

Berkshire Local Transport Body – 16 March 2017

2.26 Wokingham: Winnersh Relief Road (Phase 2)

Highlights of progress
<ul style="list-style-type: none">• Preliminary designs have been completed to assess the feasibility of the scheme• More detail design work is being prepared, including access, construction methodologies and ground conditions etc.• Planning process to completed during 2017• More information regarding design work will be available in coming reports

1. The Scheme

- 1.1. The full project will deliver a new relief road to the west of Winnersh, avoiding the current Winnersh Crossroads junction.
- 1.2. The work will be delivered in two phases. The first phase is currently under construction and being delivered by a Bovis / Persimmon.
- 1.3. The second phase will be delivered by Wokingham Borough Council and will provide a new junction on the A329 Reading Road and will dual the section of Lower Earley Way (B3270).

Figure 1: Location of Winnersh Relief Road (All Phases) and Lower Earley Way Widening,



- 1.4. The route requires funding to deliver new infrastructure that is essential to facilitate planned housing and economic growth locally.
- 1.5. The full scheme when joined with the Wokingham Northern Distributor Road will offer an alternative route around the centre of Wokingham and avoiding Winnersh Crossroads.

2. Progress with the scheme

- 2.1. The BCR for the FULL Winnersh Relief Road scheme is 2.2 (including the funding provide by the developer Bovis). Considering only the elements to be funded from the LEP the BCR rises to 3.3
- 2.2. The route alignment has been agreed and features in a number Wokingham Borough Councils plans such as the Core Strategy and LTP
- 2.3. Planning permission has been granted for Phase 1 of the scheme, this includes the Lower Earley Way junction portion of the scheme as well as the section to be delivered by Bovis Persimmon (including the phase 1 junction on Kings Street Lane)
- 2.4. Lawful Development approval has been granted for phase 2a (dualling of Lower Earley Way) but full planning permission for phase 2b (King Street Lane to Reading Road) will be sort in due course, although all the land needed to deliver phase 2b is already in control of Wokingham Borough Council, this reduces the risks associated with planning applications.
- 2.5. Wokingham Borough Council do not require any further partnership working to complete the scheme and will tendering the scheme in due course to seek maximum value.

3. Funding

- 3.1. The following table sets out the funding for the full scheme (includes Phase 1 & Phase 2) on the basis of our unapproved funding profile.

Source of funding	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal			£2,848,000	£2,022,000	£1,390,000	£6,260,000
Private sector contributions(Developer delivery of Phase 1)		£6,500,000				£6,500,000
- Other sources	£438,000	-		-	-	£438,000
Total Scheme Cost	£438,000	£6,825,000	£2,848,000	£2,022,000	£1,390,418	£13,198,000

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
Design & Delivery	Project will be managed and designed by Wokingham Borough Council and this will reduce the risk of delivering the junctions as issues can be internalised.
Developer fails to finish Phase 1 to time and satisfaction	Developer's progress is being over seen by Wokingham Borough Council including the delivery against agreed plans.
Flooding	The land on which the relief road is being constructed, floods, but that has been mitigated by using flood analysis data and the associated construction techniques.
Political support	There is strong political support for the scheme as its seen as part of wider package of measures to support the growth of Wokingham Borough
Land ownership	Land constraints identified, elements of land within local authority ownership.

5. Programme

- 5.1. Design work for phase 2 has been undertaken to preliminary stage.
- 5.2. Public consultation will also take place during 2017 leading to the submission of a planning application for phase 2b

- 5.3. Planning will be secured in late 2017 to ensure that the risks to scheme delivery are minimised
- 5.4. Planning will require a number of studies such as Environmental Impact Assessment and review of the flood model.
- 5.5. Detailed design will be completed in 2018 with essential programme elements such as procurement and construction methodologies being finalised during 2018 in preparation for onsite works to commence.
- 5.6. Scheme should be open to the public in 2020.

Task	Original Timescale	March 2017 Timescale (where changed)
Programme Entry Status	March 2017	
Independent Assessment of FBC	Spring 2018	
Financial Approval from LTB	July 2018	
Feasibility work	Complete. (2015-2016)	
Acquisition of statutory powers	November 2017	
Detailed design	May 2018	
Procurement	November 2018	
Start of construction	January 2019	
Completion of construction	August 2020	
One year on evaluation	2021	
Five years on evaluation	2025	

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.

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.26 Wokingham: Winnersh Relief Road	March 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure		
Funding breakdown		
Local Growth Deal		
s.106 and similar contributions	-	
Council Capital Programmes		
Other	-	
In-kind resources provided	Estimate required	
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	Estimate required	
Total length of newly built roads	Estimate required	
Total length of new cycle ways	Estimate required	
Type of infrastructure	Estimate required	
Type of service improvement	Estimate required	
Outcomes		
Follow on investment at site	Estimate required	
Commercial floor space occupied	Estimate required	
Commercial rental values	Estimate required	

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

A new relief road to the west of Winnersh, avoiding the current Winnersh Crossroads junction and completing the developer-funded Phase 1. Programme Entry due March 2017. The scheme is due on site in January 2019 with completion in August 2020. The first Growth Fund payment is due in March 2019.