

Berkshire Local Transport Body – Meeting held on Thursday, 20th November, 2014.

Present:-	Members	Authority
	Councillor Page (in the Chair)	Reading Borough Council
	Councillor Brunel-Walker	Bracknell Forest Council
	Steve Capel-Davies	Thames Valley Berkshire LEP
	Charles Eales	Thames Valley Berkshire LEP
	Councillor Hill (from 4.06pm)	Royal Borough of Windsor and Maidenhead
	Peter Howe	Thames Valley Berkshire LEP
	Ian Frost	Thames Valley Berkshire LEP
	Councillor Munawar	Slough Borough Council
	Councillor Simpson (deputising for Councillor Bale)	West Berkshire Council
	Matthew Taylor	Thames Valley Berkshire LEP
Apologies for	Councillor Bale	West Berkshire Council
Absence:-	Graeme Steer	Thames Valley Berkshire LEP

PART 1

12. Welcome and Introductions

The Chair welcomed the newly appointed Local Enterprise Partnership members and introductions were made around the table.

13. Declarations of Interest

TVB LEP representatives placed on record their respective employers and other relevant interests.

Charles Eales was the Head of Public Sector Relations at Microsoft and chaired the Thames Valley Park Travel Plan Steering Group.

Peter Howe worked for Syngenta based at the Jealott's Hill International Research Centre.

Matthew Taylor was the Group Compliance and Health & Safety Manager for Stewart's Coaches Ltd, who were based in Woodley and had operations across Berkshire including Reading and Slough.

Ian Frost worked for Heathrow Airport Ltd.

Steve Capel-Davies worked for Peter Brett Associates who provided consultancy services, including for a number of local authorities.

14. Minutes of the meeting held on 24th July 2014

Resolved – That the minutes of the BLTB held on 24th July 2014 be approved as a correct record.

15. Financial Approval 2.01 Newbury: Kings Road Link Road

The BLTB considered a report recommending giving scheme 2.01 Newbury: Kings Road Link Road conditional financial approval for £2,340,000 over the period 2016/17 and 2017/18. The scheme would deliver a new direct link between the Hambridge Road industrial area and the A339 in Newbury to support new housing and improve access to a key location for employment. In considering financial approval, members also noted the update on the scheme in Appendix A of the 'Progress on the Prioritised Schemes' (page 145 of the agenda).

The report set out details of the schemes compliance with steps 1-5 of the full Assurance Framework, which had been approved by the DfT for use in allocating capital funds for transport schemes. The approval was subject to the scheme promoter resolving a number of detailed issues identified during the independent assessment process as set out in Appendix A to the report. It was noted that in the opinion of the independent assessors, these technical issues were not sufficiently serious to undermine the overall conclusion that the scheme represented good value for money. West Berkshire Council confirmed that they were fully committed to the scheme, implementation was on track and conditional approval would allow them to progress the scheme whilst the issues with the independent assessment were resolved.

After due consideration, the BLTB agreed to give conditional financial approval to the scheme on terms set out in the report.

Resolved –

- (a) That scheme 2.01 Newbury: Kings Road Link Road be given conditional financial approval in the sum of £2,340,000 over two years (2016/17 and 2017/18) on the terms of the funding agreement set out at paragraph 13 step 5 of the report, subject to;
- (b) Written confirmation from WYG, the Independent Assessor, that all aspects of the DfT's current requirements for a full business case for a scheme of this size have been met.

(Councillor Hill joined the meeting)

16. Financial Approval 2.02 Bracknell: Warfield Link Road

The BLTB considered a report recommending giving scheme 2.02 Bracknell: Warfield Link Road financial approval for £3,500,000 in 2015/16. The new road would link Quelm Lane Roundabout on Harvest Ride to the B3034 Forest Road adjacent to its junction with the A3095 at Three Legged Cross.

The scheme would facilitate the development of 2,200 houses. In considering this matter, members noted the update on the scheme set out in Appendix B of the report on 'Progress on the Prioritised Schemes', from page 149 of the agenda.

The report set out details of the schemes compliance with steps 1-5 of the full Assurance Framework, which had been approved by the DfT for use in allocating capital funds for transport schemes. The approval would be subject to the scheme promoter resolving a number of detailed issues identified during the independent assessment process as set out in Appendix A to the report. It was noted that in the opinion of the independent assessors, these technical issues were not sufficiently serious to undermine the overall conclusion that the scheme represented good value for money. Bracknell Forest Council confirmed that planning permission had been granted in October and progress was being made in securing the necessary consents from the Environment Agency.

After due consideration, the BLTB agreed to give conditional financial approval to the scheme on terms set out in the report.

Resolved –

- (a) That scheme 2.02 Bracknell: Warfield Link Road be given conditional financial approval in the sum of £3,500,000 in 2015/16 on the terms of the funding agreement set out at paragraph 13 step 5 of the report, subject to;
- (b) Written confirmation from WYG, the Independent Assessor, that all aspects of the DfT's current requirements for a full business case for a scheme of this size have been met.

17. Financial Approval 2.03 Newbury: London Road Industrial Estate

The BLTB considered a report recommending giving scheme 2.03 Newbury: London Road Industrial Estate conditional financial approval for £1,900,000 over the period 2015/16 and 2016/17. The scheme would improve access to London Road Industrial Estate via a new junction and associated improvements on the A339 in central Newbury. In considering financial approval, members also noted the update on the scheme in Appendix C of the 'Progress on the Prioritised Schemes' (page 152 of the agenda).

The report set out details of the schemes compliance with steps 1-5 of the full Assurance Framework, which had been approved by the DfT for use in allocating capital funds for transport schemes. The approval was subject to the scheme promoter resolving a number of detailed issues identified during the independent assessment process as set out in Appendix A to the report. It was noted that in the opinion of the independent assessors, these technical issues were not sufficiently serious to undermine the overall conclusion that the scheme represented good value for money.

After due consideration, the BLTB agreed to give conditional financial approval to the scheme on terms set out in the report.

Resolved –

- (a) That scheme 2.03 Newbury: London Road Industrial Estate be given conditional financial approval in the sum of £1,900,000 over two years (2015/16 and 2016/17) on the terms of the funding agreement set out at paragraph 12 step 5 of the report, subject to;
- (b) Written confirmation from WYG, the Independent Assessor, that all aspects of the DfT's current requirements for a full business case for a scheme of this size have been met.

18. Financial Approval 2.06 Reading: Green Park Railway Station

The BLTB considered a report recommending giving scheme 2.06 Reading: Green Park Railway Station full financial approval for £6,400,000 over the period 2016/17 and 2017/18. The scheme would be carried out in partnership with Network Rail and First Great Western. The proposal was for the construction of a new Railway Station on the Reading to Basingstoke Line, along with a bus interchange, park and ride and other facilities. In considering financial approval, members also noted the update on the scheme in Appendix G of the 'Progress on the Prioritised Schemes' (page 166 of the agenda).

The report set out details of the schemes compliance with steps 1-5 of the full Assurance Framework, which had been approved by the DfT for use in allocating capital funds for transport schemes. Members noted that the programme for construction of the scheme had been re-profiled to fit with the latest planned timescale for electrification, delaying the anticipated station opening date by a year to December 2017. The level of private sector funding contribution to the scheme had increased to £4.3m reducing the BLTB funding contribution to circa 55% of the total capital costs of the scheme. It was noted that DfT permission was required to swap the funding status with a scheme for the Local Growth Deal approved list of schemes and this matter was considered fully as detailed under minute 22.

After due consideration, the BLTB agreed to full financial approval to the scheme on terms set out in the report.

Resolved – That scheme 2.06 Reading: Green Park Railway Station be given conditional financial approval in the sum of £6,400,000 over two years (2016/17 and 2017/18) on the terms of the funding agreement set out at paragraph 12 step 5 of the report.

19. Financial Approval 2.10 Slough: A332 Improvements

The BLTB considered a report recommending giving scheme 2.10 Slough: A332 Improvement full financial approval for £2,700,000 over the period

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2015/16 and 2016/17. The scheme would enhance the northern section of the A332 Windsor Road in Slough to increase traffic capacity and provide better facilities for buses, pedestrians and cyclists. In considering financial approval, members also noted the update on the scheme in Appendix L of the 'Progress on the Prioritised Schemes' (page 184 of the agenda).

The report set out details of the schemes compliance with steps 1-5 of the full Assurance Framework, which had been approved by the DfT for use in allocating capital funds for transport schemes. Members were informed that an opportunity had arisen to advance the start date of the scheme following the re-scheduling of another scheme in the programme although it was noted that DfT permission was required to swap the funding status with a scheme identified for funding from the "pre-allocated Local Transport Body" pot in 2015/16. Slough Borough Council updated on the current position regarding detailed design, consultation and procurement.

After due consideration, the BLTB agreed to full financial approval to the scheme on terms set out in the report.

Resolved – That scheme 2.10 Slough: A332 Windsor Road be given full financial approval in the sum of £2,700,000 over two years (2015/16 and 2016/17) on the terms of the funding agreement set out at paragraph 10 step 5 of the report.

20. Financial Approval 2.17 Slough: A355 route

The BLTB considered a report recommending giving scheme 2.17 Slough A355 Route full financial approval for £4,400,000 over the period 2015/16 and 2016/17. The scheme would improve traffic flow on the strategic north-south A355 route between the M4, Slough Trading Estate and the M40, and enhancing access to Slough town centre. In considering financial approval, members also noted the update on the scheme in Appendix R of the 'Progress on the Prioritised Schemes' (page 203 of the agenda).

The report set out details of the schemes compliance with steps 1-5 of the full Assurance Framework, which had been approved by the DfT for use in allocating capital funds for transport schemes. Members were informed that an opportunity had arisen to advance the start date of the scheme following the re-scheduling of another scheme in the programme although it was noted that DfT permission was required to swap the funding status with a scheme identified for funding from the "pre-allocated Local Transport Body" pot in 2015/16.

After due consideration, the BLTB agreed to full financial approval to the scheme on terms set out in the report.

Resolved – That scheme 2.17 Slough: A355 route be given full financial approval in the sum of £4,400,000 over two years (2015/16 and 2016/17) on the terms of the funding agreement set out at paragraph 10 step 5 of the report.

21. Progress on the Prioritised Schemes

Consideration was given the progress report on each of the schemes identified in the Strategic Economic Plan which received approval in the Thames Valley Berkshire Local Growth Fund. The allocation of funding to financial years as detailed in Table 2 of the report reflected the current position, although it was noted that the scheduling of schemes may need to be adjusted in light of the finance available of the government confirmed the profile of Local Growth Deal funding in the Autumn Statement on 3rd December.

The BLTB reviewed progress on each of the schemes, other than those already considered for financial approval earlier in the meeting for which progress had already been noted.

- Wokingham Distributor Roads (2.04.02, 2.04.03 and 2.04.04) – the total of the three elements of the scheme of £24m was in excess of the DfT threshold and discussions were ongoing with the department to resolve this matter. The Homes and Communities Agency were also assisting in the negotiations with the developers about the balance of funding between public and private sectors for this major scheme.
- Coral Reef Roundabout (2.07) – the timetable remained on track since financial approval was given by BLTB in July.
- Slough Mass Rapid Transit Phase 1 (2.08) – the results of the public consultation were being considered as part of the detailed design process. The provision of cycleways as part of the scheme were discussed and noted.
- Sustainable Transport NCN 422 (2.09.1) – Wokingham Borough Council were co-ordinating the scheme and discussions had begun with the Independent Assessors, WYG, about the development of the business case. It was planned to bring the scheme to BLTB in July 2015 for financial approval.
- Sustainable Transport A4 Cycle with Bucks (2.09.2) – Co-ordination was taking place with Buckinghamshire County Council about the section between Thames Bridge to Slough and it was anticipated that the scheme would be considered for financial approval in July 2015.
- Reading Mass Rapid Transit Phases 1 and 2 (2.11 and 2.12) – the business case was being progressed. The long term aspirations for the scheme and potential users were discussed.
- Reading: Eastern Park and Ride (2.13) – the scheme, jointly promoted by Reading and Wokingham, was progressing with discussions ongoing to resolve some of the complex land assembly issues. The

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scheme was due for consideration for financial approval in November 2015.

- Reading: East Reading Mass Rapid Transit (2.14) – progress was being made on the business case for the scheme and the likelihood of a public inquiry was considered.
- Bracknell: Martins Heron Roundabout (2.15) – the scheme would not start on site until the Coral Reed improvements were completed.
- Maidenhead: Station Access (2.16) – the scheme was progressing and the engagement with various interested parties, notably Crossrail, Network Rail and First Great Western was discussed.

The Chair thanked officers from each of the authorities promoting the schemes and TVB LEP for their updates.

Resolved –

- (a) That scheme promoters be urged to seek out and secure further contributions from non-LTB sources in order to maximise the number of schemes that can be supported.
- (b) That the progress of each of the schemes be noted.
- (c) That BLTBs continued support for each of the schemes be confirmed.

22. Thames Valley Berkshire Local Growth Deal 2015/16 to 2010/21

Consideration was given to a report on the overall progress of the Thames Valley Berkshire Local Growth Deal 2015-16 to 2020-21. The promoters of two schemes due to start construction in 2015-16 – Newbury: Kings Road Link Road (2.01) and Reading Green Park Railway Station (2.06) – had indicated that they would not be ready to begin construction until 2016-17. In order to maximise spend, it was proposed to bring forward by one year two schemes – Slough A332 Improvement (2.10) and Slough A355 Route (2.17) – which were included in the Growth Deal to start in 2016-17 but were suitable to bring forward.

The terms of the TVB Local Growth Deal stipulated that permission must be sought from government to switch approved schemes between different sections. In order to ensure the proposed swap had a neutral impact on the overall programme, a balancing transfer of £1.64m of previously unallocated BLTB funds was necessary as detailed in Table 3 of the report. The BLTB agreed to support the request and hoped that appropriate flexibility would be available to manage the programme.

Resolved – That the BLTB support the request from TVB LEP to government to sanction changes to the programme to allow:

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- (a) Project starts in 2015-16 for 2.10 Slough: A332 improvements and for 2.17 Slough: A355 route.
- (b) Project delays to start in 2016-17 for 2.01 Newbury: Kings Road Link Road and 2.06 Reading: Green Park Railway Station.

23. BLTB Forward Plan

The BLTB Forward Plan for the remainder of 2014/15 and for 2015/16 was considered. The next scheduled financial approvals were due to be made at the meeting in July 2015.

Resolved – That the Forward Plan be noted.

24. Date of Next Meeting

It was confirmed that due to the decisions taken earlier in the meeting, there would not be a requirement for an additional BLTB meeting in January 2015. The next meeting would be held, as scheduled, in March 2015.

Resolved – That the next meeting of the BLTB be held on Thursday 19th March 2015 at 4.00pm at The Centre, Farnham Road, Slough.

Chair

(Note: The Meeting opened at 4.00 pm and closed at 5.00 pm)