on social and environmental criteria.
- 1.37 In terms of social impacts, the scheme is predicted to have slight positive impacts upon reliability, physical activity, safety, access to services, and severance.
- 1.38 In terms of environmental impacts, reference is made to a separate environmental Assessment Report (EAR). The scheme is predicted to have neutral impact upon air quality, biodiversity, water environment, and noise, with a slight positive impact upon landscape.

Independent Assessor Comment

- 1.39 The Economic Case provides a clear assessment of the types of benefits that are likely to be delivered by the scheme.
- 1.40 It is agreed that the scheme should deliver direct benefits to all station and park & ride users associated with the enhanced urban realm. Whilst, as the submission suggests, this could have been assessed using the Valuing Urban Toolkit it is acknowledged that this requires detail survey data. Whilst the absence of this assessment means it cannot be included within the quantified assessment, we acknowledge that these benefits will exist.

- 1.41 The principle that the scheme could impact upon local property prices is also valid; however, the evidence base with which to assess this within the local context of Winnersh Triangle is limited and the overall impact may not be significant.
- 1.42 The approach adopted to assessing the impact of the scheme on job creation and GVA is considered valid. The underlying assumptions and parameters applied are considered to adhere to HM treasury green Book and MHCLG guidance.
- 1.43 Whilst there is no explicit link to why 5% of the potential employment growth on the business park may be directly linked to the station enhancements, we agree with the principle that the station will be a key element of permitting the overall level of growth planned. As such, we consider the 5% attribution to be an appropriate figure to apply.
- 1.44 Whilst the risk contingency is stated as 15%, we consider it to be 13% for the overall project (15% for access and turning head works, 10% for urban realm works). Never-the-less, this level of risk allowance is deemed acceptable, albeit the specific risks that it covers are not presented in detail (see Section 1.56 below). The 15% optimism bias is also considered appropriate given the level of design work that has been completed.
- 1.45 We conclude, based on the evidence presented, that the additional public sector investment required to deliver this project does represent, at the least, 'high' value for money, and potentially 'very high'.
- 1.46 When considering in combination with the public sector investment in the park & ride car park element of the project, we estimate that the overall BCR for the total project is around 3.5 to 1, comfortably representing 'high' value for money.
- 1.47 The assessment of social impacts, whilst relatively limited in scope, draws a range of logical conclusions and we considered the stated impact to be realistic.
- 1.48 Whilst the full EAR document has not been reviewed, this demonstrates that a robust assessment of environmental impacts has been undertaken as part of the wider planning process. We consider the stated outcomes to be sufficient for the business case submission, particularly on the bases that these elements will be considered, in detail, as part of the planning process.

Financial Case

- 1.49 The Financial Case sets out the project funding requirements for the revised access, turning head and public realm proposals.
- 1.50 A full breakdown of capital elements is provided in the appendix. The access and turning head element includes a contingency/risk allowance of 15%. A 10% contingency and risk allowance is included for the urban realm work. Price inflation of 1% is added to the access and turning head element but not to the urban realm work.
- 1.51 The total LGF funding request equates to £675,000 (33%), with £1,537,055 provided by Frasers Property. Senior management at Fraser Property are stated to have pledged their firm commitment to the delivery of the scheme.

- 1.52 The profile of expenditure is set out, with all LGF spend within 2019/20 and 2020/21. The Frazer Property contribution is primarily split between 2020/21 and 2021/22.
- 1.53 Frasers Property have indicated that any risk of future cost overruns will be addressed by way of value engineering and alternative choice of materials to ensure the project is delivered within the available sums.

Independent Assessor Comment

- 1.54 The Financial Case for the WTP&R Access, Turning Head and Public Realm provides a clear breakdown of the funding allocation and the profile of spend. The majority of the funding for the scheme is from the private sector (Frasers Property). Funding is stated as being fully secure and written confirmation has been provided separately by Frasers verifying their contribution towards the scheme.
- 1.55 A detailed breakdown of costs for both the access and turning head, as well as the urban realm works is provided and ensures confidence that there is a clear understanding of the costs involved. The overall level of contingency and risk allowance provided across the whole scheme equates to 13%. Whilst this represents a reasonable budget, it is not specifically clear what the financial risk may relate to (there is no quantified risk assessment).
- 1.56 Whilst neither WBC nor Frasers Property have committed to covering any potential cost overruns, it is stated that, in the event of cost escalations, these will be managed through value engineering. Upon clarification, WBC have provided evidence to demonstrate areas where costs could be reduced, including using alternative material to proposed granite slabs, replacing the bespoke bus shelter design to a standard form, and reducing the specification of lighting. On this basis, and given the 13% contingency budget, we consider there to be sufficient opportunity to manage the delivery of the scheme within the committed funds.

Delivery and Risk

- 1.57 The programme for delivering the Access, Turning Head and Public Realm elements is set out, with detailed design commencing in May and a planning determination anticipated in July. Site enabling works will commence in February 2021, with construction scheduled to begin in April 2021 and complete in November 2021.
- 1.58 It is stated that there will be a period of overlap between the construction of the parking deck and the access, turning head and urban realm and that this will be managed carefully. The phasing of construction for the overall is set out (Phases 0 to 4), of which the access, Turning Head and Public Realm represent phases 2, 3 and 4.
- 1.59 The procurement process has been revised since the original scheme business case submission. VolkerHighways have already been appointed on an Early Contractor Involvement basis to provide early input into the design process. The contract will be based on a schedule of rates, rather than a fixed price and will include a reasonable contingency to cover unforeseen issues.

- 1.60 It is stated that this approach provides more cost certainty early on in the process and ensures that cost efficiencies can be applied across all elements of the access, turning head, and urban realm works through use of common equipment and facilities.
- 1.61 A key dependency of the project is that it requires a land swap between WBC and Frasers Property. Plans have already been drawn to show the extent of land swap under consideration and this has been agreed with Frasers Property in principle. It is stated that the formal legal agreement will take 3 to 4 months following the detailed design but that this is comfortably achievable within the overall project timeframes.
- 1.62 Key risks are identified as:
- Planning determination
 - Utility diversions;
 - Design and construction delays due to COVID-19;
 - Changes to the scheme design during the detailed design stage, which may have a cost implication.

Independent Assessor Comment

- 1.63 A clear programme is set out with milestones. Whilst the project is not scheduled for completion until November 2021, enabling works will have commenced in February 2021.
- 1.64 It is clear that the construction programme will need to be carefully managed with the parking deck work, but clear phasing has been developed, providing confidence that these risks are understood.
- 1.65 The procurement will be a direct appointment of VolkerHighways through WBC's term contract. Whilst this presents a risk that the procurement process becomes less competitive, which could affect the value for money, it is demonstrated that it provides greater certainty over the process, which is important given the timescales within which delivery must take place.
- 1.66 It is noted that that planning determination is still required for the project. WBC have already received technical queries and requests for information, which they consider they can address in full. They have also confirmed that the 8-week planning determination period can be accommodated within the project. A risk remains that a minor/material amendment application may be required if the detailed design process results in any changes to the design but there is no reason to believe this will be substantial.
- 1.67 It is noted that utility diversions are anticipated and that the precise extent of this work is not fully known, albeit that Ground Penetration Radar surveys, trial holes, and G3 cost estimates have been obtained giving a good degree of certainty at this stage. It will be important for WBC/Fraser Property to continue to manage this risk closely to ensure there is no substantial cost escalation.
- 1.68 A risk is still stated of the need to change the detail design of the scheme and the potential need to de-scope the project if costs rise. This risk will remain until detailed design is complete and may need to be managed through value engineering.
- 1.69 It is recognised that the full extent of risks related to COVID-19 remain unknown at this stage and will need to be managed as they present themselves.

Appendix 3

Wokingham Borough Council

WINNERSH TRIANGLE SCHEMES

**Business Case Addendum: Revised access, turning head and
urban realm improvements**

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1 INTRODUCTION

- 1.1.1. Further to submitting a full business case to the Thames Valley Berkshire Local Enterprise Partnership (TVB LEP) in March 2019, Wokingham Borough Council (WBC) were successful in securing LEP funding to develop a circa 130 space single deck car park, over the existing Winnersh Triangle surface Park and Ride car park, interior refurbishment of the station building, as well as some limited improvements to the pedestrian amenities at the station forecourt.
- 1.1.2. Whilst the parking deck scheme has broadly remained the same as before, Frasers Property, the owners of the adjacent business park have come forward to promote a public urban realm scheme around the station forecourt. The access arrangements and the existing station turning head will need to be modified to facilitate the urban realm improvements. Frasers Property will fully bear the cost of the urban realm improvements, and also half the cost of the revised station access and turning head. These elements were not included within the original business case submission in 2019.
- 1.1.3. The planning application for the Winnersh Triangle Schemes, which comprises the parking deck, revised access, station forecourt and public realm, was submitted to Wokingham Borough Council on 2 April 2020 and the scheme is currently undergoing public consultation in order to fulfil the planning requirements. A decision on the application is expected in the first week of July 2020.
- 1.1.4. This addendum has been prepared to support the additional funding request, specifically for the revised access, station forecourt and public realm elements of the Winnersh Triangle Schemes. A separate addendum capturing the additional funding sought for the parking deck element was submitted to TVB LEP on 21-05-2020.

2 SCOPE OF WORKS

2.1 INTRODUCTION

- 2.1.1. As a joint venture between WBC and Frasers Property, the Scheme aims at creating a unique opportunity for placemaking, to deliver more than just a Park and Ride facility, but an enhanced public transport interchange with a new access, an improved public realm and station forecourt area in order to maximise shared value and will help shape and improve the area.
- 2.1.2. The Scheme aims at capitalising on the assets of both Winnersh Triangle Railway Station and the adjacent business parks, which would help to release its potential as both an employment hub and a gateway to both Reading and London.

2.2 REVISED STATION FORECOURT AND ACCESS

- 2.2.1. In order to facilitate the urban realm improvements, a revised access and egress arrangement to and from the station forecourt, as well as a reconfigured turning head will be provided. The general arrangement drawing (WTS-WSP-GEN-SWI-DP-ZX-00001) is provided at Appendix A.

- 2.2.2. The main vehicular access is proposed to the north of the site, directly off Wharfedale Road/A329(M) slip road roundabout by way of a new fourth arm proposed. The existing access comprising left in/ left out arrangement on Wharfedale Road will be closed.
- 2.2.3. The new fourth arm will necessitate the re-design and re-positioning of traffic signal heads in the vicinity of the fourth arm, and the reconfiguration of the traffic signal controller to accommodate the change in traffic demand at the Wharfedale/ A329(M) slip road roundabout. The existing right turn bus lane on Wharfedale Road will be removed. The proposed station forecourt turning head will be used by the Park and Ride buses, taxis and all passenger drop-off.
- 2.2.4. Access to the railway station for pedestrians and cycles from Winnersh Business Park will be retained via the existing overpass across Wharfedale Road to the east of the proposed station access. The existing pedestrian footway along Wharfedale Road from the west will be diverted to accommodate the new fourth arm access off Wharfedale Road. The new diverted shared use path will run diagonally onto the new access road to Winnersh Triangle Station.

2.3 URBAN REALM IMPROVEMENTS

- 2.3.1. The urban realm improvements in the station forecourt will include creating a new natural open space, feature lighting, bus shelters, and a new paved pedestrian link between the railway station and the car park. The landscape drawings are included at Appendix A (WTS-ASA-ELS-PR-DR-LA-00001 to 00004).
- 2.3.2. The scheme will create a welcoming and attractive arrival for users of the Winnersh Triangle Railway station; will enhance the amenity value of the site sympathetic with the existing landscape character of the area; and will reflect and complement the redevelopment and improvements on Winnersh Triangle business park.
- 2.3.3. As shown on the landscape drawings, these improvements will include creating a new natural open space with an open grass area surrounding existing retained trees edged on the south eastern corner of the forecourt area. On the western side of the retained trees will be a new linear seating area.
- 2.3.4. To the west of the retained trees, feature lighting will be provided in the form of bespoke luminaires mounted on to 6m high posts. Two bus shelters will be located on the eastern and western sides of the reconfigured turning head. The urban realm will also feature numerous lit bollards, at various locations, for path finding, as well as to enhance the visual amenity of the area during hours of darkness.
- 2.3.5. The urban design for the public realm will provide comfortable spaces for people to meet and interact, creating a stronger sense of place and attachment for the local community. The existing public space currently restricts any opportunity for social interaction by prioritising vehicle circulation over the ease of movement of pedestrians.

3 STRATEGIC CASE

3.1 INTRODUCTION

3.1.1. The strategic case for the revised access, turning head and urban realm is inextricably linked to the parking deck scheme in that it greatly enhances the park and ride offer at Winnersh Triangle, thereby augmenting the strategic benefits captured within the original business case submitted to the TVB LEP in March 2019. Some of the additional benefits engendered by the scheme proposals are briefly summarised below.

3.2 KEY SCHEME BENEFITS

3.2.1. Frasers Property have recognised the need for the scheme as an integral part of their goal to expand the business park and to attract new employers and employees. They have stated that improved transport links are critical to their business growth plans. The station scheme will have several downstream impacts as the attractiveness of the business park as a place to invest and to attract / safeguard highly skilled and high value employment will be strengthened by the station's upgraded 'gateway' status. This would not only contribute to the Borough's economic growth aspirations, but also to one of TVB LEP's economic plan's overarching objectives of 'Enterprise, Innovation and Business Growth Programme'.

3.2.1. The requirement for all LEPs to develop Local Industrial Strategies (LIS) for their respective geographical remit was set out by the Government in their Industrial Strategy White Paper, published in November 2017. The overarching aims of the White Paper are to a) improve UK's overall productivity performance and b) ensure that future economic growth is inclusive. Thames Valley Berkshire LEP is among the third wave of Local Enterprise Partnerships spearheading the next round of Local Industrial Strategies due to be delivered to government in the spring of 2020.

3.2.2. One of the actions identified by the TVB LEP in their LIS framework document, under 'Priority 2: Ecosystems which are maturing and evolving and extend beyond Berkshire', is to 'support the appropriate development of innovation spaces in our town centres and/or close to railway stations'. The urban realm improvement is an intrinsic part of Frasers Property's aspirations to expand the Winnersh Business Park to attract and retain new employers and employees alike. Therefore, the revised access, forecourt and urban realm improvements would indirectly contribute towards achieving the goals of Priority 2.

3.2.3. Infrastructure is one of the five foundations of productivity as stated within the White Paper. The Berkshire LIS framework document states that there are high levels of traffic congestion in Berkshire, an 'inevitable consequence (and cost) of economic buoyancy'. The document recognises that behavioural changes need to be a central part of the solution, which includes investing in sustainable modes of travel, in order to alleviate congestion on Berkshire's roads.

3.2.4. One of TVB LEP's key priorities, to realise their vision to become the 'best of both global and local', is 'Priority 4: vibrant places and supportive infrastructure'. A key step identified to improve transport is to encourage modal shifts and the development of sustainable transport solutions. In relation to spatial development, the Berkshire LIS framework document recognises that 'good use is made of sites close to railway stations and motorway junctions, and in strategic transport corridors, nurturing the development of connected ecosystems.' It is considered that the parking deck scheme, revised access/forecourt and the urban realm improvements, which are in close proximity to the Winnersh Triangle station, would significantly contribute towards achieving the Berkshire LIS objectives under Priority 4.

- 3.2.5. The revised access/forecourt and urban realm improvements would not only generate a number of strategic benefits, based on its own merits, but would also complement the car park enhancements. The improved access for buses would help mitigate the current delays experienced during the access and egress manoeuvres, thereby increasing the attractiveness of the bus park and ride.
- 3.2.6. With local, regional and national policy (and economic plans) focussing on improving productivity through higher value jobs, enhancing connectivity and developing sustainable transport solutions, these are all outcomes that can be attributed to the station and car park improvements, and thus are highly unlikely to be realised through general background activity.
- 3.2.7. Various studies indicate that station investment can have a major impact in terms of urban regeneration and transformation through:
- ☐ Improving the image of a station and hence perceptions of the town or city that it serves, thereby encouraging greater investment and making it more attractive as a place to live and work
 - ☐ Leveraging wider development by providing a focus for investment in the surrounding area and increasing confidence among investors
- 3.2.8. Evidence from the report published by Steer Davies Gleave (SDG) indicate that substantial station improvements can support increases in property values in the immediate vicinity of a station of 30% or more. The associated uplift in annual GVA is estimated to be between 10% and 15% of the investment cost. The report emphasises that while investment at smaller stations will tend to have less of an impact on the local economy, at least in absolute terms, it can nevertheless play a significant role in supporting urban regeneration.
- 3.2.9. As well as providing improved access to the park and ride facility, there will be additional safety benefits associated with the new access arrangements (e.g. pedestrian movements between the business park and the station will not have to interact with buses and other vehicles accessing the forecourt). This would greatly enhance the perception of pedestrian safety at the station forecourt.
- 3.2.10. The planting of new trees and an overall improvement in the ambience and appearance of the station approaches will also generate benefits for those using the station. Improved signage and wayfinding facilities for pedestrians will also be a great improvement on the current situation.

3.3 IMPACT OF A 'DO NOTHING' SCENARIO

- 3.3.1. Specific outcomes of a 'Do Nothing' scenario include:
- ☐ The opportunity to establish Winnersh Triangle station as a key transport interchange to increase the uptake of sustainable modes of transport, therefore reducing demand on the local road network, would be lost.
 - ☐ The potential to invest and to attract / safeguard highly skilled and high value employment, through the station's upgraded 'gateway' status, would not be realised.
 - ☐ The opportunity to facilitate significant private funding to enhance the access and urban realm improvements at the Winnersh Triangle railway station would be lost.

4 ECONOMIC CASE

4.1 ECONOMIC APPRAISAL

INTRODUCTION

- 4.1.1. It is well established within the transport economics discipline that the full impacts of changes to the urban realm are not currently being captured in the existing accepted cost benefit analysis framework. Department for Transport's document Appraisal and Modelling Strategy, Informing Future Investment Decisions, April 2019 states that urban realm and other elements of people and place and the environment in which people live and work is an important gap which may be limiting the appraisal of certain types of scheme. Work is currently underway to bring forward these elements to broaden appraisals and better understand and account for these impacts.
- 4.1.2. While Transport for London's Valuing Urban Toolkit (VURT) could be used to capture some of the user benefits from the urban realm improvements, it was considered that the time and effort needed to undertake comprehensive baseline surveys may be disproportionate to the likely modest benefits generated by VURT. Whilst the urban realm improvements would no doubt enhance the user experience at the Winnersh Triangle station, these benefits have not been monetised.
- 4.1.3. The current business plan for Winnersh Triangle business park targets a total of 10,000 people working on site by 2030, an increase of 4,000 jobs over the existing employee count. Frasers Property considers the proposed scheme at the Winnersh Triangle station forecourt as an inherent part of their business plan to expand the business park over the next decade. They consider that an enhanced station environment would offer a high-quality transport 'gateway' that would appeal to prospective employees and employers. Therefore, the economic appraisal of the revised access, turning head and urban realm improvements involves estimating how much additionality, or the number of additional jobs that can be attributed to the scheme elements, and use this to calculate a monetised Gross Value Added (GVA) uplift. The estimated uplift in GVA has formed the basis of calculating the present value of scheme benefits, and consequently, the scheme's value for money category.
- 4.1.4. Information obtained from Frasers Property shows how employment at the business park is very much in 'high value' sectors with the following being the top five at the park:
- ☐ Technology and telecoms (40.5%);
 - ☐ Manufacturing and engineering (31.3%);
 - ☐ R&D / pharmaceuticals (11.4%);
 - ☐ Other (5%); and
 - ☐ Professional services (4.7%).
- 4.1.5. The importance of the station and the rail service to the park is also apparent from further information provided by Frasers Property. This shows that a number of businesses that are either

new or renewed their leases in 2019/20 deemed that the proximity to high-quality rail facilities was important.

- 4.1.6. With 4,000 additional jobs being a key objective to be met by 2030, the enhanced public realm and forecourt at the station will have a major role to play with respect to the attractiveness of the business park to new employers and employees.

METHODOLOGY

- 4.1.7. The appraisal method adopted is based on the additionality guidance set out in Homes and Community Agency's (now known as Homes England) Additionality Guide. The most up to date GVA and employment data have been obtained from Office of the National Statistics (ONS) and ONS NOMIS sources respectively.

- 4.1.8. The appraisal methodology is summarised below:

☐ To obtain GVA per worker data, the most recent ONS GVA data for Wokingham was obtained and divided by the number of employed people in Wokingham in the same year (obtained from ONS NOMIS). Wokingham was selected as this is the local authority which includes Winnersh Triangle. It should be noted that, compared to neighbouring Reading, Wokingham has a slightly lower GVA per worker value.

☐ The additionality calculations are based on the standard steps set out in the guidance. These cover:

- The reference case (i.e. what is the 'deadweight' in terms of what number of new jobs above the current 6,000 will be generated regardless of the enhancements going ahead)
- The level of 'leakage' (i.e. the proportion of new jobs likely to be realised in other neighbouring business parks)
- The level of 'displacement' (i.e. the proportion of new employment generated that will simply be displaced from neighbouring areas or business parks)
- The economic 'multiplier' impacts (i.e. the additional jobs generated in supply chains, indirect employment, and through the expenditure of employees, induced employment)

☐ Once these additional employment numbers were calculated for each year between 2021 and 2030 inclusive, the GVA per worker value was applied to give the corresponding GVA uplift.

ASSUMPTIONS

- 4.1.9. For a representative GVA per worker value, total Wokingham GVA in 2018 (£7.43 billion) was divided by the total number of people in employment in the area in the same year (83,000). This gives a GVA per worker in Wokingham of £89,506 (compared to £93,329 in Reading and £94,536 across all of Berkshire). The GVA per worker value was applied to the additional number of jobs at the end of the process.

- 4.1.10. To calculate the extent of additionality, the following assumptions were made and were applied to both the intervention and reference cases (all categories and values shown below are taken from the Additionality Guide):

- ② Leakage: a Medium impact of 25% was selected (based on the 'ready reckoner' values given on Page 27 of the Additionality Guide).
 - ② Displacement: a Medium impact of 50% was selected (based on the 'ready reckoner' values given on Page 30 of the Additionality Guide).
 - ② Multiplier: a Low value of 1.05 was selected (based on the 'ready reckoner' values given on Page 36 of the Additionality Guide).
- 4.1.11. The intervention case refers to where the full additional 4,000 jobs are realised by 2030 (it is assumed that the annual increase in jobs from 6,000 in 2020 to 10,000 in 2030 is on a linear basis, e.g. a 5.2% increase each year).
- 4.1.12. The reference case reflects the deadweight (i.e. the number of new jobs that will be generated regardless of the station enhancements going ahead). It has been assumed that a low proportion (5%) of the new jobs will be attributable to the scheme as it is important to demonstrate that even with low additionality, significant numbers of new jobs and additional will still be generated.

RESULTS

- 4.1.13. The results from the analysis indicate that even with a low proportion of the new 4,000 jobs by 2030 being attributed to the scheme, this is still sufficient to generate 79 additional jobs and additional GVA of over £7 million by 2030 (the GVA value is undiscounted). The resulting GVA uplift has been rebased to 2010 prices and discounted to 2010 to obtain the present value of scheme benefits for the core scenario.
- 4.1.14. This outcome is also generated where Medium assumptions for both leakage and displacement have been assumed (as well as a Low multiplier value). In reality, there is a strong likelihood that leakage and displacement will be low as new jobs (and their economic impact) will not 'leak' outside the vicinity of the business park neither will they displace jobs from elsewhere in the area. In addition, the economic multiplier value could be higher as the direct on-site jobs could support a higher number of indirect and induced positions in the business park and within the local supply chain.
- 4.1.15. As an indicator of the impact, higher attribution proportions of 10% and 15% attribution assumptions generate additional GVA of £14 million and £21 million respectively (all undiscounted).

4.2 RISK AND OPTIMISM BIAS

- 4.2.1. Detailed site investigations and the preliminary design have assisted in the identification and quantification of most of the design risks. The cost of diverting statutory undertakers' equipment forms a significant proportion of the scheme costs. These have been comprehensively captured through a risk workshop as well as the ongoing C3 process. These are included within the scheme costs as a separate item, and not within the risk element. It is envisaged that some of the costs relating to the statutory equipment diversions could be designed out during the detailed stage. Based on a robust understanding of project risks at this stage, the level of risk has been set at 15%. This is considered proportionate to the stage of the project, especially given that the detailed design has not been completed yet.

4.2.2. An optimism bias of 15% has been included for the current update to the economic appraisal, in order to ensure a robust cost benefit appraisal. It should be noted that the optimum bias is only **included in** the economic appraisal for calculating the BCR, and not in the financial case which sets out the additional funding sought.

4.3 TRANSPORT ECONOMIC EFFICIENCY (TEE), PUBLIC ACCOUNTS (PA) AND ANALYSIS OF MONETISED BENEFITS AND COSTS

4.3.1. The Analysis of Monetised Costs and Benefits (AMCB), Public Accounts (PA) and Transport Economic Efficiency (TEE) tables for the revised access, turning head and urban realm is provided at Appendix B. The AMCB is summarised in Table 4-1. All costs are presented in market prices and values.

Table 4-1 – AMCB: Revised access, turning head and urban realm

Item Costs and Benefits (In 2010 prices discounted to 2010)

Noise	-
Air Quality	-
Greenhouse Gases	-
GVA Uplift	£2,128,697
Physical Activity	-
Accidents	-
Economic Efficiency: Consumer Users (Commuting)	-
Economic Efficiency: Consumer Users (Other)	-
Economic Efficiency: Business Users and Providers	-
Wider Public Finances (Indirect Taxation Revenues)	-
Present Value of Benefits (PVB)	£2,128,697
Present Value of Costs (PVC)	£733,795
Net Present Value (NPV)	£1,394,902
BCR	2.90

4.3.2. The core scenario shows a BCR of 2.90, which is classed as providing High value for money.

4.4 ASSESSMENT OF OTHER SOCIAL AND ECONOMIC IMPACTS (QUALITATIVE)

RELIABILITY (SOCIAL)

4.4.1. Improving the access and egress arrangements at the station forecourt is expected to have a positive impact on the journey time reliability for buses, drop-offs and taxis. Traffic modelling of the Wharfedale Road roundabout, with the proposed new arm, has demonstrated that the junction

would operate with spare capacity in the forecast years. The modelling work has been approved by WBC's Highways Development Control team as part of the planning determination process.

4.4.2. Overall, it is expected that the impact of the scheme on reliability (social) will be slightly positive.

PHYSICAL ACTIVITY

4.4.3. The urban realm improvements will result in the creation of a new natural open space, feature lighting, bus shelters, and a new paved pedestrian link between the railway station and the car park. It is anticipated that the improved public realm would increase the pedestrian activity between the business park and the railway station.

4.4.4. Overall, it is expected that the impact of the scheme on physical activity would be slightly positive.

SAFETY

4.4.5. The public realm improvements will also create a safer environment for pedestrians, as pedestrian movements between the business park and the station will not have to interact with buses and other vehicles accessing the forecourt. Overall it is expected that the impact of the scheme on safety will be slightly positive.

ACCESS TO SERVICES

4.4.6. At the moment, there is a lack of a direct, clearly signed and safe walking route between the pedestrian bridge and the station. This has been highlighted by Frasers Property, the owners of Winnersh Triangle business park. The route is also unsafe as the crossing point is adjacent to the turning facility at the station entrance for taxis and buses, where drivers may not see pedestrians crossing as they exit the station or may not see pedestrians walking along the grass verge as they drive into the station.

4.4.7. The proposals will provide a much clearer, safer route to the train station from the pedestrian footbridge. The proposals will link the existing footway along Wharfedale Road to the railway station via a new three metres wide foot path which is surfaced, lit and segregated from the vehicular traffic by a wide grass verge. Planting will also be provided to dissuade pedestrians from taking the route along the grass verge.

4.4.8. Overall it is expected that the impact of the scheme on access to services will be slightly positive.

SEVERANCE

4.4.9. The scheme provides improved pedestrian crossing facilities. Overall it is expected that the impact of the scheme on severance will be slightly positive.

4.5 ASSESSMENT OF ENVIRONMENTAL IMPACTS

4.5.1. An Environmental Assessment Report (EAR) has been prepared in support of the planning application for the Winnersh Triangle Schemes (parking deck, revised access, turning head and urban realm). This is not appended to this addendum due to the size of the document. The EAR can be accessed via WBC's planning portal . A summary of the key topics considered is presented below.

AIR QUALITY

- 4.5.2. Impacts on local air quality during the operation phase of the Scheme are expected to be negligible and do not necessitate the need for mitigation. Given the existing good air quality at and near to the Application Site, the impact of the Proposed Scheme operation on local air quality will be not significant.
- 4.5.3. The anticipated impact on air quality is therefore considered to be neutral.

BIODIVERSITY

- 4.5.4. The Scheme will result in the loss of small areas of habitat within the Ecology survey area, as well as potentially disturbing or damaging adjacent habitat suitable to support protected and notable species including bats, terrestrial mammals and reptiles. Without mitigation this could lead to the killing and/or injury of protected species as well as a loss/disturbance of habitats they rely upon. Construction and operation of the Scheme could also result in negative effects to locally designated wildlife sites within 2km of the Survey Area through pollution, both airborne and waterborne, in the absence of mitigation.
- 4.5.5. In order to avoid and mitigate these effects, and to thereby comply with legislation and national/local planning policy, recommendations provided within the preliminary ecological assessment include undertaking of a Biodiversity Net Gain (BNG) assessment, implementation of sensitive lighting and drainage strategies and precautionary methods of working for specific groups such as reptiles and amphibians. Further ecological enhancement (to comply with national and local planning policy) has also been recommended including installation of nest boxes and landscaping using a native species rich planting regime.
- 4.5.6. The anticipated impact on biodiversity is therefore considered to be neutral.

WATER ENVIRONMENT

- 4.5.7. Fluvial flood risk is a constraint for the Scheme (parking deck only) as the Site lies in Flood Zone 2. However, the risk is limited by the nature of the proposals i.e. an expansion at the first floor (i.e. above any potential level of flooding) of an existing car park. The overall loss of floodplain storage is also considered minimal.
- 4.5.8. The scheme is unlikely to increase flood risk or significantly affect water features. The overall impact on the water environment has therefore been appraised as neutral.

LANDSCAPE

- 4.5.9. The landscape assessment concluded that ultimately, as it develops, the proposed landscape for the Scheme will provide an attractive and functional space that will benefit both users of the Scheme, Winnersh Triangle Railway station and occupiers of the business park.
- 4.5.10. The anticipated impact on landscape is therefore considered to be slightly positive.

NOISE

4.5.11. The noise assessment concluded that Noise and vibration during construction will be managed through the Construction Environmental Management Plan and Best Practicable Means as defined in BS 5228. In view of the assessment outcomes, no noise mitigation is deemed necessary in the operational phase to comply with policy aims and guidance on noise impact.

4.5.12. The anticipated impact on noise is therefore considered to be neutral.

5 FINANCIAL CASE

5.1 BUDGET AND FUNDING COVER

5.1.1. The funding strategy for the revised access, turning head and urban realm involves Frasers Property bearing the cost of providing the urban realm as well as half the cost of the access and turning head. The LEP funding sought therefore solely relates to half the cost of the access and turning head. The total cost of the access and turning head has been estimated as £1.35m. The cost of the urban realm scheme has been provided by Frasers Property, and is estimated at £862,055. A breakdown of these cost estimates is provided at Appendix C.

5.1.2. An estimated budgetary impact summary is outlined in Table 5-1 split by the respective financial year. The budgetary impact in 2019-2020 represents fees spent on surveys/ground investigations, concept design, preliminary design and planning application.

Table 5-1 – Budgetary impact summary (revised access, forecourt and urban realm)

	2019-2020	2020-2021	2021-2022	Total
LGF Funds	£168,750	£506,250	£0	£675,000
Frasers Property	£35,000	£76,853	£1,425,202	£1,537,055
Total	£203,750	£583,103	£1,425,202	£2,212,055

5.1.3. Frasers Property have fully secured the funding requirements stated in Table 5-1. The senior management at Frasers Property have pledged their firm commitment to safeguarding the fruition of the scheme. They have affirmed that the potential for any cost-overruns will be proactively managed through value engineering the design as well as the alternative choice of materials, in order to ensure that the scope of work is deliverable within the available sums.

6 DELIVERY AND RISK

6.1 PROGRAMME

6.1.1. The current programme for the revised access, turning head and urban realm is set out in Table 6-1.

Table 6-1 – Revised access, turning head and urban realm programme

6.1.2. As per the current construction programme, there will be a period of overlap between the construction of the parking deck and the access, turning head and urban realm. To better manage resources on site, the phasing of the construction will be planned such that any overlap between critical activities that are common to both the parking deck and the access/turning head/urban realm is kept to a minimum. It is envisaged that the diversion of statutory undertakers' equipment, which accounts for a significant proportion of the scheme cost, will take place during the enabling works phase. This would ensure that a 'substantial start on site' is achieved by March 2021.

6.1.3. The Scheme is likely to be constructed in five phases as described below. These construction phases will be refined and finalised by WBC's appointed contractor.

☐ Phase 0 - Enabling works (parking deck substructure and stats diversion at the new access)

☐ Phase 1 - Construction of the parking deck superstructure.

☐ Phase 2:

- Remaining works at the surface car park (tarmac, SuDS reinstatement, signing and lining etc)
- New fourth arm off Wharfedale Road Roundabout to be built 'offline' to retain bus access to Winnersh Triangle Station. This phase would include the construction of a bellmouth and approximately 45m of access road.

☐ Phase 3 - construction of the revised station forecourt, remaining access road and turning head. During this phase it is considered that temporary access to the railway station will be via the existing access road and Wharfedale Road south east arm. A temporary bus stop will be located within the existing bellmouth.

☐ Phase 4 - it is envisaged that access to the new station forecourt will be via the new access road and turning head, which will in turn allow the urban realm improvement works to be undertaken in the area of the existing bellmouth and access road to the railway station. The dedicated right turn bus lane on Wharfedale road will be closed

6.1.4. The 'remaining works at the surface car park' in phase 2 will continue in parallel to phase 3 and, to a lesser degree, phase 4. The existing turning head will be operational during construction Phases 0, 1 and 2 and will close in Phase 3 in order to minimise disruption to station drop offs, buses and taxis. It is envisaged that a proportion of the main car park can stay in operation during phases 0, 3 and 4.

6.2 PROCUREMENT

6.2.1. With regards to procurement, VolkerHighways, WBC's term contractor, have already been appointed on an Early Contractor Involvement basis to provide early input into the design process. Given that the value of the work excluding design fees, risk, surveys and other investigations would be less than the Official Journal of the European Union (OJEU) threshold of £4.73m, the intention is for the work to be directly awarded to VolkerHighways without going through the competitive tendering process.

6.2.2. The contract will be based on a schedule of rates, which has already been agreed as part of the framework contract, rather than a fixed price and will include a reasonable contingency to cover

unforeseen issues. This would ensure that there is more cost certainty early on. There are cost efficiencies to be made in the use of equipment common to the ground works associated with the deck and the access, turning head and urban realm work. Use of common site compound/welfare facilities would also help drive down the costs.

- 6.2.3. WBC have the experience of dealing with large procurement and construction contracts and will work towards minimising risk through the contract process.

6.3 PROJECT DEPENDENCIES

6.3.1. The revised access, turning head and urban realm work will involve land swap between Frasers Property and WBC i.e., land under WBC's ownership within the public realm will be transferred to Frasers Property and land under Frasers Property's ownership around the revised access will be transferred to WBC. Plans have already been drawn to show the extent of land swap under consideration and this has been agreed with Frasers Property in principle. Timescales for the legalities have been factored into the overall programme.

6.3.2. The plan showing the extent of land swap have already been agreed in principle between WBC and Frasers. The timescale for the legal agreement is around 3-4 months following the detailed design. These timescales can be comfortably achieved within the overall programme.

6.4 RISKS

6.4.1. The risk management protocols adopted for the revised access, turning head and urban realm will be consistent with the principles set out within the commercial case of the business case originally submitted.

6.4.2. It is expected that all outstanding technical queries and requests for information, sent by the respective officers at the Council, can be satisfactorily addressed. No planning risks are currently anticipated. Any subsequent changes to the design, during the design and build stage, would be subject to a minor/material amendment application. The planning timescale for a material amendment application is 8 weeks, which can be accommodated within the current project timescales.

6.4.3. It is anticipated that utility diversions will be required as a consequence of the scheme. Through a combination of data obtained from the Ground Penetration Radar survey, trial holes and C3 cost estimates obtained from utility companies, there is high degree of certainty around the statutory equipment diversion costs. WSP, who are acting as the Principal Designer for the scheme, have been coordinating and negotiating with utility companies through the C3 and C4 processes to minimise the risk of cost escalation during the construction phase.

6.4.4. Key risks to the programme are:

- ☐ Delays to completion of the detailed design due to suppliers and utility companies being affected by the COVID-19 situation. There may be potential delays to the construction stage as well, if suppliers are unable to source materials to scheduled timescales. This is a residual risk common to all such projects at present, and will remain as such for the foreseeable future, since uncertainty around the pandemic lockdown continues to evolve.

- ☐ Changes to the scheme during the detailed design stage, which may have a cost implication. In order to mitigate this risk, the design will be subject to regular reviews to ensure that the costs do not exceed the current funding allocation. Cost control may be achieved through value engineering as well as de-scoping, if need be.

7 SUMMARY

7.1.1. Since the FBC was submitted in March 2019, the scope of the car parking improvements and overall works at the station has changed significantly. Whilst the parking deck scheme has broadly remained the same as before, Frasers Property, the owners of the adjacent business park have come forward to promote a public urban realm scheme around the station forecourt. The access arrangements and the existing station turning head will need to be modified to facilitate the urban realm improvements. Frasers Property will fully bear the cost of the urban realm improvements, and also half the cost of the revised station access and turning head. These elements were not included within the original business case submission.

7.1.2. If the scheme fails to come forward:

- ☐ The opportunity to establish Winnersh Triangle station as a key transport interchange to increase the uptake of sustainable modes of transport, therefore reducing demand on the local road network, would be lost.

- ☐ The potential to invest and to attract / safeguard highly skilled and high value employment, through the station's upgraded 'gateway' status, would not be realised.

- ☐ The opportunity to facilitate significant private funding to enhance the access and urban realm improvements at the Winnersh Triangle railway station would be lost.

7.1.3. The economic appraisal has shown that even with conservative assumptions covering additionality and the extent to which the 4,000 additional jobs can be attributed to the scheme, a significant amount of benefits in the form of additional GVA will be generated.

7.1.4. The information provided by Frasers Property has demonstrated that for several new 'high value' businesses in the park as well as those that have renewed their leases in 2019/20, rail services at the adjacent station were a major factor in their decision to locate there.

7.1.5. An enhanced station with much improved public realm and much better links directly to the business park will increase the location's attractiveness to both employers and employees and will generate economic benefits over and above the conventional transport benefits that form the core of the original business case

7.1.6. With a core BCR of 2.90, the revised access, turning head and urban realm improvements would generate high value for money.

7.1.7. Subject to potential delays around the evolving COVID-19 situation, it is anticipated that the scheme would be able to achieve a 'substantial start on site' by March 2021.