

Proposed Decision to be taken by the Portfolio Holder for Transport and Planning on or after 10 July 2020

Leamington Spa Rail Station Forecourt Redevelopment

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	July 2020
	Signed

Decision taken

That the Portfolio Holder for Transport and Planning:

1. Authorises the Strategic Director for Communities to enter an agreement with Warwick District Council that would enable WCC to receive £1.2m from WDC to deliver the redevelopment of Leamington Spa Rail Station Forecourt on terms and conditions acceptable to the Strategic Director of Resources. The £1.2m was secured by WDC as part of a Commonwealth Games funding package to improve local infrastructure. WCC will match fund the project with a £60k contribution funded through existing capital from Transport and Highways.
2. Authorises the Strategic Director for Communities to let the contract for the works for the redevelopment of Leamington Spa Rail Station forecourt. The works also include upgrading the station underpass on terms and conditions acceptable to the Strategic Director for Resources.
3. Subject to the funding being made available approves the addition of the scheme to the Capital Programme 2020/21 and 2021/22

Reasons for decisions

A Portfolio Holder decision is required in order to progress further with the scheme.

Background information

Atkins is undertaking option design work to develop a scheme for Leamington Spa Rail Station. This initial design work will identify options to improve the station forecourt and

underpass. This work will provide an improvement to the public realm, pedestrian experience and cycle hub provision, in advance of the Commonwealth Games in Summer 2022. Any changes to the forecourt will be made in sympathy to the art deco style of the station building.

This project forms part of a wider Local Enterprise Partnership funding package for infrastructure improvements for the Commonwealth games to be carried out by WDC. The wider package includes:

- Upgrades to the bowls venue at Victoria Park
- Access and transport to/from Victoria Park
- Green parks enhancements
- Wayfinding improvements
- Cycle infrastructure improvements

Progress to date

1. An initial stakeholder meeting was held involving Chiltern Railways and WDC, where it was agreed that WCC were best placed to lead on delivery of this aspect of the scheme;
2. Atkins were commissioned to undertake the first stage of the design work and a project team was set up to oversee this work. The project team includes representatives from WCC, WDC, Chiltern Railways and Network Rail (the owners of the station forecourt and underpass).
3. The project team have had the opportunity to give feedback on the emerging proposals through several workshops hosted by Atkins.

Governance

The governance of this project will be dependent on the delivery option that is selected. Regardless of the selected delivery option, we anticipate that a project board would be set up to oversee the detailed design and delivery process and it would include representatives from the following stakeholders: WCC, WDC, Chiltern Railways and Network Rail.

Design

The redevelopment at the station consists two parts, the redesign of the station forecourt and improvements to the station underpass. The station forecourt redesign will see the entire area transformed with new paving, planting and new and relocated facilities for sustainable transport. To provide improved sustainable transport facilities at the station a significant number of parking spaces will be removed to make way. By doing this the forecourt can better accommodate buses, taxis, cyclists, walkers and disabled road users at the station.

To fit in with aspirations for the station forecourt and the station, the underpass will need

a transformation. Plans for the underpass are to provide cladding of some sort that would improve the quality of the underpass walls. In addition to this, the underpass will have a new footway surface and have its lighting upgraded.

There are 3 preferred designs options for the Station Forecourt. The final design will be chosen following engagement with stakeholders.

Key programme milestones

Key Project Milestones	Date Started (estimated)	Date completed (estimated)
Station Forecourt		
Site surveys for station forecourt	Q1 20/21	Q1 20/21
Detailed design for station forecourt	Q2 20/21	Q3 20/21
Network rail approval/consent	Q3 20/21	Q3 20/21
Contract drawings	Q3 20/21	Q3 20/21
Mobilisation	Q4 20/21	Q4 20/21
Construction phase	Q4 20/21	Q2 21/22
Station Underpass		
Site surveys for underpass	Q1 20/21	Q1 20/21
Design and infrastructure (Digital, lighting, security)	Q2 20/21	Q3 20/21
Network rail approval/consent	Q3 20/21	Q3 20/21
Contract drawings	Q3 20/21	Q3 20/21
Mobilisation	Q4 20/21	Q4 20/21
Construction phase	Q4 20/21	Q2 21/22

Financial implications

Financial implications

In addition to the £1.2m contribution towards the scheme from the LEP and WDC, £150,000 funding has been approved by the Department for Transport from the 'Cycle Rail Fund', and Chiltern Railways have received a commitment from Rail Heritage Fund that they will contribute 40% of the cost of new railings on the border of the Leamington Spa Rail Station. WCC's match funding contribution towards the scheme will be £60k which will be provided through existing capital available to Transport and Highways.

It is proposed that costs incurred for project works undertaken up to and including Q4 2020/21 will be funded from the LEP grant agreement. WDC's and WCC's funding will be used to cover project costs beyond the end of March 2021.

Key Project Risks:

Key Risks for WCC			
No	Risk	Impact	Mitigation
1	Scheme costs exceed budget	The overall scheme costs have yet to be determined. The scheme may need to be reduced in scope to keep within budget.	<ul style="list-style-type: none"> • Atkins are aware of the budget and are designing the scheme to reflect that; • Option to incorporate different specifications of materials if cost savings need to be made; • Value Engineering principles will be applied during potential construction phase to ensure costs are kept to a minimum; • Reduce parts of the scheme where possible if a cost over-run looks likely during the delivery stage.
2	Programme slippage on a time critical project	The scheme has a time critical deadline of completion in time for the Commonwealth Games in summer 2022. The scheme delivery date has been programmed for September 2021 completion, providing a time contingency of approximately 10 months. A project over-run is possible due to social distancing restrictions and a future economic decline that may impact on availability of resources and materials.	<ul style="list-style-type: none"> • When specifying resources and materials, opportunities to source locally will be considered; • A review of the programme will be undertaken before tendering the scheme; • Consider measures to reduce construction works by programming in liaison with Principal Contractor.

3	Programme slippage	The project timeframe may be affected by Network Rail's availability and by delays in NR's consent and station change approvals.	<ul style="list-style-type: none"> Early engagement has occurred with Network Rail and will be ongoing.
4	Contract award	Award of construction contract during Coronavirus outbreak causes delay to Project Programme (e.g. availability of materials), increase costs and exacerbate certain legal risks.	<ul style="list-style-type: none"> Timing of the tender and commencement of works will be tailored to reflect the ongoing public health situation.

Environmental implications

The redevelopment of Leamington Spa Rail Station forecourt and underpass provides positive environmental impacts. The redevelopment will improve public realm space, which is intended to increase rail travel. The redevelopment will also promote the use of sustainable travel modes to and from the station by providing better sustainable transport provision for example a new cycle hub, better connectivity for buses and an improved station underpass.

The knock-on effects of redeveloping the station forecourt and underpass are new and improved sustainable travel options which mean less reliance on the private car in a part of Leamington Spa already monitored for its poor air quality.

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Lead Director	Strategic Director for Communities
Lead Member	Portfolio Holder for Transport and Planning

Urgent matter?	No
Confidential or exempt?	No
Is the decision contrary to the	No

budget and policy framework?	
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List of background papers

None

Members and officers consulted and informed

Portfolio Holder – Cllr Jeff Clarke

Corporate Board – Mark Ryder

Legal – Ian Marriott/Jane Pollard

Finance – Virginia Rennie/Andrew Felton

Equality –

Democratic Services – Isabelle Moorhouse/Paul Williams

Councillors

Local Member(s): Cllr Adkins, Cllr Chilvers and Cllr Davies