

Appendix 2

Berkshire Local Transport Body – 16 March 2017

2.24 Newbury – Railway Station Improvements

1. The Scheme

- 1.1 This scheme plans to enhance and improve multi-modal transport interchange at Newbury Railway station including upgrade and improvement of station buildings. This will work alongside, and help to deliver, the Market Street housing-led development and also help to deliver the Sandleford Park strategic housing site, through enhanced connectivity for bus passengers, rail passengers, cyclists and pedestrians. The scheme will allow Newbury Railway Station to cope with anticipated increases in passengers with corresponding increases in demand for travel and car parking.
- 1.2 The scheme is promoted jointly by West Berkshire Council and Great Western Railway. It seeks to deliver 4 to 5 start-up incubator business units within rail land to the south of Newbury Railway Station and 2 new retail outlets on the station (north and south) with an additional 8 to 10 jobs created within these retail outlets. New and enhanced cycle facilities, ticket hall and waiting areas will be created.
- 1.3 The scheme will deliver a new multi-modal interchange with rail to the south of Newbury Railway Station along with a new multi-storey car park, station forecourt, and pedestrian/cycle link to the town centre to the north of Newbury Railway Station as part of the Market Street redevelopment.
- 1.4 A new public pedestrian footbridge between Station Road in the South and the Market Street development in the north will reduce severance for existing residents of deprived areas to the south of the station and also provide connectivity for residents of the Market Street redevelopment and town centre uses to the multi-modal interchange to the south of the station.
- 1.5 The proposal will complement the investment being made in delivering electrification of the Berks and Hants line from Newbury to Reading as part of the wider Great Western electrification project.

2. Progress with the scheme

- 2.1. A feasibility study was conducted by WSP / Parsons Brinckerhoff which was completed in October 2015. It examined the opportunities to provide an improved interchange at Newbury Railway Station and considered various options recommending the one that provides the most effective benefits.
- 2.2. A Project Team has been set up which consists of representatives from West Berkshire Council and Great Western Railway (both as scheme promoters) and also involves Network Rail. Other organisations will be involved in the Project Team as required and as the project progresses.
- 2.3. Flooding in and around Newbury Railway Station is a significant problem. The Project Team needs to be confident that there are plans in place to reduce or solve this problem before work is commissioned to improve the Station as part of this scheme. As a result the Project Team has linked with a newly set up group which is looking to address the flooding issues and come up with short, medium and long term proposals that will significantly improve the situation. This group is Chaired by Thames Water and involved GWR, NR and WBC.
- 2.4. An Options Assessment Report has been prepared and sent to WYG as the first stage of the Full Business Case assessment.
- 2.5. The Market Street housing development with which this scheme closely links was approved by the Council's Planning Committee in November 2016 and the S106 agreement is being finalised.
- 2.6. The scheme is awaiting Programme Entry status following the announcement on Growth Deal 3 and pending a decision from the Berkshire Local Transport Body.

3. Funding

3.1. The following table sets out the funding for the scheme on the basis of provisional funding allocations. The profile is yet to be confirmed for expenditure for this scheme.

Source of funding	2016/17	2017/18	2018/19	2019/20	2020/2021	Total
Amount from LEP Local Growth Deal			3,630,000*	2,421,000*		6,051,000
Local contributions from:						
GWR (SCPF)			1,890,000			1,890,000
GWR(NSIP)			125,000	125,000		250,000
Network Rail		2,500,000				2,500,000
Section 106 Agreements / CIL			225,000	225,000		450,000
Market Street Development (Grainger)			2,610,000	1,400,000		4,010,000
- Other sources (ATOC)		26,000				26,000
Total Scheme Cost		2,826,000	8,480,000	4,171,000		15,177,000

*Provisional profile, awaiting confirmation

4. Risks

4.1. The key risks on delivering this Programme Entry scheme and how they will be managed are set out in the table below:

Risk	Management of risk
Delay / inability to secure Network Rail maintenance depot relocation.	Network Rail has provided a letter of support for the proposal including provision of its professional services to secure the scheme. The maintenance depot area is proposed for car parking, subject to relocation of the access to this area and acceptance of reduced parking, it would be possible to implement the remainder of the scheme without this area. Network Rail is already progressing a maintenance depot rationalisation investigation for this area.
Difficulty in achieving foot bridge connectivity with proposed Market Street multi-storey and station footbridge.	Grainger (the developer for the Market Street development) has provided a letter of support. The initial WSP designs currently drawn-up consider the currently designed position of the multi-storey and permitted position of the new station foot bridge. These relate well, and clearance to Network Rail infrastructure has been shown to be greater than that required by Network Rail for operational and maintenance purposes. All levels, clearances, tolerances, structural ability for connection etc. will be checked throughout the detailed design process and kept as an ongoing item on the Risk Register.
Changes to funding for bus services may reduce the number of buses likely to use the interchange.	The current design drawn up by WSP closely aligns to the current demand for bus services with relatively little spare capacity. Any reduction in bus services would simply provide more tolerance for changes in bus timings, alternative services etc.
Timing of Market Street development: The timing of the Market Street development to the north of the station will determine: <ul style="list-style-type: none"> the need for the interchange with buses (when the current bus station moves to the Wharf); the time at which the proposed footbridge 	A planning application for the proposed bus interchange at The Wharf has been approved and it is proposed to begin construction by Autumn 2017. The Market Street scheme has been approved by the planning committee and the S106 is being negotiated. Grainger's draft programme of works includes construction of the multi-storey car park as an early

<p>can be connected to the new multi-storey;</p> <ul style="list-style-type: none"> the timing of funding from Market Street CIL or S106 contributions. 	<p>development operation, giving confidence that this will be complete by the time the footbridge is ready for construction.</p> <p>Grainger holds regular meetings with West Berkshire Council, Network Rail and Great Western Railway.</p>
<p>Withdrawal of Vodafone buses to another location.</p>	<p>Vodafone have Travel Plan commitments to operate their bus services and links to Newbury Station form a key part of ensuring that staff travel by sustainable modes, avoiding breaching planning conditions in relation to car parking on their site.</p> <p>Vodafone are currently re-committing to this bus service through Reading Buses for the next few years.</p> <p>In the very unlikely event that Vodafone buses were routed elsewhere, the stops anticipated for Vodafone buses could be re-used for College shuttle, taxis, parking, drop-off/pick-up on another relevant purpose for the interchange at low cost.</p>
<p>Cost escalation</p>	<p>Investigation works will continue in-house at West Berkshire Council and in conjunction with the Market Street developers (Grainger), Network Rail and Great Western Railway to ensure that as many factors as possible can be considered to reduce the likelihood and severity of cost escalation. This will include: consideration of utilities; consideration of GWR building fabric; obtaining as much detail as possible about Network Rail's proposed new footbridge and Grainger's proposed multi-storey car park; liaison will stakeholders including WBC asset management, WBC car parking, taxi-operators, bus operators etc.</p> <p>One initial element will be a detailed feasibility of the public access bridge over the railway as this is the part of the scheme which is likely to be vulnerable to escalating costs due to the complexity of design and delivery.</p>
<p>Buried services / utilities</p>	<p>A full search of utilities across the whole scheme area will be undertaken prior to detailed design work being undertaken to ensure that the design can mitigate against the need to divert or relocate services.</p> <p>Some initial utilities searches have already been undertaken by West Berkshire Council. These indicate that there are no significant utilities issues which are likely to prevent the project from proceeding as planned or which cannot be accommodated in the design.</p>
<p>GWR/NR building fabric and asbestos</p>	<p>The re-working, demolition and replacement of buildings and structures on the station owned and managed by GWR/NR may detect the presence of asbestos. Accordingly, all building fabric will be examined prior to undertaking works and suitable certified contractors will be used to undertake the works and remove asbestos appropriately should it be discovered.</p>
<p>Surface water drainage</p>	<p>Whilst it is accepted that Newbury station is low-lying and has flooded in the past, much of the existing area for the scheme is already hard-surfaced. Any new areas for surfacing will require SUDS principles to be applied. Any re-working of existing hard-surfaced areas may give the opportunity to introduce SUDS or other drainage improvement measures to provide an overall betterment over the existing situation. The Project Team are will also work closely with a group set up to address the flooding issues at the station.</p>
<p>Timing of Sandleford development will affect the demand for Sandleford bus services and the timing of CIL/S106 contributions.</p>	<p>The timing of bus services for Sandleford will have negligible impact on the proposed interchange design.</p> <p>The timing of contributions could require West Berkshire Council to bridge the timing of contributions to ensure that the scheme can be delivered in the required time frame. The Project Team is well linked to the Council's Officers working on the Sandleford Housing Site so will be aware of the challenges of timing.</p>

5. Programme

Task	January 2017 Timescale	March 2017 Timescale (where different)
Programme Entry Status	March 2017	
Independent Assessment of FBC	September / October 2017 (provisional)	
Financial Approval from LTB	November 2017 (provisional)	
Feasibility work	Second Phase Feb –May 2017	
Acquisition of statutory powers	Tbc	
Detailed design	Tbc	
Procurement	Tbc	
Start of construction	Tbc	
Completion of construction	Tbc	
One year on evaluation	Tbc	
Five years on evaluation	Tbc	

6. Growth Deal Reporting Framework

6.1. The following table is an extract from the Growth Deal reporting matrix. The entries made here will be reported on a project by project basis. *To be completed*

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.24 Newbury – Railway Station Improvement	March 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure		
Funding breakdown		
Local Growth Deal		
s.106 and similar contributions		
Council Capital Programme		
Other		
In-kind resources provided		
Outcomes		
Planned Jobs connected to the intervention		
Commercial floor space constructed (square metres)		
Housing unit starts		
Housing units completed		
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads		
Total length of newly built roads		
Total length of new cycle ways		
Total length of new footways		
Type of service improvement		

Outcomes		
Follow on investment at site		
Commercial floor space occupied		
Commercial rental values		

3. ADDITIONAL MONITORING - for specific schemes		
Transport - to be collected for all projects/programmes involving more than £5m public funding and where these metrics and the collection points are relevant to the intervention		
Average daily traffic and by peak/non-peak periods		
Average AM and PM peak journey time per mile on key routes (journey time measurement)		
Average AM and PM peak journey time on key routes (journey time measurement)		
Day-to-day travel time variability		
Average annual CO2 emissions		
Accident rate		
Casualty rate		
Nitrogen Oxide and particulate emissions		
Traffic noise levels at receptor locations		
Annual average daily and peak hour passenger boardings		
Bus/light rail travel time by peak period		
Mode share (%)		
Pedestrians counts on new/existing routes (#)		
Cycle journeys on new/existing routes (#)		
Households with access to specific sites by mode within threshold times (#)		

7. Further Information for Summary Reports

The Newbury Station Improvements will enhance and improve multi-modal transport interchange at Newbury Railway station including upgrade and improvement of station buildings. Programme Entry due March 2017. Start on site due Summer 2018 and due to complete March 2020. First Growth Fund payment due March 2019.