

<b>TITLE</b>	<b>Coppid Beech Park and Ride</b>
<b>FOR CONSIDERATION BY</b>	Community and Corporate Overview and Scrutiny Committee on 11 February 2019
<b>WARD</b>	Norreys;
<b>DIRECTOR</b>	Director of Locality and Customer Services – Sarah Hollamby

## **OUTCOME / BENEFITS TO THE COMMUNITY**

The Coppid Beech Park and Ride is located on land west of the A329(M) and allocated within the North Wokingham Strategic Development Location (NWSDL) Keephatch Beech development. The scheme will provide around 297 car parking spaces and provide an alternative travel choice along the A329 corridor (in particular to Wokingham and Bracknell) to reduce the congestion experienced along the corridor during peak hours. There will also be potential to provide a shuttle bus from the park and ride site to Twyford Station, to provide a connection to planned enhanced rail services from that Station.

The scheme aligns with our adopted Core Strategy 2010, our adopted NWSDL Masterplan 2011, national, regional and local policies and aspirations to support economic growth by reducing congestion on the transport network and providing additional public transport capacity, whilst also enhancing urban connectivity and promoting sustainable travel, which seeks to improve air quality for local residents

## **RECOMMENDATION**

It is recommended that the Committee note the proposals and next steps.

## **SUMMARY OF REPORT**

This report sets out the progress to date on the Coppid Beech Park and Ride scheme, and summarises the Strategic Outline Business Case (SOBC) which has been prepared which sets out the economic appraisal of the Coppid Beech Park and Ride.

The SOBC sets out economics based on two funding scenarios both of which show a positive Benefit to Cost Ratio (BCR) score, demonstrating good value for money. Benefits include switching journeys from car to Park and Ride and contributing to a sustainable parking strategy for Wokingham Town. As the Coppid Beech Park and Ride has been identified as a key transport measure for Wokingham, it is recommended that the business case scheme continues to be developed.

## **Background**

The Coppid Beech Park and Ride scheme has been identified by WBC as a measure to help reduce congestion on the A329 corridor.

Policy CP10 (Improvements to the Strategic Transport Network) in the adopted Wokingham Borough Local Development Framework Core Strategy Development Plan Document (January 2010) supports the provision of a park and ride near Coppid Beech roundabout on the A329 in Wokingham. Improvements to the transport capacity along the A321 and A329 including the provision of a new route from the A329 (near the M4 overbridge) to the vicinity of the Coppid Beech roundabout are also proposed under policy CP20 (North Wokingham Strategic Development Location).

In addition, within the Wokingham Local Transport Plan 3 (2011-2026) Policy PT8 (Park and Ride) states that “The Council will promote the use of Park & Ride services and will support the future introduction of new sites in the Borough where feasible”. This includes at the location near to Coppid Beech roundabout on the A329.

The objectives of the scheme are:

- To support the forecast housing growth of 13,000 units by 2026 in Wokingham Borough;
- To reduce congestion on the A329 corridor;
- To encourage car drivers to access Wokingham, Reading and Bracknell town centres using public transport; and
- To support other Park and Rides.

Outline planning permission (O/2014/24305 refers) was granted in November 2014, which reserves land for the provision of a Park and Ride at the area of Keeppatch Beech Land, London Road.

## **Analysis of Issues**

### Strategic Outline Business Case

To support the provision of the Coppid Beech Park & Ride as stated in the Core Strategy and Local Transport Plan, a Strategic Outline Business Case was prepared in November 2017 (see Appendix A). More detailed work on the layout suggests that the number of spaces at the Park and Ride will be:

- 297 parking spaces (including disabled spaces and provision for electric car charging);
- Spaces for motorcycle and cycle parking and
- 2 park and ride bus stops, with bus shelter facilities.

The Strategic Outline Business Case sets out the economic appraisal of the Coppid Beech Park and Ride, and the scheme value for money assessment has been prepared in accordance with the DfT’s ‘Value for money assessment: advice note for local transport decision makers’.

Initially it is expected for the facility to be served by Reading Buses' existing X4 Lion service between Bracknell, Wokingham and Reading. It may also be possible to extend the Leopard 3 service, which currently terminates in Wokingham Town Centre, to provide additional journeys between Coppid Beech Park and Ride and Wokingham Town Centre. Together this would offer 3 to 4 journeys an hour between the Park and Ride and Wokingham Town Centre. In the future there is potential for the site to be served by a shuttle bus operating from the Coppid Beech Park and Ride to Twyford Railway Station to coincide with the introduction of the new rail services including the introduction of Elizabeth Line (Crossrail) services.

The Strategic Outline Business Case provides a more detailed account of the case for the Park and Ride Site, however there are some items which may be of particular interest and these are explained below:

The scheme capital cost has been estimated to be approximately £2 million at 2010 market prices (£2.5 million in current prices), including a 44% Optimism Bias. Two scenarios have been considered to assess the value for money of the scheme, based on the whether the scheme will be fully or part funded by the public sector, as currently the split is not known. Scenario 1 assumes the scheme will be 100% funded by the government, whilst Scenario 2 assumes funding being divided between 50% government funded and 50% developer contributions.

The Benefit to Cost Ratio (BCR) is between 1.96 and 2.92. The Department for Transport (DfT) guidance considers this to be medium to high value for money.

Other potential uses for the Park and Ride, not quantified at this stage, include allowing parking for "car sharers" to reduce the number of single occupancy vehicles on the network. In the Long Term, there will also be scope for an Express Bus Service or Mass Transit to operate between Coppid Beech Park & Ride, Winnersh Triangle, Thames Valley Park Park & Ride and Reading Town Centre along the A329(M)/A3290, as outlined in the WBC Park and Ride policy. The benefits arising from this proposal have not been included in the Business Case at this stage as they are reliant on another scheme proceeding, namely the proposed East Reading MRT Link (a dedicated public transport link between central Reading and Thames Valley Park which at this time has been refused planning permission at Wokingham Borough Council Planning Committee (12 December 2018)).

The BCR has been calculated without any consideration of a potential link to Reading Town Centre, particularly the proposed East Reading MRT Link. If this link was to be implemented sometime in the future, this would further increase the BCR, but the project is not dependent on this to meet the current BCR.

Without the implementation of the proposed Coppid Beech Park and Ride scheme congestion along the A329 will remain high at peak periods. Congestion will also intensify in the future as a result of the delivery of 13,000 new homes in Wokingham borough and many dwellings in adjacent authorities. The provision of the Park and Ride will provide people with a viable alternative to using the car to access Bracknell and Wokingham.

## SOBC Next Steps

The SOBC demonstrates that the project provides value for money and remains a viable scheme at this stage without need for the East Reading MRT Link or other potential future enhancements. It is therefore proposed that the Business Case for the scheme is developed further to the next stage.

We now have an opportunity to get funding (up to 80%) from the Local Growth Deal (TVBLEP). A Full business case required, including detailed design. Capital programme (MTFP) includes budget in 2019/20 to undertake these tasks with construction & further budget identified for 2020/21.

## FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

*The Council faces severe financial challenges over the coming years as a result of the austerity measures implemented by the Government and subsequent reductions to public sector funding. It is estimated that Wokingham Borough Council will be required to make budget reductions in excess of £20m over the next three years and all Executive decisions should be made in this context.*

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	TBC	S106	
Next Financial Year (Year 2)	TBC	S106	
Following Financial Year (Year 3)	TBC	S106	

<b>Other financial information relevant to the Recommendation/Decision</b>
N/A

<b>Cross-Council Implications</b>
The Coppid Beech Park & Ride forms part of the WBC Core Strategy and Local Transport Plan ensuring priorities in the promotion of sustainable transport and reducing congestion, enabling development to be facilitated without detriment to the highway network.

<b>Reasons for considering the report in Part 2</b>
N/A

<b>List of Background Papers</b>
Coppid Beech Park and Ride Strategic Outline Business Case (provided as Appendix A)

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