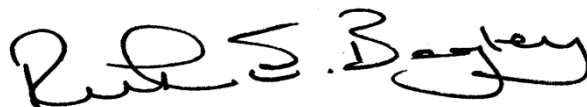


Date of issue: Wednesday, 9 November 2016

<b>MEETING</b>	<b>BERKSHIRE LOCAL TRANSPORT BODY</b>	
	<b>Member</b>	<b>Authority</b>
	Councillor Bicknell	RBWM
	Councillor Brunel-Walker	Bracknell Forest Council
	Councillor Clifford	West Berkshire Council
	Councillor Matloob	Slough Borough Council
	Councillor Page (Chair)	Reading Borough Council
	Councillor Richards	Wokingham Borough Council
	Charles Eales (Deputy Chair)	Thames Valley Berkshire LEP
	Ingrid Fernandes	Thames Valley Berkshire LEP
	Ian Frost	Thames Valley Berkshire LEP
	Peter Howe	Thames Valley Berkshire LEP
	Graeme Steer	Thames Valley Berkshire LEP
	Matthew Taylor	Thames Valley Berkshire LEP
<b>DATE AND TIME:</b>	<b>THURSDAY, 17TH NOVEMBER, 2016 AT 4.00 PM</b>	
<b>VENUE:</b>	<b>VENUS SUITE 2, ST MARTINS PLACE, 51 BATH ROAD, SLOUGH, BERKSHIRE, SL1 3UF</b>	
<b>DEMOCRATIC SERVICES OFFICER: (for all enquiries)</b>	<b>NICHOLAS PONTONE  01753 875120</b>	

NOTICE OF MEETING

You are requested to attend the above Meeting at the time and date indicated to deal with the business set out in the following agenda.



**RUTH BAGLEY**  
Chief Executive

## AGENDA

### PART 1

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>
	Apologies for absence.	
1.	Declarations of Interest	
2.	Minutes of the meeting held on 21st July 2016	1 - 6
3.	Financial Approval 2.15 Bracknell: Martins Heron	7 - 28
4.	Financial Approval 2.21 Slough: Langley Station Improvements	29 - 46
5.	Thames Valley Berkshire Local Growth Deal 2015/16 to 2020/21	47 - 128
6.	BLTB Forward Plan	129 - 130
7.	Date of the Next Meeting	

Thursday 16<sup>th</sup> March 2017 at 4.00pm at The Curve, William Street, Slough, SL1 1XY

### Press and Public

You are welcome to attend this meeting which is open to the press and public, as an observer. You will however be asked to leave before the Committee considers any items in the Part II agenda. Please contact the Democratic Services Officer shown above for further details.

The Council allows the filming, recording and photographing at its meetings that are open to the public. Anyone proposing to film, record or take photographs of a meeting is requested to advise the Democratic Services Officer before the start of the meeting. Filming or recording must be overt and persons filming should not move around the meeting room whilst filming nor should they obstruct proceedings or the public from viewing the meeting. The use of flash photography, additional lighting or any non hand held devices, including tripods, will not be allowed unless this has been discussed with the Democratic Services Officer.

**Berkshire Local Transport Body – Meeting held on Thursday, 21st July, 2016.**

<b>Present:-</b>	<b>Members</b>	<b>Authority</b>
	Councillor Page	Reading Borough Council
	Councillor Bryant (deputising for Councillor Simpson. Arrived 4.26pm)	West Berkshire Council
	Ingrid Fernandes	Thames Valley Berkshire LEP
	Peter Howe	Thames Valley Berkshire LEP
	Councillor Matloob	Slough Borough Council
	Councillor Richards	Wokingham Borough Council
	Graeme Steer	Thames Valley Berkshire LEP
	Matthew Taylor	Thames Valley Berkshire LEP
	Councillor Turrell (deputising for Councillor Brunel-Walker)	Bracknell Forest Council
<b>Apologies for</b>	Councillor Brunel-Walker	Bracknell Forest Council
	Councillor Bicknell	The Royal Borough of Windsor & Maidenhead
<b>Absence:-</b>	Councillor Simpson	West Berkshire Council

**Also present:-** Councillor Sleight (deputy member for Wokingham Borough Council)

**Apologies for Absence:-** Councillor Bicknell, Charles Eales and Ian Frost

**PART 1**

**1. Declarations of Interest**

Matthew Taylor declared that his company had a minor commercial interest in scheme 2.08 Slough: Rapid Transit Phase 1.

**2. Election of Chair 2016/17**

**Resolved –** That Councillor Page be elected Chair of the Berkshire Local Transport Body (BLTB) for the ensuing municipal year.

*(Councillor Page in the Chair for the remainder of the meeting)*

**3. Election of Deputy Chair 2016/17**

**Resolved –** That Charles Eales be elected Deputy Chair of the Berkshire Local Transport Body (BLTB) for the ensuing municipal year.

**4. Minutes of the meeting held on 17th March 2016**

**Resolved** – That the minutes of the Berkshire Local Transport Body (BLTB) held on 17<sup>th</sup> March 2016 be approved as a correct record.

**5. Request for additional funding for 2.05 Newbury Sandleford Park**

A report was considered on the case for increasing the funding allocated to scheme 2.05 Newbury Sandleford Park. The scheme had an existing allocation of £2,000,000, however, detailed modelling had resulted in a request for a further £900,000 from the unallocated capital sum. A separate report elsewhere on the agenda sought full financial approval for the revised sum of £2,900,000. The BLTB noted that the unallocated capital sum was £5,827,000 and there were two other schemes seeking additional funding later on the agenda.

The scheme would help deliver the Sandleford Park strategic housing site to the south of Newbury by providing supporting infrastructure to access the development area. The total estimated cost of the scheme had risen significantly and the additional LEP funding sought would cover 17% of this increase in costs. After due consideration, the BLTB agreed the additional funding as requested.

**Resolved** – That the financial allocation for 2.05 Newbury Sandleford Park be increased from £2,000,000 to £2,900,000.

**6. Financial approval 2.05 Newbury Sandleford Park**

A report was considered that sought financial approval for scheme 2.05 Newbury Sandleford Park. The scheme would deliver additional accesses to Sandleford Park, a strategic development site of up to 2,000 dwellings, and unlock land for a new primary school and enterprises. The scheme had been assessed on the basis of the increased LEP allocation of £2.9m as agreed in Minute 5.

The Independent Assessment, as attached at Appendix 1 to the report, recommended giving full financial approval to the scheme, acknowledging that the scheme was primarily being progressed on its development rather than transport benefits. After due consideration, it was agreed to give the scheme full financial approval on the terms set out in the report.

**Resolved** – That scheme 2.05 Newbury Sandleford Park be given full financial approval in the sum of £2,900,00 over three financial years (2017/18, 2018/19, 2019/20) on the terms of the funding agreement set out at paragraph 14 step 5 of the report.

**7. Request for additional funding for 2.06 Reading: Green Park Railway Station**

A report was considered on the case for increasing the funding allocated to scheme 2.06 Reading Green Park Station from £6,400,000 to £9,150,000. The original scheme had been given full financial approval by BLTB in November 2014. However, there was now a requirement for additional passenger facilities at the new station arising from the change to a Category C station due to higher than forecast passenger demand.

Members noted that there had been a significant increase in proposed residential, commercial and leisure development in close proximity to the station since the original business case was approved. The BCR had been recalculated and the scheme still represented high value for money. The scheme promoter was asked about securing additional funding from the development and it was responded that a further £300,000 had been agreed and efforts were being made to maximise other contributions. At the end of the discussion, the BLTB agreed to increase the financial allocation to £9,150,000, recognising the importance of the scheme and the valid reasons for the increased funding requirement.

**Resolved –** That the financial allocation for 2.06 Reading: Green Park Station be increased from £6,400,000 to £9,150,000.

**8. Request for additional funding for 2.15 Bracknell: Martins Heron Roundabout**

A report was considered that sought approval to increase the financial allocation for scheme 2.15 Bracknell: Martins Heron Roundabout from £1,400,000 to £2,900,000. Detailed modelling work had identified that the original scheme could be further enhanced by modifying the eastern A329 (Ascot) arm which would optimise the scheme and further improve the strategic impact. The scheme was yet to receive full financial approval with the business case scheduled to be submitted to the LTB in November 2016.

The expected enhancements were discussed and it was noted that the additional funding would deliver further improvement peak journey times. The pedestrian and cycling facilities were discussed, including the links the new National Cycle Network Route 422. The BLTB agreed to the request to increase the allocation to the Martins Heron Roundabout scheme to £2,900,000, noting the financial implications for overall programme as set out in the report.

**Resolved –** That the financial allocation for 2.15 Bracknell: Martins Heron Roundabout be increased from £1,400,000 to £2,900,000.

**9. Thames Valley Berkshire Local Growth Deal 2015/16 to 2020/21**

The BLTB considered a progress report on the Thames Valley Berkshire Local Growth Deal and in particular the schemes included in the transport

packages of the Strategic Economic Plan. It was noted that Table 3 in paragraph 8 of the report would need to be adjusted to reflect the decisions taken earlier in the meeting to increase the contributions to the Sandleford Park, Green Park Station and Martins Heron Roundabout scheme which would reduce the unallocated sum from £5,800,000 to £700,000. Further discussion would be required with officers to adjust the financial profile and this would be reported to the next meeting.

Tables 4 and 5 showed the risk rating of schemes starting in 2015/16 and 2016/17 respectively and all were currently rated as 'green' with no significant issues raised. The BLTB then reviewed each scheme in the programme:

2.01 Newbury: Kings Road Link Road – update noted.

2.02 Bracknell: Warfield Link Road – update noted. The scheme was on programme.

2.03 Newbury: London Road Industrial Estate – update noted. The scheme was on track.

2.04.2 Wokingham: North Wokingham Distributor Road – update noted. Consultation had taken place and a member commended the cycle provision for the planned scheme.

2.04.3 Wokingham: South Wokingham Distributor Road – update noted.

2.04.4: Wokingham: Arborfield Relief Road – update noted.

2.05 Newbury: Sandleford Park – see Minutes 5 and 6.

2.06 Reading: Green Park Railway Station – see Minute 7.

2.07 Bracknell: Coral Reed Roundabout – the project had been completed in April 2016 and was working well. The scheme promoter was asked about the consequential impacts elsewhere on the network and responded that two other schemes were in the work programme and the Council was looking to further refine performance.

2.08 Slough: Rapid Transit Phase 1 – update noted.

2.09.1 Sustainable Transport NCN 422 – update noted. The detailed design was being prepared and the anticipated spend was in line with the programme.

*(Councillor Bryant joined the meeting)*

2.09.2 Sustainable Transport A4 Cycle Route with Bucks – update noted. RBWM had decided not to proceed with the Maidenhead part of the scheme due to value for money issues and the LEP had accepted the surrender of the

funding which would return to the unallocated sum. The Slough and South Bucks elements could proceed independently.

2.10 Slough: A332 Improvements – update noted.

2.11 and 2.12 Reading: South Reading MRT phases 1 and 2 – update noted. Construction work was due to start later in the summer. In response to a question, it was confirmed that the route would be open to Public Service Vehicles.

2.13 Wokingham: Thames Valley Park & Ride (previously called 2.13 Reading: Eastern Park & Ride) – update noted. A planning application had been submitted and was due for determination in September. Consultation had taken place and feedback was being considered by planners. The links to scheme 2.14 were discussed, including the new pedestrian and cycle facilities.

2.14 Reading: East Reading MRT – update noted. In response to a question, it was confirmed that there would be a segregated cycle path for the full MRT route, not the 200m stated in the report. This was welcomed. BLTB discussed a number of issues including contaminated land and planning, and it was confirmed that in the event of a planning inquiry, any costs would be met by the scheme promoter, not the LEP whose contribution would support the capital works.

2.15 Bracknell: Martins Heron Roundabout – see Minute 8.

2.16 Maidenhead Station Access – update noted, including on the position regarding any CPOs. Work was progressing on developing a preferred option and financial approval of the scheme was expected to be considered by the BTLB in November 2016.

2.17 Slough: A355 Route – update noted. The scheme was on track for completion in November 2016.

2.18 No scheme.

2.19 Bracknell: Town Centre Regeneration and Infrastructure Improvements – update noted. The project was on programme with the completion of construction expected in Spring 2017.

2.20 No scheme.

2.21 Slough: Langley Station Access Improvements – update noted. The BTLB was expected to consider financial approval in November 2016.

2.22 Slough: Burnham Station Access Improvements – update noted. Public consultation had concluded and construction was expected to start in Autumn 2016.

**Resolved** – That the progress made on the schemes previously given programme entry system, as set out in Appendix 1 to the report, be noted.

**10. BLTB Forward Plan 2016/17**

The forward plan was considered which set out the pipeline of schemes anticipated to come through to the LTB in 2016/17.

**Resolved** – That the BLTB Forward Plan 2016/17 be noted.

**11. Date of next meeting**

**Resolved** – That the next meeting of the BLTB be held on Thursday 17<sup>th</sup> November, 4pm in Slough.

Chair

(Note: The Meeting opened at 4.00pm and closed at 4.48pm)



**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)****REPORT TO:** BLTB**DATE:** 17 November 2016**CONTACT OFFICER:** Roger Parkin, Interim Chief Executive Slough Borough Council, lead Chief Executive to the BLTB**PART I****Item 3: Financial Approval 2.15 Bracknell Martins Heron*****Purpose of Report***

1. To consider giving financial approval to scheme 2.15 Bracknell Martins Heron.
2. This scheme is part of a wider programme to improve access between the M3 and M4 via the A322, A329 and A329(M). This route runs through the middle of Bracknell and forms part of the original inner ring road. The main capacity constraint is the junctions where radial and orbital routes intersect. This scheme focuses on the Martins Heron roundabout on the east of Bracknell and includes associated junction improvements and minor alteration to the London Road corridor to improve congestion and journey times.

***Recommendation***

3. You are recommended to give scheme 2.15 Bracknell Martins Heron conditional financial approval in the sum of £2,000,000 in 2017/18 and £900,000 in 2018/19 on the terms of the funding agreement set out at paragraph 13 step 5 below.
4. The condition that will have to be met in order to gain full financial approval is that the independent assessor is satisfied that the following elements of a fully compliant Full Business Case have EITHER been supplied OR a properly documented reason for their absence has been supplied:
  - a) Options Assessment Report;
  - b) Detailed cost breakdown;
  - c) The BMMTM local model and demand model validation reports;
  - d) Network plots of the area showing the rerouting of traffic;
  - e) Justification for the choice of forecast years;
  - f) Low and High Growth scenarios for BCR;
  - g) A 30-year assessment of BCR;
  - h) Environmental assessments;
  - i) Public Accounts (PA), Transport Economic Efficiency (TEE) and Analysis of Monetised Costs and Benefits (AMCB) tables;
  - j) Cobalt accident analysis

## ***Other Implications***

### ***Financial***

5. Scheme 2.15 Bracknell Martins Heron is a named scheme in the [Thames Valley Berkshire Local Growth Deal](#)<sup>i</sup> announced on 7 July 2014. At the BLTB meeting held on [16 July 2016 additional funding was agreed to allow a revised and enlarged scheme to proceed](#).<sup>ii</sup>
6. This report recommends that Bracknell Forest Council be authorised to draw down the capital sum £2,900,000 from the Local Transport Body funding for this scheme, subject to meeting the conditions specified.
7. The funding agreement set out at paragraph 13 step 5 sets out the roles and responsibilities, reporting and auditing arrangements, timing and triggers for payments, contributions from other funders, consequences of delay, consequences of failure, claw back, and evaluation requirements at one and five years on.

### ***Risk Management***

8. The risk management arrangements already put in place by the Local Transport Body are as follows:
  - The [Assurance Framework](#)<sup>iii</sup> has been drafted following DfT guidance and has been approved by the DfT for use in allocating capital funds for transport schemes
  - White Young Green (WYG) have been appointed as Independent Assessors and have provided a full written report (see Appendix 1) on the full business case for the scheme
  - The funding agreement set out at paragraph 14, step 5 makes clear that the financial risk associated with implementation of the scheme rests with the scheme promoter.

### ***Human Rights Act and Other Legal Implications***

9. The scheme promoter is a local authority and they have to act within the law. Slough Borough Council will provide legal support for the BLTB, should any questions arise.

### ***Supporting Information***

10. The scheme will be carried out for Bracknell Forest Council.
11. Following the successful remodelling of several strategic junctions in Bracknell Forest (Jennett's Park, Twin Bridges, Coral Reef) there is confidence that the team have reliable data and techniques for analysing junction improvements. Thorough analysis was used to justify the need for enhancements to the original scheme, and the "very high value for money" calculated in the business case shows that this confidence was justified. In addition, the improved scheme will

safeguard this section of the strategic A329 corridor against further change prompted by additional future growth.

12. The full details of the scheme are available from the [Bracknell Forest website](#)<sup>iv</sup>. A summary of the key points is given below:

Task	Timescale
Detailed design update	October 2016
Procurement	Via the Council's Term Contractor
Contractor appointed	As above
Construction	Start on site due June 2017
Open to public	November 2018

Activity	Funder	Cost (approx)
Scheme development	Bracknell Forest Council	
Major scheme funding	Berkshire Local Transport Body	£2.900m
Section 106 agreements	Developers etc	£0.450m
Bracknell Forest funding	Capital programme	£0.450m
<b>Total</b>		<b>£3.800m</b>

13. The table below sets out the details of this scheme's compliance with steps 1-5 of paragraph 14 of [the full Assurance Framework](#)<sup>y</sup>.

Assurance Framework Check list	2.15 Bracknell Martins Heron			
	<p>The scheme was originally developed by Bracknell Forest Council as part of a study of congested junctions on the major routes through the Borough. In the original 2013 BLTB assessment a smaller scheme for the junction was rejected as being too small (less than £2m contribution).</p> <p>A more ambitious scheme was submitted for inclusion in Growth Deal 1. The SEP assessment process was used and the scheme was given 25.5 points and ranked equal 13th of 41 schemes submitted in GD 1 and 2 combined.</p>			
	<b>Factor</b>	<b>Raw score</b>	<b>Weighting</b>	<b>Weighted score</b>
	Strategy	3	1.5	4.5
	Deliverability	2	2	4
	Economic Impact	3	4	12
	TVB area coverage	2	1.5	3
	Environment	2	0.5	1
	Social	2	0.5	1
			<b>Total</b>	<b>25.5</b>
Step 2: Programme Entry: evolution of the scheme from	<p>Programme Entry status was given by the BLTB on <a href="#">24 July 2014</a><sup>vi</sup> (minute 6b refers). The progress of the scheme was reported to the BLTB meeting held on <a href="#">16 July 2015</a><sup>vii</sup>, <a href="#">19 November 2015</a><sup>viii</sup>, <a href="#">17 March 2016</a><sup>ix</sup> and <a href="#">21 July 2016</a><sup>x</sup>.</p>			

Assurance Framework Check list	2.15 Bracknell Martins Heron
outline proposal to full business case, external view on the business case, and independent assessment (See paragraphs 15 and 16)	<p>The <a href="#">Bracknell Forest BC website</a><sup>xi</sup> holds the latest details of the full business case, including the VfM statement certified by the senior responsible officer.</p> <p>Any comments or observations on the scheme received by either TVB LEP or Bracknell Forest Borough Council have been fully considered during the development of the scheme.</p> <p>The report of the Independent Assessor is attached at Appendix 1. The Independent Assessor was asked to report as follows:</p> <ul style="list-style-type: none"> <li>• Completeness – has the promoter prepared a complete Full Business Case submission, when judged against the prevailing advice from the DfT</li> <li>• Accuracy – has the promoter performed the relevant calculations and assessments accurately and without error</li> <li>• Relevance – has the Full Business Case considered all relevant matters, including use of appropriate forecasting models and planning assumptions, and has it included any irrelevant considerations such as unduly-optimistic assumptions or out of date modelling data</li> <li>• Value for Money – does the scheme promoter’s Value for Money assessment comply with the prevailing DfT guidance</li> <li>• Evaluation arrangements – has the scheme promoter made provision for appropriate post-implementation evaluation of the scheme.</li> <li>• Remedies – where the independent assessment reveals a gap between the FBC supplied and the standard anticipated by the DfT guidance, then the advice for the LTB should include recommendations for remedial actions required – e.g., collection of further data, sensitivity tests on particular assumptions etc.</li> </ul>
Step 3: Conditional Approval	The Independent Assessor has recommended that in this case a Conditional Approval is appropriate.
Step 4: Recommendation of Financial Approval - High Value for Money - Support of the Independent assessor	<p>The scheme has a Benefit- Cost Ratio (BCR) of 4.627. DfT has set thresholds of 2.00 (High VfM) and 4.00 (Very High VfM) and schemes with BCRs above these thresholds can be described as having High or Very High Value for Money.</p> <p>As noted above the scheme has the conditional support of the Independent Assessor.</p> <p>The recommendation is that you give the scheme Approval subject to the independent assessor being satisfied that the following elements of a fully compliant FBC have EITHER been supplied OR a properly documented reason for their absence has been supplied</p> <ol style="list-style-type: none"> <li>a) Options Assessment Report;</li> <li>b) Detailed cost breakdown;</li> <li>c) The BMMTM local model and demand model validation reports;</li> <li>d) Network plots of the area showing the rerouting of traffic;</li> <li>e) Justification for the choice of forecast years;</li> </ol>

Assurance Framework Check list	2.15 Bracknell Martins Heron
	<ul style="list-style-type: none"> <li>f) Low and High Growth scenarios for BCR;</li> <li>g) A 30-year assessment of BCR;</li> <li>h) Environmental assessments;</li> <li>i) Public Accounts (PA), Transport Economic Efficiency (TEE) and Analysis of Monetised Costs and Benefits (AMCB) tables;</li> <li>j) Cobalt accident analysis</li> </ul>
<p>Step 5: Formal Agreement</p> <ul style="list-style-type: none"> <li>- roles</li> <li>- responsibilities</li> <li>- reporting</li> <li>- auditing</li> <li>- timing and triggers for payments,</li> <li>- contributions from other funders,</li> <li>- consequences of delay,</li> <li>- consequences of failure,</li> <li>- claw back,</li> <li>- evaluation one and five years on</li> </ul>	<p><b>Roles:</b> The BLTB is a part funder of the scheme. Bracknell Forest Council is the scheme promoter, and is the relevant highway and planning authority.</p> <p><b>Responsibilities:</b> The BLTB is responsible for allocating the capital finance in accordance with the Assurance Framework. Bracknell Forest Council is responsible for all aspects of the design, procurement, construction and implementation of the scheme, including its responsibilities as highway and planning authority, and any other statutory duties.</p> <p><b>Reporting:</b> In addition to any reporting requirements within Bracknell Forest Council, the scheme promoter will also make summary reports on progress to each meeting of the BLTB until the scheme reaches practical completion. In particular, Bracknell Forest Council will report on any change in the size, scope or specification of the scheme; and on any substantial savings against the scheme budget whether achieved by such changes to the size, scope or specification of the scheme, or through procurement, or through the efficient implementation of the scheme.</p> <p><b>Auditing:</b> If and when the DfT or Slough Borough Council (acting as accountable body for the BLTB) requests access to financial or other records for the purposes of an audit of the accounts, Bracknell Forest Council will cooperate fully.</p> <p><b>Timing and Triggers for payments:</b> Bracknell Forest Council will submit an annual invoice for each financial year together with a certificate of work completed. Slough Borough Council (acting as accountable body for the BLTB) will satisfy itself of the correctness of the certificate before paying the invoice.</p> <p><b>Contributions from Other Funders:</b> there will be £450,000 of capital programme contribution from Bracknell Forest Council in 2018/19 and £450,000 of s106 contributions from developers in 2018/19.</p> <p><b>Consequences of Delay:</b> In the event that the scheme experiences minor delays to its programme (no more than 10 weeks), Bracknell Forest Council will report these delays and the reasons for them, and the proposed remedial action to the next available meeting of the BLTB. In the event that the scheme experiences major delays to its programme (11 weeks or longer) Bracknell Forest Council will be required to seek permission from BLTB to reschedule any payments that are due, or may be delayed in falling due because of the delay to the programme.</p>

Assurance Framework Check list	2.15 Bracknell Martins Heron
	<p>Consequences of Failure: As soon as it becomes apparent to Bracknell Forest Council that it will not be possible to deliver the scheme at all, written notice shall be given to Slough Borough Council (acting as accountable body for the BLTB). No further monies will be paid to Bracknell Forest Council after this point. In addition, consideration will be given to recovering any monies paid to Bracknell Forest Council in respect of this scheme.</p> <p>Claw back: If the overall scheme achieves savings against budget, these savings will be shared by the BLTB and the other funders noted above in proportion to the amounts committed to the original budget. Slough Borough Council (acting as accountable body for the BLTB) reserves the right to claw back any such savings amounts, and any repayments due as a consequence of scheme failure.</p> <p>Other Conditions of Local Growth Funds: Slough Borough Council will acknowledge the financial contribution made to this scheme through Local Growth Funds and follow the "<a href="#">Growth Deal Identity Guidelines</a>"<sup>xii</sup> issued by government. It will also give due regard to the <a href="#">Public Services (Social Value) Act</a><sup>xiii</sup>, particularly through the employment of apprentices across the scheme supply chain.</p> <p>Evaluation One and Five years on: Bracknell Forest Council will work with WYG to produce scheme evaluations One and Five years after practical completion.</p>

## Conclusion

14. This is a well-planned scheme that will contribute to the better flow of traffic on through routes in Bracknell

## Background Papers

15. The LTB and SEP scoring exercise papers are available on request

<sup>i</sup> <https://www.gov.uk/government/publications/thames-valley-berkshire-growth-deal>

<sup>ii</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5602&Ver=4>

<sup>iii</sup> <http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Assurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf>

<sup>iv</sup> <http://www.bracknell-forest.gov.uk/strategieconomicplan>

<sup>v</sup> <http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Assurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf>

<sup>vi</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5148&Ver=4>

<sup>vii</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5459&Ver=4>

<sup>viii</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5460&Ver=4>

<sup>ix</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5461&Ver=4>

<sup>x</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5602&Ver=4>

<sup>xi</sup> <http://www.bracknell-forest.gov.uk/strategieconomicplan>

<sup>xii</sup> <https://www.gov.uk/government/publications/regional-growth-fund-identity-guidelines>

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<sup>xiii</sup> <https://www.gov.uk/government/publications/social-value-act-information-and-resources/social-value-act-information-and-resources>

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Thames Valley Berkshire Local Enterprise Partnership

## **Independent Assessment Summary Report: A329 Corridor (Martins Heron) Improvement**

Business Case Independent Assessment

Report No. RT-A087383-20

WYG  
Executive Park  
Avalon Way  
Anstey  
Leicester  
LE7 7GR

9<sup>th</sup> November 2016  
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## REPORT CONTROL

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1	07/11/2016	Draft	CS
2	09/11/2016	Final	CS

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## Appendices

Appendix A – Business Case Checklist

# 1 Executive Summary

1.1 This technical note provides an independent review of the A329 Corridor Improvement Business Case submission to the Thames Valley Berkshire Local Enterprise Partnership. This scheme has been known as Martins Heron, as alterations to the Martins Heron roundabout form a major part of the scheme.

## SCHEME SUMMARY

1.2 The A329 Corridor Improvements includes the following highway changes:

- Replacement of Martins Heron roundabout with a fully signalised junction;
- Modifying the highway between the junction of A329 London Road / B3017 Priory Road and A329 London Road / Fernbank Road and also the layout at the junctions themselves.

## REVIEW FINDINGS

1.3 A number of items of information are required before the findings of the review can be fully provided.

1.4 Prior to acceptance of the BC the following main items should be taken into account when considering the overall benefits of the scheme:

- i) There is no Options Assessment Report (OAR). The processes of option sifting and assessment needs to be set out in an OAR as recommended in WebTAG guidance;
- ii) A legible detailed cost breakdown is required;
- iii) More details of the modelling are required;
- iv) High and Low Growth scenarios need to be conducted. This is a requirement in WebTAG (Unit M4: Forecasting and Uncertainty) and helps to ensure the scheme can service higher than expected demand, and is still viable if there is lower than expected demand.

- 1.5 The predicted Benefit to Cost Ratio (BCR) of the scheme is reported to be 4.627 over 60 years. A BCR of above 4.0 represents **Very High Value for Money (VfM)**.
- 1.6 DfT and TVB LEP guidance recommends that only schemes with a High or Very High Value for Money (VfM) be taken forward for funding. Unfortunately there is still considerable uncertainty about the economic case and the modelling that underpins it, and requests for further information are made in this report.
- 1.7 In conclusion, it is not possible to fully recommend the Business Case as submitted; as it is considered that the Business Case will require updating in order to be considered suitable for final submission. A conditional approval, subject to the satisfactory assessment of the requested items, is considered as the appropriate way forward.

## 2 Submitted Information

2.1 The Business Case independent assessment was carried out based upon the following reports and appendices submitted by Bracknell Forest Council and their consultant team (WSP/Parsons Brinkerhoff):

- BFC\_A329 Corridor Improvement\_Appraisal Specification Report\_260816.docx;
- BFC\_A329 Corridor Improvements\_Business Case\_FINAL.pdf.

### 3 Option Assessment Report - Review

3.1 There has been no Options Assessment Report (OAR) submitted.



## 4 Appraisal Specification Report - Review

- 4.1 The Appraisal Specification Report (ASR) was reviewed in September 2016. The review identified some items for consideration and explained that these should be addressed before submission of the full business case.
- 4.2 The WYG review of the ASR is given in the September 2016 note [ref: WYG\_Martins\_Heron-ASR\_Review\_(2016-09-06)].

## 5 Full Business Case Review

- 5.1 The Full Business Case (FBC) contains some omissions that we would expect to see within the document. There are also missing scenarios.
- 5.2 The document is titled a Business Case. It is assumed here that it is a Full Business Case.
- 5.3 Options assessment is an integral part of the Transport Business Case. The options that have been considered over the history of the scheme are set out in Chapter 3 of the Business Case. These options should be presented in an Options Assessment Report (OAR) following WebTAG guidance.
- 5.4 Details of the scheme layouts are good. It is easy to understand what the scheme entails. Details of the signal controllers or the signal timings need to be presented. If the scheme has been modelled in (for instance) Linsig, then the outputs should be presented.
- 5.5 Scheme costs are £3.8m PVC. A detailed breakdown of the costs is required for the Business Case and has been included in Appendix B. Unfortunately the text in Appendix B as supplied is not legible. A legible version needs to be provided.
- 5.6 Optimism bias of 44% has been applied and no Quantified Risk Assessment (QRA) at the appropriate level of detail has been conducted. It would normally be expected at this stage that a QRA would be undertaken.
- 5.7 The objectives of the A329 Corridor Improvements are to:
- Provide capacity enhancements to deal with the existing capacity whilst also accommodating an increase in future movements within the sub-region, most notably between Bracknell, Ascot, Windsor, Wokingham and beyond;
  - Make the arrival into Bracknell straightforward, attractive and give people a good first impression;
  - Improve journey times, reliability and journey quality for all road users;
  - Improve accessibility to Bracknell for pedestrians, cyclists and road users;

- Reduce congestion and its environmental impacts.

- 5.8 The scheme has been assessed on pure transport grounds.
- 5.9 The modelling methodology uses the Bracknell Multi-Modal Transport Model (BMMTM), which has been updated to a 2013 base year. We would like to see the local model validation report along with the demand model validation report.
- 5.10 Some significant rerouting appears to occur as a result of the scheme. This is indicated in Table 5.4 and described in the text. We would like to see network plots of the area showing the rerouting of traffic to understand the patterns better.
- 5.11 In the ASR review we requested justification for the choice of forecast years. This needs to be provided to ensure they are appropriate.
- 5.12 Low and High Growth scenarios are required as per WebTAG guidance.
- 5.13 The appraisal period of 60 years is high for a signalised junction. We would like to see a 30 year assessment unless, when supplied, the legible cost breakdown indicates 60 years is appropriate for the majority of scheme assets.
- 5.14 The benefits considered in the appraisal are:
- Economy benefits using TUBA;
  - Greenhouse gases using TUBA.
- 5.15 The scheme appears to affect traffic flows and speeds adjacent to properties. Hence there is a need for environmental assessments.
- 5.16 The Public Accounts (PA), Transport Economic Efficiency (TEE) and Analysis of Monetised Costs and Benefits (AMCB) tables need to be provided in the Business Case.
- 5.17 Cobalt accident analysis should be performed in order to assess the safety impacts of the scheme.
- 5.18 The single assessed scenario is reported to have a **BCR of 4.6**.

## 6 Conclusion

- 6.1 The Full Business Case (FBC) contains some omissions that we would expect to see within the document. There are additional scenarios that should be assessed. These issues should be addressed before the FBC can be considered acceptable.
- 6.2 The scheme as presented has a **Very High Value for Money** with a **BCR of 4.6**.
- 6.3 DfT and TVB LEP guidance recommends that only schemes with a High or Very High Value for Money (VfM) be taken forward for funding.
- 6.4 However, there are several key requirements that are missing and some considerable uncertainty regarding the accuracy of the benefits that still needs to be addressed. Therefore it is not possible to recommend the A329 Corridor Improvement on the strength of the submitted business case.
- 6.5 In conclusion, it is not possible to recommend the Business Case as submitted; as it is considered that the Business Case will require updating in order to be considered suitable for final submission. A conditional approval, subject to the satisfactory assessment of the requested items, is considered as the appropriate way forward.



## Appendix A – Business Case Checklist

Project Number: A087383  
 Scheme: Martins Heron Rbt  
 Submitted by: Slough Borough Council

Strategic Case	Addressed within Business Case	Notes	Economic Case	Addressed within Business Case	Notes	Financial Case	Addressed within Business Case	Notes	Commercial Case	Addressed within Business Case	Notes	Management Case	Addressed within Business Case	Notes
Business Strategy	Y	Sections 4.3, 4.4, 4.5	Options appraised	Y	Section 5.2	Costs	Y	Sections 6.2	Output based specification	Y	Section 7.2	Evidence of similar projects	Y	Section 8.2
Problem Identified	N	Section 4.6. Table 4.1 is presenting the identified problems, but there is no description of the problems (evidence base underpinning this). There shouldn't be a reference to the scheme in this section, only the presentation and the description of the identified problems.	Assumptions	Y	Section 5.3. Clear and detailed. There should be an extra heading separating the Economic Appraisal from the Assumption.	Budgets / Funding Cover	Y	Sections 6.3	Procurement Strategy	Y	Section 7.1 must be changed to 7.3	Programme / Project dependencies	N	A detailed project programme is not yet available.
Impact of not changing	Y	Section 4.9	Sensitivity and Risk Profile	Y	Section 5.4	Accounting Implications	Y	Sections 6.4	Sourcing Options	Y	Section 7.2 must be changed to 7.4	Governance	Y	Section 8.4
Drivers for change	Y	Not assessed but not compulsory	Appraisal Summary Table	Y	Appendix C				Payment Mechanisms	Y	Section 7.3 must be changed to 7.5	Programme / Project Plan	N	A detailed project programme is not yet available.
Objectives	Y	Section 4.10	Value for Money Statement	Y	Section 5.6				Pricing Framework and charging mechanisms	N	Not included	Assurances and approvals	Y	Section 8.5
Measures for success	N	Section 4.11. Measures of success have to be related to the objectives, identifying how the objectives will be appraised. Specific, realistic, measurable and time-bound.							Risk allocation and transfer	Y	Section 7.4 (change numbering appropriately)	Communication & Stakeholders	Y	Section 8.6
Scope	N	not included							Contract length	Y	Section 7.5 (change numbering appropriately)	Project Reporting	Y	Section 8.7
Constraints	Y	Section 4.12							Human resource issues	Y	Not completed but not compulsory	Implementation of work streams	Y	Not included but not compulsory
Inter-dependencies	Y	Section 4.13							Contract management	Y	Section 7.7 (change numbering appropriately)	Key Issues	Y	Section 8.9
Stakeholders	Y	Section 4.14. The contribution of each stakeholder to the scheme should be outlined.										Contract Management	Y	Section 8.10
Options	Y	Chapter 3 - Option Assessment										Risk Management	Y	Section 8.11
												Benefits realisation	Y	Section 8.12
												Monitoring and evaluation	Y	Section 8.13
												Contingency	Y	Section 8.14
												Options	Y	Section 8.15

**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)****REPORT TO:** BLTB**DATE:** 17 November 2016**CONTACT OFFICER:** Tim Wheadon, Chief Executive, Bracknell Forest Council**PART I****Item 4: Financial Approval 2.21 Slough: Langley Station Improvements*****Purpose of Report***

1. To consider giving financial approval to scheme 2.21 Slough Langley Station Improvements.
2. This is a scheme to improve station facilities at Langley and enhance access to the station from the surrounding area. Activities will include new station buildings, lifts and enhancements to the station entrances and parking. Improvements will be made to pedestrian, cycling, and bus facilities. Better information and signage will be provided and measures to enhance the safety and security of the station. The scheme is aimed at preparing the station for the enhanced travel opportunities that will arise when Crossrail services begin in 2019.
3. This scheme will add value to rail industry plans which include short-term works as part of Network Rail's electrification programme, further investment by the DfT towards improving accessibility, and Rail for London station enhancements for the Crossrail programme.

***Recommendation***

4. You are recommended to give scheme 2.21 Slough Langley Station Improvements full financial approval in the sum of £1,500,000 in 2017/18 on the terms of the funding agreement set out at paragraph 14 step 5 below.

***Other Implications******Financial***

5. Scheme 2.21 Slough Langley Station Improvements is a named scheme in the [Thames Valley Berkshire Local Growth Deal 2](#) announced in January 2015.
6. This report recommends that Slough Council be authorised to draw down the capital sum £1,500,000 from the Local Transport Body funding for this scheme.
7. The funding agreement set out at paragraph 14 step 5 sets out the roles and responsibilities, reporting and auditing arrangements, timing and triggers for payments, contributions from other funders, consequences of delay, consequences of failure, claw back, and evaluation requirements at one and five years on.

### Risk Management

8. The risk management arrangements already put in place by the Local Transport Body are as follows:
- The [Assurance Framework<sup>ii</sup>](#) has been drafted following DfT guidance and has been approved by the DfT for use in allocating capital funds for transport schemes
  - White Young Green (WYG) have been appointed as Independent Assessors and have provided a full written report (see Appendix 1) on the full business case for the scheme
  - The funding agreement set out at paragraph 14, step 5 makes clear that the financial risk associated with implementation of the scheme rests with the scheme promoter.

### Human Rights Act and Other Legal Implications

9. The scheme promoter is a local authority and they have to act within the law. Slough Borough Council will provide legal support for the BLTB, should any questions arise.

### **Supporting Information**

10. The scheme will be carried out by Slough Borough Council and by rail industry contractors working on behalf of Rail for London/Crossrail.
11. In October 2016, WYG reviewed the Option Assessment Report and the Appraisal Specification Report for the Langley Station and Access Improvements scheme. Following comments back to the scheme promoter, this was followed by consideration of the Full Business Case.
12. In November 2016 WYG completed their assessment with a recommendation for full approval, which is attached at Appendix 1.
13. The full details of the scheme are available from the [Slough BC website<sup>iii</sup>](#). A summary of the key points is given below:

<b>Task</b>	<b>Timescale</b>
Detailed design update	Autumn 2015
Procurement	January 2016
Contractor appointed	March 2016
Construction	May 2016
Open to public	March 2017



Activity	Funder	Cost (approx)
Scheme development	Slough Borough Council	
Major scheme funding	Berkshire Local Transport Body	£2.00m
Council contribution	Slough BC capital programme	£0.10m
Private sector funding	s.106 and other sources	£4.15m
<b>Total</b>		<b>£6.25m</b>

14. The table below sets out the details of this scheme's compliance with steps 1-5 of paragraph 14 of [the full Assurance Framework<sup>iv</sup>](#).

Assurance Framework Check list	2.21 Slough Langley Station Improvements			
	<p>The scheme was originally developed by Slough Council in response to the planned introduction of Crossrail trains to Langley Station in 2019.</p> <p>The scheme was submitted for inclusion in Growth Deal 2. The SEP assessment process was used and the scheme was given 14 points and ranked equal 37th of 41 schemes submitted in GD 1 and 2 combined.</p>			
	<b>Factor</b>	<b>Raw score</b>	<b>Weighting</b>	<b>Weighted score</b>
	Strategy	1	1.5	1.5
	Deliverability	1	2	2
	Economic Impact	2	4	8
	TVB area coverage	1	1.5	1.5
	Environment	1	0.5	0.5
	Social	1	0.5	0.5
			<b>Total</b>	<b>14</b>
Step 2: Programme Entry: evolution of the scheme from outline proposal to full business case, external view on the business case, and independent assessment (See paragraphs 15 and 16)	<p>Programme Entry status was given by the BLTB on <a href="#">19 March 2015<sup>v</sup></a> (minute 28a refers). The progress of the scheme was reported to the BLTB meeting held on <a href="#">16 July 2015<sup>vi</sup></a> and <a href="#">19 November 2015<sup>vii</sup></a>, <a href="#">17 March 2016<sup>viii</sup></a> and <a href="#">21 July 2016<sup>ix</sup></a>.</p> <p>The <a href="#">Slough BC website<sup>x</sup></a> holds the latest details of the full business case, including the VfM statement certified by the senior responsible officer.</p> <p>Any comments or observations on the scheme received by either TVB LEP or Slough Borough Council have been fully considered during the development of the scheme.</p> <p>The report of the Independent Assessor is attached at Appendix 1. The Independent Assessor was asked to report as follows:</p> <ul style="list-style-type: none"> <li>• Completeness – has the promoter prepared a complete Full Business Case submission, when judged against the prevailing advice from the DfT</li> <li>• Accuracy – has the promoter performed the relevant calculations and assessments accurately and without error</li> <li>• Relevance – has the Full Business Case considered all relevant matters, including use of appropriate forecasting models and</li> </ul>			

Assurance Framework Check list	2.21 Slough Langley Station Improvements
	<p>planning assumptions, and has it included any irrelevant considerations such as unduly-optimistic assumptions or out of date modelling data</p> <ul style="list-style-type: none"> <li>• Value for Money – does the scheme promoter’s Value for Money assessment comply with the prevailing DfT guidance</li> <li>• Evaluation arrangements – has the scheme promoter made provision for appropriate post-implementation evaluation of the scheme.</li> <li>• Remedies – where the independent assessment reveals a gap between the FBC supplied and the standard anticipated by the DfT guidance, then the advice for the LTB should include recommendations for remedial actions required – e.g., collection of further data, sensitivity tests on particular assumptions etc.</li> </ul>
Step 3: Conditional Approval	The Independent Assessor has recommended that in this case a Full Approval is appropriate.
Step 4: Recommendation of Financial Approval - High Value for Money - Support of the Independent assessor	<p>The analysis contained within the Full Business Case suggests that the scheme will generate High Value for Money. It goes on to say, <i>“The case for the scheme is positive, with the scheme offering High Value for Money with an NPV/k value of 0.96 in the Alternative Scenario.”</i></p> <p>As noted above the scheme has the full support of the Independent Assessor.</p> <p>The recommendation is that you give the scheme Full Approval.</p>
Step 5: Formal Agreement - roles - responsibilities - reporting - auditing - timing and triggers for payments, - contributions from other funders, - consequences of delay, - consequences of failure, - claw back, - evaluation one and five years on	<p><b>Roles:</b> The BLTB is a part funder of the scheme. Slough Council is the scheme promoter, and is the relevant highway and planning authority.</p> <p><b>Responsibilities:</b> The BLTB is responsible for allocating the capital finance in accordance with the Assurance Framework. Slough Council is responsible for all aspects of the design, procurement, construction and implementation of the scheme, including its responsibilities as highway and planning authority, and any other statutory duties.</p> <p><b>Reporting:</b> In addition to any reporting requirements within Slough Council, the scheme promoter will also make summary reports on progress to each meeting of the BLTB until the scheme reaches practical completion. In particular, Slough Council will report on any change in the size, scope or specification of the scheme; and on any substantial savings against the scheme budget whether achieved by such changes to the size, scope or specification of the scheme, or through procurement, or through the efficient implementation of the scheme.</p> <p><b>Auditing:</b> If and when the DfT or Slough Borough Council (acting as accountable body for the BLTB) requests access to financial or other records for the purposes of an audit of the accounts, Slough Council will cooperate fully.</p> <p><b>Timing and Triggers for payments:</b> Slough Council will submit an annual invoice for each financial year together with a certificate of work completed. Slough Borough Council (acting as accountable body for</p>

Assurance Framework Check list	2.21 Slough Langley Station Improvements
	<p>the BLTB) will satisfy itself of the correctness of the certificate before paying the invoice.</p> <p>Contributions from Other Funders: there will be £3,500,000 of other contributions secured by Slough Council in 2017/18 and a further £50,000 contributed by the Slough capital programme also in 2017/18.</p> <p>Consequences of Delay: In the event that the scheme experiences minor delays to its programme (no more than 10 weeks), Slough Council will report these delays and the reasons for them, and the proposed remedial action to the next available meeting of the BLTB. In the event that the scheme experiences major delays to its programme (11 weeks or longer) Slough Council will be required to seek permission from BLTB to reschedule any payments that are due, or may be delayed in falling due because of the delay to the programme.</p> <p>Consequences of Failure: As soon as it becomes apparent to Slough Council that it will not be possible to deliver the scheme at all, written notice shall be given to Slough Borough Council (acting as accountable body for the BLTB). No further monies will be paid to Slough Council after this point. In addition, consideration will be given to recovering any monies paid to Slough Council in respect of this scheme.</p> <p>Claw back: If the overall scheme achieves savings against budget, these savings will be shared by the BLTB and the other funders noted above in proportion to the amounts committed to the original budget. Slough Borough Council (acting as accountable body for the BLTB) reserves the right to claw back any such savings amounts, and any repayments due as a consequence of scheme failure.</p> <p>Other Conditions of Local Growth Funds: Slough Borough Council will acknowledge the financial contribution made to this scheme through Local Growth Funds and follow the "<a href="#">Growth Deal Identity Guidelines</a>"<sup>xi</sup> issued by government. It will also give due regard to the <a href="#">Public Services (Social Value) Act</a><sup>xii</sup>, particularly through the employment of apprentices across the scheme supply chain.</p> <p>Evaluation One and Five years on: Slough Council will work with WYG to produce scheme evaluations One and Five years after practical completion.</p>

### Conclusion

15. This is a well-planned scheme that will provide support the major investment being made in the Crossrail scheme.

### Background Papers

16. The LTB and SEP scoring exercise papers are available on request

<sup>i</sup> <http://thamesvalleyberkshire.co.uk/NewsDetails/163102m-expansion-of-growth-deal-boosts-local-plan-for-thames-valley-berkshire-economy-19917>

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<http://thamesvalleyberkshire.co.uk/NewsDetails/ArtMID/511/ArticleID/3035/163102M-EXPANSION-OF-GROWTH-DEAL-BOOSTS-LOCAL-PLAN-FOR-THAMES-VALLEY-BERKSHIRE-ECONOMY->

<sup>ii</sup><http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Assurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf>

<sup>iii</sup> <http://www.slough.gov.uk/parking-travel-and-roads/plans-for-the-future.aspx>

<sup>iv</sup><http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Assurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf>

<sup>v</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5473&Ver=4>

<sup>vi</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5459&Ver=4>

<sup>vii</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5460&Ver=4>

<sup>viii</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5461&Ver=4>

<sup>ix</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5602&Ver=4>

<sup>x</sup> <http://www.slough.gov.uk/parking-travel-and-roads/plans-for-the-future.aspx>

<sup>xi</sup> <https://www.gov.uk/government/publications/regional-growth-fund-identity-guidelines>

<sup>xii</sup> <https://www.gov.uk/government/publications/social-value-act-information-and-resources/social-value-act-information-and-resources>



Thames Valley Berkshire Local Enterprise Partnership

## **Independent Assessment Summary Report: Langley Station and Access Improvements**

Business Case Independent Assessment

Report No. RT-A087383-18

WYG  
Executive Park  
Avalon Way  
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9<sup>th</sup> November 2016  
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## REPORT CONTROL

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## Appendices

Appendix A – Business Case Checklist



# 1 Executive Summary

- 1.1 This technical note provides an independent review of the Langley Station and Access Improvements Business Case submission to the Thames Valley Berkshire Local Enterprise Partnership.

## SCHEME SUMMARY

- 1.2 The Langley Station and Access Improvements scheme provides a series of interventions with the intention of improving station facilities at Langley; and enhancing accessibility to the station from the residential areas at the east of the Borough as well as the neighbouring area of South Buckinghamshire.
- 1.3 The Core Scheme aims to improve pedestrian and cyclist access to Langley Station, provide reconfigured parking arrangements and drop-off facility for the station, and improve the perception of safety and security at and around the station. This includes measures such as new provisions and improvements of pedestrian facilities, introduction of shared use areas for pedestrians and cyclists, improvement of cycling facilities both within and around the station, reconfiguration of station car park including a new drop-off (kiss-and-ride) area in the station forecourt, and improvement in the landscaping around the station as well as the public realm. The scheme will also include elements undertaken by Crossrail/Rail for London under their On-Station Improvement Programme Step Free Access scheme.

## REVIEW FINDINGS

- 1.4 The Business Case Submission is well set out, detailed and comprehensive.
- 1.5 The first draft of the business case [ref: 5149496-DOC-001-1.1 Langley business case] was reviewed in October 2016. There were a number of clarifications raised in that review [ref: WYG\_RT-087383-18 - Langley Station\_Review\_Rev1]. All the issues have now been addressed and presented in an updated business case document [ref: 5149496-DOC-001-1.3 Langley business case].
- 1.6 The Value for Money assessment has been conducted correctly by using the NPV and NPV/Capital Cost as recommended in WebTAG and the report conclusion shows a High value for Money.



- 1.7 It is now possible to fully recommend the business case for the Langley Station improvements at this time as all the clarifications have been addressed.

## 2 Submitted Information

2.1 The Business Case independent assessment was carried out based upon the following reports and appendices submitted by Slough Borough Council and their consultant team (ATKINS):

1. Langley Station and Access Improvements - Business Case (5149496-DOC-001-1.1 Langley business case.pdf); inclusive of

- Appendix A - Scheme Designs - updated (supplied separately);
- Appendix B - Landscape and Architecture Preliminary Design (supplied separately);
- Appendix C - OSR (supplied separately);
- Appendix D - ASR (supplied separately);
- Appendix E – Modelling Report (supplied separately);
- Appendix F - AST (supplied separately);
- Appendix G - PERS and VURT (supplied separately);
- Appendix H - Risk (supplied separately);
- Appendix I - Programme (supplied separately);
- Appendix J - Flooding (supplied separately);
- Appendix K – Supporting Letters (supplied separately).

2.2 Following the first review, clarifications were presented and minor changes to the Linsig modelling and TUBA where undertaken, the results of which were presented in the following updates:

2. Technical note\_Atkins response to WYG comments\_Final;

3. Langley Station and Access Improvements - Business Case (5149496-DOC-001-1.3 Langley business case.pdf); inclusive of

- Appendix E - Modelling Report (supplied separately);
- Appendix F - AST (supplied separately).

### 3 Option Assessment Report

- 3.1 The Option Assessment Report (OAR) has been previously submitted for assessment and reviewed by WYG [ref: WYG\_Langley Station-ASR\_OAR\_Review\_(2016-09-05)].
- 3.2 The OAR is well written and fulfils the requirements. The option descriptions are general rather than detailed, which is acceptable for the stage at which the OAR would normally be produced. The options assessment could perhaps have been improved by separating some of the options from DS2 and assessing options separately where possible.
- 3.3 The Options Assessment Report is acceptable.

## 4 Appraisal Specification Report

- 4.1 The Appraisal Specification Report (OAR) has been previously submitted for assessment and reviewed by WYG [ref: WYG\_Langley Station-ASR\_OAR\_Review\_(2016-09-05)].
- 4.2 On the whole the methodology for assessing the scheme, as set out in the ASR, is sound. Some details and requirements are missing from the ASR, particularly details of the scheme itself and of passenger demand forecasts. These details have since been supplied in the business case.
- 4.3 In this context the Appraisal Specification Report is acceptable.

## 5 Full Business Case - Review

- 5.1 The Business Case Submission is well set out, detailed and comprehensive. The scheme appears to offer high value for money.
- 5.2 Highway user benefits (from journey times derived from LinSig model) are presented in the text and the AST (Appendix F) as £184,000.
- 5.3 Two scenarios have been assessed: the Core scenario and the Alternative scenario. The Core scenario includes the Network Rail funded 'Step Free Access' works. These works cost account for three quarters of the costs in the Core scenario yet are not assessed for benefits.
- 5.4 This review has been based on the evidence for the Alternative scenario, which excludes the 'Step Free Access' work costs from the analysis.
- 5.5 Revenue of £1,955,000 is expected from security benefits as new fare revenue for the 15 year appraisal period, utilising PDFH. Only the 1st year's revenue (£95,000) appears as benefit to the private provider as the current service is going to be refranchised for the remaining years of the appraisal period. The full amount appears in the TEE as revenue to the private provider, while the final 14-year amount appears as grant/subsidy to central government. The process that was followed complies with Webtag Unit A5.3 Rail Appraisal.
- 5.6 The Value for Money assessment has been conducted correctly by using the NPV and NPV/Capital Cost as recommended in WebTAG and the report conclusion shows a High value for Money.
- 5.7 In conclusion, it is now possible to **fully recommend the business case for Langley Station Improvements**. The case for the scheme is positive, with the scheme offering **High Value for Money** with an **NPV/k value of 0.96** in the Alternative Scenario.



## Appendix A – Business Case Checklist

Project Number: A087383  
 Scheme: Langley Station and Access Improvements  
 Submitted by: Slough Borough Council

Strategic Case	Addressed within Business Case	Notes	Economic Case	Addressed within Business Case	Notes	Financial Case	Addressed within Business Case	Notes	Commercial Case	Addressed within Business Case	Notes	Management Case	Addressed within Business Case	Notes
Business Strategy	Y		Options appraised	Y		Costs	Y		Output based specification	Y		Evidence of similar projects	Y	Heart of Slough, Burnham Station and Access Improvements, A355 Copthorne roundabout improvement
Problem Identified	Y	Problems identified in section 3.42 and evidence are in sections 3.45 to 3.49	Assumptions	Y		Budgets / Funding Cover	Y		Procurement Strategy	Y		Programme / Project dependencies	Y	
Impact of not changing	Y	Sections 3.50 to 3.53	Sensitivity and Risk Profile	Y	Added after review	Accounting Implications	Y		Sourcing Options	Y		Governance	Y	
Drivers for change	N	Not required	Appraisal Summary Table	Y	Within the Appendix F				Payment Mechanisms	Y		Programme / Project Plan	Y	Included within section 7.14 and Appendix i
Objectives	Y	Included in table 3-2	Value for Money Statement	Y					Pricing Framework and charging mechanisms	Y		Assurances and approvals	Y	Included within section 7.15 to 7.17
Measures for success	Y	Included in sections 3.57-3.59 (Comparisons between before and after conditions)							Risk allocation and transfer	Y		Communication & Stakeholders	Y	
Scope	Y								Contract length	Y		Project Reporting	Y	
Constraints	Y	Included in section 3.61							Human resource issues	Y		Implementation of work streams	Y	
Inter-dependencies	Y	Included in section 3.64							Contract management	Y	The contract will follow a traditional NEC 3 format, ensuring that the contractual / commercial arrangement will be well defined. During contract negotiations, risk will be allocated to the party best able to manage it the most cost effective way.	Key Issues	Y	Included within Section 7.28 and Table 6-2
Stakeholders	Y	the main stakeholders are outlined but their contribution not										Contract Management	Y	Added after review
Options	Y	Within Table 3.3 and appendix C										Risk Management	Y	Included within Section 6.21 to 6.32 and Table 6.2
												Benefits realisation	Y	
												Monitoring and evaluation	Y	
												Contingency	Y	Included in section 7.37 to 7.38
												Options	Y	Included in section 7.39 to 7.40



**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)****REPORT TO:** BLTB**DATE:** 17 November 2016**CONTACT OFFICER:** Roger Parkin, Interim Chief Executive Slough Borough Council, lead Chief Executive to the BLTB**PART I****Item 5: Thames Valley Berkshire Local Growth Deal 2015/16 to 2020/21*****Purpose of Report***

1. To report on the progress of the [Thames Valley Berkshire Local Growth Deal](#)<sup>i</sup>, with particular reference to the schemes included in the Transport Packages of the [Strategic Economic Plan](#)<sup>ii</sup>.
2. The government subsequently announced [further support to Thames Valley Berkshire](#)<sup>iii</sup>. Growth Deal 2 included four new transport schemes worth a total of £7.5m, taking the headline figure for transport schemes to £102.1m. This report provides progress reports on all schemes, whether announced in GD1 or GD2.
3. £14.7m was approved for spending in 2015/16 and, following a successful review of year 1, £17.0m is approved for spending in 2016/17, of which £16.35m is currently programmed. The remainder has an indicative approval over four future years 2017/18 to 2020/21 with a provisional profile.

***Recommendations***

4. That you note the progress made on the schemes previously given programme entry status, as set out in Appendix 1

***Other Implications******Financial***

5. Thames Valley Berkshire LEP has been granted freedoms and flexibilities in managing the Growth Deal Capital Programme. This means that we will receive an annual allocation of capital within which it will be our responsibility to manage the allocation to individual schemes. This is a positive development for TVB LEP and recognises the confidence that government has in our governance arrangements.
6. The government has confirmed the allocation of funding for 2016/17 and there is a provisional profile for payments in the financial years 2017/18 - 2020/21.

Table 1: Available Finance for Transport Schemes in TVB Growth Deal

£m	2015/16 – 2020/21
LTB previously approved	14.5
Growth Deal 1	56.1
Growth Deal 1 “DfT Major Schemes”	24.0
Growth Deal 2	7.5
<b>Total</b>	<b>102.1</b>

7. The profile and status of the available money in each year is as follows:

Table 2: Growth Deal Financial Allocation for 2015/16

£m	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Carried forward from previous year							
Combined Growth Deal 1 and 2 and LTB Allocation <b>Approved</b>	14.7	16.4	-	-	-	-	31.1
To carry forward to following year							
Growth Deal 1 (DfT Major Schemes) indicative)	-	-	24.0				24.0
Combined Growth Deal 1 and 2 and LTB Allocation <b>indicative profile</b>	-	-	16.8	18.8	10.7	0.7	47.0
Total	14.7	16.4	71.0				102.1

8. Table 3 sets out the final allocation of scheme finance for 2015/16 and 2016/17 and the provisional allocation for future financial years, which are subject to alteration following the government’s confirmation of the Growth Deal funding profile.

Table 3 – Growth Deal 1 and 2: Confirmed and provisional allocations to schemes

<a href="#">SEP Ref</a>	Scheme Name		Status	15/16	16/17	17/18	18/19	19/20	20/21	£m
2.01	Newbury: King’s Road Link Road	GD 1	On site	-	1.340	1.000	-	-	-	2.340
2.02	Bracknell: Warfield Link Road	GD 1	On site	3.500	-	-	-	-	-	3.500
2.03	Newbury: London Rd Ind Estate	GD 1	On site	0.500	1.400	-	-	-	-	1.900
2.04	Wokingham: Distributor Roads	DfT major	Programme entry	-	-	-	-	15.900	8.100	24.000
2.05	Newbury:	GD	Full	-	-	1.000	1.400	0.500	-	2.900

<a href="#">SEP Ref</a>	Scheme Name		Status	15/16	16/17	17/18	18/19	19/20	20/21	£m
	Sandleford Park	2	approval							
2.06	Reading: Green Park Railway Station	GD 1	Full approval	-	-	4.575	4.575	-	-	9.150
2.07	Bracknell: Coral Reef Roundabout	GD 1	Complete	2.100	-	-	-	-	-	2.100
2.08	Slough: Rapid Transit Phase 1	GD 1	On site	3.100	2.500	-	-	-	-	5.600
2.09.1	Sustainable Transport: NCN 422	GD 1	Full Approval	-	2.100	1.500	0.600	-	-	4.200
2.09.2	Sustainable Transport: A4 Cycle	GD 1	Full Approval	-	0.483	-	-	-	-	0.483
2.10	Slough: A332 improvements	GD 1	On site	1.267	1.433	-	-	-	-	2.700
2.11	Reading: South ReadingMRT Ph 1	GD 1	On site	-	2.970	1.530	-	-	-	4.500
2.12	Reading: South ReadingMRT Ph 2									
2.13	Wokingham: Thames Valley Park and Ride (formerly Reading: Eastern Reading Park and Ride)	GD 1	Programme entry	-	-	2.000	0.900	-	-	2.900
2.14	Reading: East Reading MRT	GD 1	Programme entry	-	-	-	5.400	10.200	-	15.600
2.15	Bracknell: Martins Heron Roundabout	GD 1	Conditional approval recommended	-	-	2.000	0.900	-	-	2.900
2.16	Maidenhead: Station Access	GD 1	Programme entry	-	-	1.750	5.000	-	-	6.750
2.17	Slough: A355 route	GD 1	On site	2.275	2.125	-	-	-	-	4.400
2.18*	not used	-	-	-	-	-	-	-	-	-
2.19*	Bracknell: Town Centre Regeneration Infrastructure	GD 2	On site	2.000	-	-	-	-	-	2.000
2.20*	not used	-	-	-	-	-	-	-	-	-
2.21*	Slough: Langley Station Access Improvements	GD 2	Full approval recommended	-	-	1.500	-	-	-	1.500
2.22*	Slough: Burnham Station Access Improvements	GD 2	Full approval	-	2.000	-	-	-	-	2.000
	Not yet allocated	LTB		-	-	-	-	-	0.677	0.677
	<b>Grand Total</b>			<b>14.742</b>	<b>16.351</b>	<b>16.855</b>	<b>18.775</b>	<b>26.600</b>	<b>8.777</b>	<b>102.100</b>

\*these schemes are not described in the SEP

### Risk Management

9. The delegation of programme management responsibilities to the LEP brings additional risk. The well-established scrutiny given by both BST(O)F and BLTB meetings is designed to mitigate that risk.
10. There will be an element of risk for scheme promoters who invest in developing their schemes to full business case stage in accordance with the approved [Assurance Framework](#)<sup>iv</sup>. However, there is also risk involved in not developing the schemes; that risk is that any reluctance to bring the schemes forward will result in any final approval being delayed or refused.
11. The risks associated with each scheme are monitored locally and one of the 22 currently has a “red” risk rating. Tables 4, 5 and 6 show the current risk rating of each of the schemes.

Table 4: Risk Rating of schemes with a 2015/16 start

	Scheme	Current status	RAG rating	Notes
2.02	Bracknell: Warfield Link Road	On site, ahead of schedule	Green	No issues
2.03	Newbury: London Rd Industrial Estate	On site, on schedule	Green	No issues
2.07	Bracknell: Coral Reef Roundabout	Completed on site ahead of schedule	Green	Junction working well, first year monitoring report due Autumn 2017
2.08	Slough: Rapid Transit Phase 1	On site, on schedule	Green	These three schemes are being managed together and share the same contractor. Resources being managed between sites to good effect
2.10	Slough: A332 improvements	On site, on schedule	Green	
2.17	Slough: A355 route	On site, on schedule	Green	
2.19	Bracknell: Town Centre Regeneration Infrastructure	LEP funded elements completed on site on schedule	Green	Main Town Centre works continuing to April 2017

Table 5: Risk Rating of Schemes with a 2016/17 Start

	Scheme	Current status	RAG rating	Notes
2.01	Newbury: Kings Road Link Road	On site	Green	Started on site on 24 October 2016
2.09.1	Sustainable Transport: NCN 422	Start on site due Winter 2016	Green	Investment switched from Windsor to Bracknell following objections from Crown Estate
2.09.2	Sustainable Transport: A4 Cycle	Start on site due January 2017	Green	No issues
2.11 and 2.12	Reading: South Reading MRT phases 1 and 2	On site, on schedule	Green	No issues
2.22	Slough: Burnham Station Access Improvements	Start on site due December 2016	Green	No issues

Table 6: Risk Rating of Schemes with later Starts

	Scheme	Current status	RAG rating	Notes
2.04.2	Wokingham Distributor Roads	In development	Amber	Approval for these roads is retained by DfT. Business case for the distributor roads progressing well
2.05	Newbury: Sandford Park	Full financial approval; due on site Autumn 2017	Amber	Additional finance agreed, development deal negotiations not yet concluded
2.06	Reading: Green Park Station	Full financial approval; due on site January 2018	Green	Additional finance agreed, procurement and detailed preparation underway
2.13	Wokingham: Thames Valley Park and Ride formerly Reading: Eastern Reading Park and Ride	Start on site due Autumn 2017	Amber	Full Business Case being worked up for presentation in March 2017. Planning permission due November 2016
2.14	Reading: East Reading Mass Rapid Transit	Start on site due April 2018	Amber	Full Business Case being worked up for presentation in March 2017. Planning permission due Spring 2017
2.15	Bracknell: Martins Heron Roundabout	Start on site due June 2017	Green	Additional finance agreed. Conditional financial approval recommended in report elsewhere on this agenda
2.16	Maidenhead: Station Access	Detailed scheme in development	Red	Difficult site: workable scheme not yet designed or tested
2.21	Slough: Langley Station Access Improvements	Start on site due April 2017	Green	Full financial approval recommended in report elsewhere on this agenda

### Human Rights Act and Other Legal Implications

12. The [Assurance Framework](#)<sup>iv</sup> referred to above identifies the steps that scheme promoters should take in order to secure financial approval from the LTB. There are, in effect, two layers of scheme approval. The first, and primary layer rests with the scheme promoter (all the schemes referred to in this report are being

promoted by Local Authorities). In order to implement the schemes in question, each promoter will need to satisfy themselves that all the legal implications have been considered and appropriately resolved. The secondary layer of approval, given by the LTB, is concerned with the release of funds against the detailed business case. The arrangements for publication of plans via the LEP and promoters' websites, the arrangements for independent assessment and the consideration of detailed scheme reports are appropriate steps to ensure that any significant Human Rights Act or other legal implications are properly identified and considered.

### ***Supporting Information***

13. There is a detailed progress report on each of the programme entry schemes at Appendix 1 to this report.

### ***Monitoring and Evaluation***

14. The Monitoring and Evaluation Plan for the Thames Valley Berkshire Growth Deal has been prepared with advice from government. In addition to the need for transport scheme promoters to collect and publish monitoring and evaluation reports that comply with DfT guidance for capital schemes, there will be requirements to cooperate with the overall monitoring and evaluation plan for the Growth Deal.

15. The difference between the two processes is that one concentrates on the transport impacts and the other on the economic impacts. The basic information required from each scheme promoter is set out in paragraph 6 of each scheme pro-forma (see Appendix 1). This requirement is less onerous for schemes under £5m Growth Deal contribution, and runs to much more detail for the larger schemes.

16. For most schemes there will be little or no additional Growth Deal monitoring burden beyond that already signalled. Extra effort may be required to comply with the standard set out in the Monitoring and Evaluation plan which is "accurate, timely, verified and quality assured monitoring data". For particular schemes mentioned by name in the Monitoring and Evaluation Plan (see list below) there will be a separate discussion about the duties on the scheme promoter:

- 2.01 Newbury: King's Road Link Road
- 2.04 Wokingham: Distributor Roads Programme
- 2.06 Reading: Green Park Railway Station
- 2.08 Slough: Rapid Transit Phase 1
- 2.14 Reading: East Reading Mass Rapid Transit

### ***Background Papers***

Each of the schemes referred to above has a detailed pro-forma summarising the details of the scheme. Both the SEP and LTB prioritisation processes and scoring schemes are also available background papers. The Monitoring and Evaluation Plan for TVB Growth Deal is available on request from the LEP.

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[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/327587/35\\_Thames\\_Valley\\_Berkshire\\_Growth\\_Deal.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/327587/35_Thames_Valley_Berkshire_Growth_Deal.pdf)

ii The TVB Strategic Economic Plan is available from [thamesvalleyberkshire.co.uk/Strategic\\_Economic\\_Plan](http://thamesvalleyberkshire.co.uk/Strategic_Economic_Plan)

iii <http://thamesvalleyberkshire.co.uk/NewsDetails/ArtMID/511/ArticleID/3035/163102M-EXPANSION-OF-GROWTH-DEAL-BOOSTS-LOCAL-PLAN-FOR-THAMES-VALLEY-BERKSHIRE-ECONOMY->

iv <http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Assurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf>

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**Appendix 1 to Item 5 BLTB 17 November 2016**

**Berkshire Local Transport Body – 17 November 2016**

**2.01 Newbury: Kings Road Link Road**

<b>Highlights of progress since July 2016</b>
<p>The pre-commencement planning conditions have all been satisfied.                      The demolition contractor has been appointed and the pre-commencement meeting with them took place on 18<sup>th</sup> October.                      Started on site on Monday 24<sup>th</sup> October.</p>

**1. The Scheme**

1.1. The scheme is the delivery of the Kings Road Link Road in Newbury. It is a new direct link between the Hambridge Road industrial area and the A339 to support housing delivery and significantly improve access to a key employment area.

**2. Progress with the scheme**

- 2.1. The Western Area Planning Committee recommended approval for the scheme on 18th March 2015 and referred it to the District Planning Committee (DPC) for final decision. The DPC considered the planning application on 25th March and granted approval.
- 2.2. The developer has vacant possession of the site.
- 2.3. The Council needed to acquire a small section of the route for the scheme to go ahead. This has been bought and is legally in the Council's ownership.
- 2.4. Demolition commenced on 24<sup>th</sup> October. The delays have been in part due to some difficulties of gathering sufficient survey information relating to buildings that are, in part, hazardous to access.
- 2.5. Network Rail is currently on site replacing the rail bridge adjacent to the redevelopment site. This started in January 2016 and good progress is being made. This provides an opportunity to make a single lane bridge (operating a give way / priority system) a two-way bridge when it is replaced. The approach to the bridge is to be widened to achieve this which involves the use of a small part of the land involved in the redevelopment scheme. The land owner / developer has accommodated this benefit to the transport network within the planning application.

**3. Funding**

3.1. The table below sets out the proposed funding profile for the scheme. This reflects a slight change with the two years of LEP funding being switched around when compared to the original programme.

<b>Source of funding</b>	<b>2015/16</b>	<b>2016/17</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>Total</b>
Amount from LEP Local Growth Deal	-	1,340,000	1,000,000	-	-	-	2,340,000
Local contributions from ....							
- Section 106 agreements	230,000	270,000	-	-	-	-	500,000
- Council Capital Programme	140,000	180,000	60,000	-	-	-	380,000
- Other sources	1,010,000	600,000	-	-	-	-	1,610,000
<b>Total Scheme Cost</b>	<b>1,380,000</b>	<b>2,390,000</b>	<b>1,060,000</b>				<b>4,830,000</b>

**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
Delivery of scheme being delayed and not fitting with BLTB funding.	A legal agreement will secure the delivery of the scheme within the required timescales. Ongoing discussions with the developer and regular project meeting updates.
Escalating costs	Ongoing assessment of costs as further details of the scheme are developed. Opportunities being explored for any additional funding sources.

## 5. Programme

Task	November 2014 Timescale	November 2016 Timescale (where changed)
Programme Entry Status	14 July 2013	
Independent Assessment of FBC	October 2014	
Financial Approval from LTB	Due November 2014	approval granted 9 March
Acquisition of statutory powers	Planning Permission due November 2014	Planning approval granted March 2015
Detailed design	Complete by February 2016	
Procurement	March / April 2016	
Start of construction	May 2016	24 October 2016
Completion of construction	November 2017	
One year on evaluation	November 2018	
Five years on evaluation	November 2022	

## 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	2.01 Newbury Kings Road Link Road	27 October 2016
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£4,830,000	
Funding breakdown		
Local Growth Deal	£2,340,000	
s.106 and similar contributions	£2,110,000	£67,000
Council Capital Programme	£380,000	6,000
Other	-	
In-kind resources provided	£20,000	£10,000
<b>Outcomes</b>		
Planned Jobs connected to the intervention	150	0
Commercial floor space constructed (square metres)	-	-
Housing unit starts	177	0
Housing units completed	177	0

<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	n/a	-
Total length of newly built roads	230 metres	0
Total length of new cycle ways	n/a	-
Type of infrastructure	Highway	
Type of service improvement	New road link in key town centre location	
<b>Outcomes</b>		
Follow on investment at site	n/a	-
Commercial floor space occupied	n/a	-
Commercial rental values	n/a	-

## Berkshire Local Transport Body – 17 November 2016

### 2.02 Bracknell – Warfield Link Road

Highlights of progress since July 2016
The construction of the road began in Feb 15 and is on programme

#### 1. The Scheme

- 1.1. The project involves building a road to unlock a Strategic Development Location in Bracknell Forest (for 2,200 new dwellings, schools, neighbourhood centre, open space, SANGs and other infrastructure and facilities). The link road crosses the middle of the site and will serve as access for many of the development parcels. One of the developers for approximately 1/3<sup>rd</sup> of the development for the benefit of the whole development intends to build the road. However, the development is currently experiencing viability problems as a result. The construction of the link road is essential to achieve an early start on-site because it provides access benefits to housing parcels for the developer and other 3<sup>rd</sup> party sites within the wider Warfield development; and access to a new primary school which has to be also built early to allow the development to proceed.

#### 2. Progress with the scheme

- 2.1. Following independent assessment approval the scheme has started on site and progressing well
- 2.2. The scheme is being delivered in partnership with the developer, who are a majority land owner. The scheme remains on programme
- 2.3. In Sept 2016 the first part of the road was opened up to allow access to the new school which serves the development site and surrounding area.

#### 3. Funding

- 3.1. The following table sets out the funding for the scheme

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	3,500,000	-	-	-	-	-	3,500,000
Local contributions from .....							
- Section 106 agreements	-	1,700,000	-	-	-	-	1,700,000
- Council Capital Programme	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>	<b>3,500,000</b>	<b>1,700,000</b>					<b>5,200,000</b>

#### 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
1 That the overall cost of the link road exceeds the funding available	Detailed BOQ with Effective Site and contract management
2 Statutory undertakers C4 cost estimates significantly exceed C3 cost estimates	Liaise with statutory undertakers and early commission of C4 estimates
3 A delay on the development impacting on the need for the road and delaying the programme	Liaison with developers and review agreement re programme
4 Unexpected need for additional	Liaison with Traffic Management section and

Temporary Traffic Management increasing costs	early quantification of TM cost
5 Slower construction of the road due to physical constraints	Early engagement and partnership working with key interested parties such as the environment agency.

## 5. Programme

Task	November 2014 Timescale	November 2016 Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	Due October 2014	
Financial Approval from LTB	Due November 2014	Jan 2015
Feasibility work	complete	
Acquisition of statutory powers	Not needed	
Detailed design	March 2015	Jan 2015
Procurement	Developer s278 agreement	
Start of construction	April 2015	Feb 2015
Completion of construction	March 2017	
One year on evaluation	March 2018	
Five years on evaluation	March 2022	

## 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	2.02 Bracknell – Warfield Link Road	27 Oct 2016
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£5,200,000	
Funding breakdown		
Local Growth Deal	£3,500,000	£3,500,000
s.106 and similar contributions	£1,700,000	
Council Capital Programme	-	
Other	-	
In-kind resources provided		£30,000
<b>Outcomes</b>		
Planned Jobs connected to the intervention	0	
Commercial floor space constructed (square metres)	0	
Housing unit starts	750	301
Housing units completed	2200	214
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	Approximately 100m of	Underway

	resurfaced road	
Total length of newly built roads	Approximately 750-1000m of newly built road.	650m
Total length of new cycle ways	Approximately 750-1000m of new cycleways adjacent to proposed link road.	650m
Type of infrastructure	New link road to allow for access to new development	
Type of service improvement	Unlocking proposed development.	
<b>Outcomes</b>		
Follow on investment at site	Not applicable	-
Commercial floor space occupied	Not applicable	-
Commercial rental values	Not applicable	-

## Berkshire Local Transport Body – 17 November 2016

### 2.03 Newbury - London Road Industrial Estate

Highlights of progress since July 2016
<p>Phase 1 of the scheme (A339 widening) is nearing completion.</p> <p>Phase 2 has started with the demolition of buildings to the east of the A339.</p> <p>The scheme has been enhanced through combining with Challenge Fund money.</p> <p>The scheme is progressing well and is on track.</p>

#### 1. The Scheme

- 1.1. This scheme is a new junction on the A339 in Newbury and associated widening to provide access to the London Road Industrial Estate (LRIE) which will unlock its potential for redevelopment. The scheme will open up a 10-hectare edge of town centre site for redevelopment and employment intensification. The proposal will unlock the potential for additional housing delivery and encourage an extension to the vibrant town centre.

#### 2. Progress with the scheme

- 2.1. Planning permission was granted for the scheme on 4<sup>th</sup> February 2015.
- 2.2. Financial approval was given for the scheme by the BLTB following confirmation from White Young Green in relation to the supporting Business Case (letter 9<sup>th</sup> March 2015).
- 2.3. Although much of the scheme is within highway land and the LRIE is a Council asset, a parcel of land (within the LRIE) needed for the delivery of the scheme is on a long lease. The Council's preferred approach to acquiring this land is through negotiation. These negotiations have now been successful enabling Phase 2 of the scheme to start on site starting with the demolition of the existing buildings.
- 2.4. Phase 1 which is the widening of the A339 is progressing well and is on track with landscaping planned for November 2016.
- 2.5. The Council was awarded Challenge Fund money for the A339 and has been able to enhance this scheme as a result and deliver the Challenge Fund objectives at the same time using the same contractor. This means economies of scale can be made in some areas and more will be delivered as a result.
- 2.6. The scheme and the redevelopment of the industrial estate that it will unlock is a long standing objective within Newbury Vision 2025. This vision document is seen very much as a community project and annual conferences in relation to its delivery are very well attended by all sectors of the Newbury community.
- 2.7. The redevelopment of the industrial estate and the highways scheme are both included in Council plans and documents the latest of which (Housing Site Allocations DPD) has recently completed a consultation period. Both political parties wish to see the redevelopment of this area which this scheme will enable.
- 2.8. The Council has appointed a development partner (St. Modwen) for the redevelopment project. This is an indication of the commitment of the Council to the wider project and has the full support of the Executive.

#### 3. Funding

- 3.1. The following table sets out the funding for the road access scheme on the basis of a provisional funding profile.

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	£500,000	£1,400,000	-	-	-	-	£1,900,000
Local contributions from ....							
- Section 106 agreements	£250,000	-	-	-	-	-	£250,000

- Council Capital Programme	£100,000	£150,000	-	-	-	-	£250,000
- Other sources	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>	<b>£850,000</b>	<b>£1,550,000</b>					<b>£2,400,000</b>

#### 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
Escalating costs	Ongoing assessment of costs as further details of the scheme are developed. Opportunities being explored for any additional funding sources. Scheme has been combined with the delivery of a linked scheme using Challenge Fund money so that some economies of scale can be achieved.

#### 5. Programme

Task	November 2014 Timescale	November 2016 Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	October 2014	
Financial Approval from LTB	Due November 2014	Full approval 9 March 2015
Feasibility work	Complete	
Acquisition of statutory powers	Planning due February 2015 CPO as back up to negotiation with lease holder	Planning permission granted 4 February 2015. Authority to proceed with CPO gained July 2015 (now not needed).
Detailed design	trial pits and other investigation underway	Complete
Procurement	Aug 2014 – March 2015	Dec 2014 – September 2015
Start of construction	August 2015	February 2016
Completion of construction	May 2016	March 2017
One year on evaluation	May 2017	March 2018
Five years on evaluation	May 2021	March 2022

#### 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	2.03 Newbury - London Road Industrial Estate	27 October 2016
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£2,400,000	£2,030,000
Funding breakdown		
Local Growth Deal	£1,900,000	£1,600,000
s.106 and similar contributions	£250,000	£250,000
Council Capital Programme	£180,000	£100,000



Other		-	
In-kind resources provided		£70,000	£80,000
<b>Outcomes</b>			
Planned Jobs connected to the intervention		1,000	0
Commercial floor space constructed (square metres)		14,000	0
Housing unit starts		300	0
Housing units completed		300	0
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>			
<b>Transport</b>			
<b>Outputs</b>			
Total length of resurfaced roads	400 metres (one lane)		0
Total length of newly built roads	400 metres (one lane) plus 70 metres (2 lanes)		0
Total length of new cycle ways	390 metres		0
Total length of new footways	390 metres		0
Type of infrastructure	New road junction		
Type of service improvement	New access link and associated highway improvements in central town location.		
<b>Outcomes</b>			
Follow on investment at site	Exact amount not yet known but development partner, St Modwen will be investing significantly		0
Commercial floor space occupied	14,000 m2		0
Commercial rental values	Not yet known		0

## Berkshire Local Transport Body – 17 November 2016

### 2.04.2 Wokingham – North Wokingham Distributor Road

Highlights of progress since July 2016
Wokingham Borough Council attended a meeting with DfT on the 29 September 2016 to discuss their requirements with regard to the completion of the business cases and financial approval.
DfT confirmed that approval of the final full business case (FBC) would be after confirmation of the tender price for construction as this value must be included. On this basis the FBC would be submitted and final approval given only a few weeks before the start of construction. However, DfT has advised they would be pleased to receive elements of the business case as and when they are ready for comment e.g. Strategic Case, Financial Case and Management Case.
At the meeting WBC asked if the DfT funding, which is currently shared across three schemes, could be reallocated to just one scheme, i.e. Arborfield Cross Relief Road, or whether a single business case for North & South Wokingham Distributor Roads would be acceptable. DfT confirmed that in principle they would be happy to discuss a different approach but would need WBC to confirm that TVBLEP are also in agreement.
WBC is therefore looking at their current funding contributions to determine if this is possible as it would make the financial approval process much more streamlined. WBC will need to formally agree any change to the funding approach with TVBLEP before discussing further with the DfT.

#### 1. The Scheme

- 1.1. A new road that will provide access to 1,500 new homes, community facilities and commercial development and form a link around the north of Wokingham town. The development cannot come forward without the road. The road is being delivered in multiple stages:

- (1) Kentwood Farm West (currently on site)
- (2) Kentwood Farm East
- (3) 94 Toutley Road to Twyford Road aka Matthewsgreen Farm (under construction, work started January 2016)
- (4) Keephatch Beech
- (5) Bell Foundry Lane
- (6) Toutley Road section
- (7) A329 Reading Road to Toutley Road

#### 2. Progress with the scheme

- 2.1. Feasibility work has been undertaken on a number of route options; the options have all been out to full public consultation and the responses have been analysed.
- 2.2. A consultation report has been considered by the Council Executive which details the public's preferred route. The council has agreed to fund further work as identified in the consultation to undertake further analysis of suggested 'tweaks' to the preferred route.
- 2.3. Work at Kentwood Farm continues which includes the construction of part of the distributor road that passes through the site. The site is expected to be built out (274 houses) by 2018.
- 2.4. Discussions with developers on other sites in North Wokingham continue
- 2.5. Work on the refinement of the North Wokingham Distributor Road Option B has been completed. The preferred route for the road was discussed and a decision made at Council on the 24 September 2015.
- 2.6. The programme for delivery is phased as it is dependent upon development coming forward. Early delivery of the road would encourage developers to bring sites forward and funding for the scheme could potentially then be repaid from s106 / CIL contributions.

#### 3. Funding

- 3.1. The following table sets out the funding for the scheme on the basis of our unapproved funding profile.

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	-	-	-	-	£3,000,000	£3,100,000	£6,100,000
Local contributions from ....		£1,041,705	£2,919,418	£10,733,803	£463,223	£6,258,113	£23,840,000*
- Section 106 agreements	-	-	-	-	-	-	-
- Council Capital Programme	-	-	-	-	-	-	-
- Other sources	£500,000	£4,100,000	£6,323,000	£2,927,000	-	-	£13,850,000
<b>Total Scheme Cost</b>	<b>£500,000</b>	<b>£5,141,705</b>	<b>£9,242,418</b>	<b>£13,660,803</b>	<b>£3,463,223</b>	<b>£9,358,113</b>	<b>£41,366,262**</b>

\*Additional costs post 2020/21- Local Contributions - £2,423,738

\*\*Total Scheme costs estimated at £43,790,000

#### 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
Proposed route is not agreed.	Comprehensive consultation has been completed. The consultation results along with an officer recommendation for the optimal route have been presented to the Council's executive. Further work to refine the route alignment has been started.
Planning permission not being granted for the scheme.	Officers will have detailed pre-application discussions to address any issues of concern early on as part of the detailed design process.
Developments in North Wokingham SDL not progressing as planned	The programme for delivery is phased as it is dependent upon development coming forward. Early delivery of the road would encourage developers to bring sites forward and funding for the scheme could potentially then be repaid from s106 / CIL contributions.

#### 5. Programme

Task	November 2014 Timescale	November 2016 Timescale (where changed)
Programme Entry Status	14 July 2013	
Independent Assessment of FBC	Autumn 2015 at the earliest	Oct 2019
Financial Approval from DfT	Due Late 2015	Late 2019
Feasibility work	Complete – awaiting final approval	
Acquisition of statutory powers	Planning permission required: application due 2015	Sept 2018
Detailed design	Alignment to be approved in June 2015; detailed design to be completed 2016	Dec 2018
Procurement	To follow	Jul 2019

Start of construction	2016	Dec 2019
Completion of construction	2020	Jun 2021
One year on evaluation	2021	2022
Five years on evaluation	2025	2026

## 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.

<b>Growth Deal Schemes:</b>	<b>Transport scheme</b>	
<b>Thames Valley Berkshire LEP</b>	<b>2.04.2 Wokingham – North Wokingham Distributor Road</b>	<b>27 October 2016</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	tbc	-
Funding breakdown		
Local Growth Deal	£6,100,000	0
s.106 and similar contributions	tbc	-
Council Capital Programme	tbc	-
Other	-	
In-kind resources provided	Estimate required	
<b>Outcomes</b>		
Planned Jobs connected to the intervention	0	-
Commercial floor space constructed (square metres)	A share of 25,000	-
Housing unit starts	A share of 4,000	-
Housing units completed	A share of 4,000	-
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
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	New road	
Type of service improvement	Enabling housing development	
<b>Outcomes</b>		
Follow on investment at site	Estimate required	-
Commercial floor space occupied	Estimate required	-
Commercial rental values	Estimate required	-
<b>3. ADDITIONAL MONITORING - for specific schemes</b>		
Transport - to be collected for all projects/programmes <b>involving more than £5m public funding</b> and where these metrics and the collection points are relevant to the intervention		
Average daily traffic and by peak/non-peak periods	Estimate required	

Average AM and PM peak journey time per mile on key routes (journey time measurement)	Estimate required	
Average AM and PM peak journey time on key routes (journey time measurement)	Estimate required	
Day-to-day travel time variability	Estimate required	
Average annual CO2 emissions	Estimate required	
Accident rate	Estimate required	
Casualty rate	Estimate required	
Nitrogen Oxide and particulate emissions	Estimate required	
Traffic noise levels at receptor locations	Estimate required	
Annual average daily and peak hour passenger boardings	n/a	
Bus/light rail travel time by peak period	n/a	
Mode share (%)	n/a	
Pedestrians counts on new/existing routes (#)	n/a	
Cycle journeys on new/existing routes (#)	n/a	
Households with access to specific sites by mode within threshold times (#)	n/a	

## Berkshire Local Transport Body – 17 November 2016

### 2.04.3 Wokingham – South Wokingham Distributor Road

Highlights of progress since July 2016
Wokingham Borough Council attended a meeting with DfT on the 29 September 2016 to discuss their requirements with regard to the completion of the business cases and financial approval.
DfT confirmed that approval of the final full business case (FBC) would be after confirmation of the tender price for construction as this value must be included. On this basis the FBC would be submitted and final approval given only a few weeks before the start of construction. However, DfT has advised they would be pleased to receive elements of the business case as and when they are ready for comment e.g. Strategic Case, Financial Case and Management Case.
At the meeting WBC asked if the DfT funding, which is currently shared across three schemes, could be reallocated to just one scheme, i.e. Arborfield Cross Relief Road, or whether a single business case for North & South Wokingham Distributor Roads would be acceptable. DfT confirmed that in principle they would be happy to discuss a different approach but would need WBC to confirm that TVBLEP are also in agreement.
WBC is therefore looking at their current funding contributions to determine if this is possible as it would make the financial approval process much more streamlined. WBC will need to formally agree any change to the funding approach with TVBLEP before discussing further with the DfT.

#### 1. The Scheme

- 1.1. The completed road will provide access to 2,500 new homes, a primary school, community facilities and retail development and form a new link around the south of Wokingham town. The development cannot come forward without the road. The road will be brought forward in 4 stages:
  - (1) Montague Park (on site, being provided by the developer)
  - (2) Eastern Gateway (WBC working with Network Rail, Planning application work has commenced)
  - (3) Spine Road & Western Gateway Phase 1
  - (4) Western Gateway Phase 2

#### 2. Progress with the scheme

- 2.1. Feasibility work has been completed on a number of different route options for the South Wokingham Distributor Road. The first section of the route is already being built through Montague Park (formally Buckhurst Park). The new junction on to the existing A329 is complete and in operation.
- 2.2. A public consultation exercise where the results the feasibility work were presented was undertaken during the summer that ran from the end of June to the end of August.
- 2.3. Discussions are ongoing with developers for the remainder of the development sites in South Wokingham.
- 2.4. Work at Montague Park is continuing. The site is expected to be built out by 2020.
- 2.5. Discussions with developers on other sites in South Wokingham continue.
- 2.6. The results of the feasibility study consultation along with an officer recommendation for the optimal route was presented to the Council's executive in November 2014 and subsequently agreed.
- 2.7. The programme for delivery is phased as it is dependent upon development coming forward. Early delivery of the road would encourage developers to bring sites forward and funding for the scheme could potentially then be repaid from s106 / CIL contributions.
- 2.8. Design work with Network Rail for the provision of a new road bridge over the Waterloo Main line has commenced. This will enable to the delivery of the section of the Distribution Road known as the Eastern Gateway.

### 3. Funding

3.1. The following table sets out the funding for the scheme on the basis of our unapproved funding profile.

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	-	-	-	-	£4,300,000	-	£4,300,000
Local contributions from ....	£144,209	£1,557,555	£1,693,896	£7,123,012	£7,960,948	£9,737,617	£28,217,237
- Section 106 agreements	-	-	-	-	-	-	
- Council Capital Programme	-	-	-	-	-	-	
- Other sources	£1,957,000		-	-	-	-	£1,957,000-
<b>Total Scheme Cost</b>	<b>£2,101,209</b>	<b>£1,557,555</b>	<b>£1,693,896</b>	<b>£7,123,012</b>	<b>£12,260,948</b>	<b>£9,737,617</b>	<b>£34,474,237**</b>

\*Additional costs post 2020/21- Local Contributions - £127,763

\*\*Total Scheme costs estimated at £36,602,000 (includes £2,000,000 pre. 2-15/16)

### 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
Proposed route is not agreed.	Comprehensive consultation completed. The consultation along with an officer recommendation for the optimal route will have been presented to the Council's executive and agreed. Risk has been mitigated.
Planning permission not being granted for the scheme.	Officers will have detailed pre-application discussions to address any issues of concern early on as part of the detailed design process.
Developments in South Wokingham SDL not progressing as planned	The programme for delivery is phased as it is dependent upon development coming forward. Early delivery of the road would encourage developers to bring sites forward and funding for the scheme could potentially then be repaid from s106 / CIL contributions.
Developers failing to reach an agreement with Network Rail on the delivery of a new bridge over the railway.	Officers are meeting with the development consortium to maintain momentum and to be aware of issues arising.

### 5. Programme

Task	November 2014 Timescale	November 2016 Timescale (where changed)
Programme Entry Status	14 July 2013	
Independent Assessment of FBC	due March 2016 at the earliest and not before 2.04.2 North Wokingham DR	TBC.
Financial Approval from LTB	due July 2016	TBC.
Feasibility work	recommendation to Council Executive on	Completed

	route options Autumn 2014	
Acquisition of statutory powers	not before 2.04.2 North Wokingham DR	TBC.
Detailed design	not before 2.04.2 North Wokingham DR	TBC.
Procurement	To follow	TBC.
Start of construction	2018	
Completion of construction	2021	
One year on evaluation	2022	
Five years on evaluation	2026	

## 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.

<b>Growth Deal Schemes:</b>	<b>Transport scheme</b>	
<b>Thames Valley Berkshire LEP</b>	<b>2.04.3 Wokingham – South Wokingham Distributor Road</b>	<b>27 October 2016</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£4,300,000	0
Funding breakdown		
Local Growth Deal	Tbc	-
s.106 and similar contributions	Tbc	-
Council Capital Programme	Tbc	-
Other	-	
In-kind resources provided	Estimate required	-
<b>Outcomes</b>		
Planned Jobs connected to the intervention	0	-
Commercial floor space constructed (square metres)	A share of 25,000	-
Housing unit starts	A share of 4,000	-
Housing units completed	A share of 4,000	-
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
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	New road	
Type of service improvement	Enabling housing development	
<b>Outcomes</b>		
Follow on investment at site	Estimate required	-
Commercial floor space occupied	Estimate required	-
Commercial rental values	Estimate required	-
<b>3. ADDITIONAL MONITORING - for specific schemes</b>		



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

## Berkshire Local Transport Body – 17 November 2016

### 2.04.4 Wokingham – Arborfield Relief Road

Highlights of progress since July 2016
Wokingham Borough Council attended a meeting with DfT on the 29 September 2016 to discuss their requirements with regard to the completion of the business cases and financial approval.
DfT confirmed that approval of the final full business case (FBC) would be after confirmation of the tender price for construction as this value must be included. On this basis the FBC would be submitted and final approval given only a few weeks before the start of construction. However, DfT has advised they would be pleased to receive elements of the business case as and when they are ready for comment e.g. Strategic Case, Financial Case and Management Case.
At the meeting WBC asked if the DfT funding, which is currently shared across three schemes, could be reallocated to just one scheme, i.e. Arborfield Cross Relief Road, or whether a single business case for North & South Wokingham Distributor Roads would be acceptable. DfT confirmed that in principle they would be happy to discuss a different approach but would need WBC to confirm that TVBLEP are also in agreement.
WBC is therefore looking at their current funding contributions to determine if this is possible as it would make the financial approval process much more streamlined. WBC will need to formally agree any change to the funding approach with TVBLEP before discussing further with the DfT.

#### 1. The Scheme

- 1.1. The Arborfield distributor road will provide relief to the existing A327 through the Village of Arborfield and also Arborfield Cross Gyratory to accommodate and reduce the traffic impacts of strategic development at Arborfield Garrison and South of the M4 (Shinfield and Spencer's Wood). The Arborfield SDL calls for 3,500 new homes.

#### 2. Progress with the scheme

- 2.1. This is the fourth part of the Distributor Roads programme, and while preliminary works have been completed to justify the need for the scheme, detailed work on the alignment of the road is programmed to follow on from the development of parts 1, 2 and 3.
- 2.2. Discussions with developers at Arborfield continue.
- 2.3. Work is progressing on the refinement of the Arborfield Relief Road alignment options to gain greater confidence in scheme delivery ahead of a later Executive decision to proceed with a Preferred Scheme for detailed design. This will lead to a business case for submission to DfT in 2015

#### 3. Funding

- 3.1. The following table sets out the funding for the scheme on the basis of our unapproved funding profile.

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	-	-	-	-	£8,600,000	£5,000,000	£13,600,000
Local contributions from ....		£665,599	£939,259	£3,102,137	£7,244,381	£687,839	£12,667,00*
- Section 106 agreements	-	-	-	-	-	-	-
- Council Capital Programme	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	-

<b>Total Scheme Cost</b>		<b>£665,599</b>	<b>£939,259</b>	<b>£3,102,137</b>	<b>£15,844,381</b>	<b>£5,687,839</b>	<b>£26,267,000**</b>
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\*Additional costs post 2020/21- Local Contributions - £1,803,000

\*\*Total Scheme costs estimated at £28,070,000

#### 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

<b>Risk</b>	<b>Management of risk</b>
Proposed route is not agreed.	Comprehensive consultation will be undertaken in due course. The consultation along with an officer recommendation for the optimal route will be presented to the Council's executive.
Planning permission not being granted for the scheme.	Officers will have detailed pre-application discussions to address any issues of concern early on as part of the detailed design process.
Developments in Arborfield SDL not progressing as planned	The programme for delivery is phased as it is dependent upon development coming forward. Early delivery of the road would encourage developers to bring sites forward and funding for the scheme could potentially then be repaid from s106 / CIL contributions.

#### 5. Programme

<b>Task</b>	<b>November 2014 Timescale</b>	<b>November 2016 Timescale (where changed)</b>
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	Autumn 2015 at the earliest	Oct 2018
Financial Approval from LTB	Early 2016 at the earliest	Early 2019
Feasibility work	Complete	
Acquisition of statutory powers	Planning permission required	Sept 2017
Detailed design	Underway in preparation for a planning application	Nov 2017
Procurement	To follow	Jul 2018
Start of construction	2016	Nov 2018
Completion of construction	2019	Jun 2020
One year on evaluation	2020	2021
Five years on evaluation	2024	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.

<b>Growth Deal Schemes:</b>	<b>Transport scheme</b>	
<b>Thames Valley Berkshire LEP</b>	<b>2.04.4 Wokingham – Arborfield Relief Road</b>	<b>27 October 2016</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	tbc	-
Funding breakdown		
Local Growth Deal	£13,700,000	0
s.106 and similar contributions	tbc	-
Council Capital Programme	tbc	-

	Other	-	
In-kind resources provided	Estimate required		-
<b>Outcomes</b>			
Planned Jobs connected to the intervention		0	-
Commercial floor space constructed (square metres)		A share of 25,000	-
Housing unit starts		A share of 4,000	-
Housing units completed		A share of 4,000	-
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>			
<b>Transport</b>			
<b>Outputs</b>			
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	New road		
Type of service improvement	Enabling housing development		
<b>Outcomes</b>			
Follow on investment at site	Estimate required		-
Commercial floor space occupied	Estimate required		-
Commercial rental values	Estimate required		-

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

## Berkshire Local Transport Body – 17 November 2016

### 2.05 Newbury – Sandleford Park

Highlights of progress since July 2016
<p>The Scheme gained full financial approval at the BLTB meeting in July.                      The planning application is still being considered by West Berkshire Council Planning Authority.                      Negotiations are continuing with the Developer, Newbury College and the Council's Education Department in relation to the details of delivery of the scheme.</p>

#### 1. The Scheme

The purpose of this scheme is to deliver additional accesses to Sandleford Park, a strategic development site that will deliver up to 2,000 dwellings. This will ensure permeability through the site and better manage the impact on the highway network. There are two main elements: i) a new access from the A339, and ii) new junction arrangements on the A343 and the upgrading of a route to provide a suitable access. The scheme will also unlock land for a new primary school and for new enterprises seeking to build better links between business and education.

#### 2. Progress with the scheme

- 2.1. The scheme received full financial approval from the Berkshire Local Transport Body at its meeting in July 2016.
- 2.2. West Berkshire Council is assessing a planning application for the Sandleford Park development.
- 2.3. A planning application is due to be submitted by West Berkshire Council's Education Service for Highwood Copse primary school. This planning application will include the full extent of the A339 access and road between the A339 and the Sandleford Park development area within its 'red line'.
- 2.4. Meetings continue to take place with Newbury College and the developer(s) in order to progress negotiations over land and contributions.
- 2.5. Regular project meetings are held in relation to the overall strategic residential scheme – these include discussions on the access scheme and interaction with educational land uses associated with both the A343 Andover Road access and A339 Newtown Road access.
- 2.6. A VISSIM model has been built to assist with the planning application and business case. Having been used to examine the Sandleford Park residential-led development this is now being used to examine the impact of Highwood Copse primary school.
- 2.7. The parties involved in the scheme are: the Council, the developers and their agents, Newbury College.

#### 3. Funding

- 3.1. The following table sets out the funding for the scheme on the basis of a provisional funding profile.

Source of funding	2016/17	2017/18	2018/19	2019/20	Total
Amount from LEP Local Growth Deal		1,000,000	1,400,000	500,000	2,900,000
Local contributions from ....					
- Section 106 Agreements & Private investment (Newbury College)		1,060,000	5,100,000	1,500,000	7,660,000
- Council Capital Programme		400,000			400,000
- Other sources					
Total Scheme Cost		2,460,000	6,500,000	2,000,000	10,960,000

#### 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
Timing of planning applications for housing and education development and road delivery not working together.	There is close liaison with the Developers and their agents and frequent meetings discussing the wide range of topics associated with the overall development. These channels of communication will be used to coordinate timing of accesses and how this links with planning applications and phases of development.
Escalating costs	The costs have been reviewed after more detailed work and additional funding secured from all parties as a result. The project team will continue to monitor costs closely as the project progresses.

#### 5. Programme

Task	February 2015 Timescale	November 2016 Timescale (where changed)
Programme Entry Status	19 March 2015	
Independent Assessment of FBC	January 2016 (provisional)	June 2016
Financial Approval from LTB	March 2016 (provisional)	July 2016
Feasibility work	Spring / Summer 2015 (provisional)	
Acquisition of statutory powers	Winter 2015/16 (provisional)	Autumn / Winter 2016
Detailed design	Summer 2015 (provisional)	Autumn 2016
Procurement	Autumn / Winter 2015/16 (provisional)	Summer 2017
Start of construction	April 2017 (provisional)	Autumn 2017
Completion of construction	March 2020 (provisional)	
One year on evaluation	March 2021 (provisional)	
Five years on evaluation	March 2025 (provisional)	

#### 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	2.05 Newbury – Sandford Park	27 October 2016
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£10,960,000	
Funding breakdown		
Local Growth Deal	£2,900,000	
s.106 and similar contributions	£7,660,000	
Council Capital Programme	400,000	£20,000
Other		
In-kind resources provided	£100,000	20,000
<b>Outcomes</b>		
Planned Jobs connected to the intervention	420	0

Commercial floor space constructed (square metres)	35,500	0
Housing unit starts	2,000	0
Housing units completed	2,000	0
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	400m	0
Total length of newly built roads	450m	0
Total length of new cycle ways	750m	0
Total length of new footways	850m	0
Type of infrastructure	New road junctions	
Type of service improvement	New highway access routes to enable 2,000 housing units	
<b>Outcomes</b>		
Follow on investment at site	Not yet known	0
Commercial floor space occupied	Not yet known	0
Commercial rental values	Not yet known	0

## Berkshire Local Transport Body – 17 November 2016

### 2.06 Reading Green Park Railway Station

Highlights of progress since July 2016
The DfT has confirmed that a third diesel unit for the line between Reading and Basingstoke will be funded from December 2018 to enable the new station to be served.
Design work is being progressed in partnership with Network Rail and GWR. An updated programme has been agreed between all parties for the scheme to be delivered by December 2018.
A proposal to the New Stations Fund 2 is being prepared for submission in November.

#### 1. The Scheme

- 1.1. Reading Green Park Station is a proposed new railway station on the Reading to Basingstoke line in south Reading. This scheme, which includes the station, multi-modal interchange and access road, would significantly improve accessibility and connectivity of the existing Green Park business park and surrounding area, and would help to enable delivery of the Green Park Village mixed use development.

#### 2. Progress with the scheme

- 2.1. The full business case has been completed and reviewed by DfT Rail and the BLTB independent assessors, confirming the scheme represents good value for money in both a low and high forecast patronage scenario. Financial approval for the scheme was granted by the BLTB in November 2014.
- 2.2. Planning permission for the station, multi-modal interchange, car park and access road was granted by Reading Borough Council in April 2015 and West Berkshire Council in May 2015.
- 2.3. Design work for the scheme is being undertaken in partnership with Network Rail and FGW to ensure compliance with the latest railway standards. An updated scheme programme has been agreed between all parties for the scheme to be delivered by December 2018.
- 2.4. Discussions are on-going to identify any opportunities to align implementation of the station with other major upgrade works on the railway.
- 2.5. Confirmation that is scheduled to be complete by December 2018 was included within the Great Western franchise direct award. However the published
- 2.6. Electrification of the line from Southcote Junction to Basingstoke was delayed from December 2018 to an unspecified date between 2019 – 2024 as part of the Hendy Review, however the DfT has confirmed that a third diesel unit for the line between Reading and Basingstoke will be funded from December 2018 to enable the new station to be served.
- 2.7. The additional funding request was agreed by the BLTB in July, enabling the scheme to be delivered in line with the requirement to provide enhanced passenger facilities at the station, and a further proposal is currently being prepared for the New Stations Fund 2.
- 2.8. Liaison with nearby landowners is on-going to ensure coordination with the wider development plans for the area, including the mixed-use GreenPark Village development.
- 2.9. Scheme development is being undertaken in line with Network Rail's GRIP process and to take account of the latest developments from related projects such as Reading Station Redevelopment, Great Western Mainline Electrification, Electric Spine, East-West Rail and Western Rail Access to Heathrow (WRATH).
- 2.10. Engagement with GreenPark and Madejski Stadium has been initiated and operational discussions will follow at the appropriate time to ensure maximum accessibility for the station and connectivity with other public transport services.

#### 3. Funding

- 3.1. The following table sets out the funding for the scheme, however note that an application for additional funds has been submitted (as set out in para 2.4):



Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	-	-	£4,575,000	£4,575,000	-	-	£9,150,000
Local contributions from:							
- Section 106 agreements	-	-	£4,600,000	-	-	-	£4,600,000
- Council Capital Programme	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	£1,000,000
<b>Total Scheme Cost</b>			<b>£9,175,000</b>	<b>£4,575,000</b>			<b>£14,750,000</b>

#### 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
Network Rail's revised electrification plan for the Reading-Basingstoke Branch creates delays	Current lobbying exercise led by RBC Cllrs; need to explore either delay or revive the plan for a diesel service if construction is not delayed
Business case does not meet DfT requirements for new stations.	Business case has been developed in partnership with Network Rail, FGW, and the DfT Rail Executive. The business case has been approved by the BLTB.
Planning permission is not granted.	Historic planning application has been updated to reflect the latest situation. Planning permission has been granted by both Reading and West Berkshire Councils.
It is not feasible to stop trains at the new station within the existing timetable.	Timetable capability assessment has been undertaken with Network Rail which confirms service options for the station which have been included in the scheme business case.
TOC does not agree to stop trains at the new station.	Scheme development is being undertaken in partnership with FGW, including preparation of the business case and design of the station.
Scheme costs significantly increase.	Costs are being reviewed and cost savings sought, contingency has been built into the overall scheme cost.

#### 5. Programme

Task	November 2014 Timescale	November 2016 Timescale (where changed)
Programme Entry Status	July 2013	
Feasibility work	March 2014	
Independent Assessment of FBC	October 2014	
Financial Approval from LTB	November 2014	
Acquisition of statutory powers	January 2015	May 2015
Detailed design	April 2015	May 2017
Procurement	September 2015	December 2017

Start of construction	October 2015	January 2018
Completion of construction	September 2016	November 2018
Open to public	December 2016	December 2018
One year on evaluation	September 2017	December 2019
Five years on evaluation	September 2021	December 2023

## 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.

<b>Growth Deal Schemes:</b>	<b>Transport scheme</b>	
<b>Thames Valley Berkshire LEP</b>	<b>2.06 Reading Green Park Railway Station</b>	<b>27 October 2016</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£11,700,000	
Funding breakdown		
Local Growth Deal	£6,400,000	
s.106 and similar contributions	£4,300,000	
Council Capital Programme	-	
Other (PRUPIM)	£1,000,000	
In-kind resources provided	£500,000	
<b>Outcomes</b>		
Planned Jobs connected to the intervention	3,580	
Commercial floor space constructed (square metres)	68,000	
Housing unit starts	735	
Housing units completed	735	
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	230m	
Total length of newly built roads	250m	
Total length of new cycle ways	310m	
Type of infrastructure	Rail/public transport interchange	
Type of service improvement	Decongestion Benefits, Journey Time Savings Reliability Journey Ambience	
<b>Outcomes</b>		
Follow on investment at site	Development of GPV & GP Business Park	
Commercial floor space occupied	N/A	
Commercial rental values	N/A	

<b>3. ADDITIONAL MONITORING - for specific schemes</b>		
Transport - to be collected for all projects/programmes <b>involving more than £5m public funding</b> and where these metrics and the collection points are relevant to the intervention		
Average daily traffic and by peak/non-peak periods	n/a	
Average AM and PM peak journey time per mile on key routes (journey time measurement)	n/a	
Average AM and PM peak journey time on key routes (journey time measurement)	n/a	
Day-to-day travel time variability	n/a	
Average annual CO2 emissions	n/a	
Accident rate	n/a	
Casualty rate	n/a	
Nitrogen Oxide and particulate emissions	n/a	
Traffic noise levels at receptor locations	n/a	
Annual average daily and peak hour passenger boardings	4,109 High Growth 2,143 Low Growth 668 AM Peak 596 PM Peak	
Bus/light rail travel time by peak period	n/a	
Mode share (%)	8% for rail	
Pedestrians counts on new/existing routes (#)	New access – no existing count	
Cycle journeys on new/existing routes (#)	New access – no existing count	
Households with access to specific sites by mode within threshold times (#)	n/a	

## Berkshire Local Transport Body – 17 November 2016

### 2.07 Bracknell – Coral Reef Roundabout

Highlights of progress since July 2016
The scheme is complete and working well. Assessment of scheme to be carried out at least 12 months after completion in accordance with DfT guidance.

#### 1. The Scheme

- 1.1. The Coral Reef roundabout is the first junction encountered as you enter Bracknell on the A322 heading from M3 J3 towards the A329, the A329(M) and the M4. Proposals are to convert the existing roundabout to a fully signalised crossroads that reduces delay on all arms and improves journey times along the route. These measures will improve access to existing employment areas and new developments, unlocking their economic potential and also assist in reducing carbon emissions. Benefits would also be felt by neighbouring LEP areas and assist in the overall control and coordination of the strategic corridor network within the Borough

#### 2. Progress with the scheme

- 2.1. Works started on site 7<sup>th</sup> April 2015  
2.2. The Coral Reef project is being delivered through a Principal Contractor (the Council's Highways Term Contract) which significantly streamlines the procurements process.  
2.3. The project has progressed well and with good weather is expected to be complete in spring of 2016.

#### 3. Funding

- 3.1. The following table sets out the funding for the scheme

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	£2,100,000	-	-	-	-	-	£2,100,000
Local contributions from .....							
- Section 106 agreements	-	£270,000	-	-	-	-	£270,000
- Council Capital Programme	-	£640,000	-	-	-	-	£640,000
- Other sources	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>	<b>£2,100,00</b>	<b>£910,000</b>					<b>£3,010,000</b>

#### 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
That the overall cost of the Coral Reef Junction exceeds the funding available	Detailed Bill of Quantities with effective site and contract management
Statutory undertakers C4 cost estimates significantly exceed C3 cost estimates	Early liaison with statutory undertakers and early commission of C4 estimates (underway)
Highway Works in neighbouring local authority area during construction leading to traffic congestion and possible impact on programme and costs	Liaison with neighbouring authorities and agreement re. programme
Unexpected need for additional Temporary Traffic Management increasing costs	Liaison with Traffic Management Section and early quantification of TM requirements and

	costs (underway)
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## 5. Programme

Task	November 2014 Timescale	November 2016 timescale (where changed)
Programme Entry Status	14 July 2013	
Independent Assessment of FBC	June 2014	Complete
Financial Approval from LTB	July 2014	Complete January 2015
Feasibility work		complete
Acquisition of statutory powers	None required	
Detailed design	October 2014	Complete Feb 2015
Procurement	Term contractor	complete
Start of construction	June 2015	April 2015
Completion of construction	November 2016	April 2016
One year on evaluation	November 2017	April 2017
Five years on evaluation	November 2021	April 2021

## 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	2.07 Bracknell – Coral Reef Roundabout	27 Oct 2016
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£3,010,000	£3,010,000
Funding breakdown		
Local Growth Deal	£2,100,000	£2,100,000
s.106 and similar contributions	£270,000	£270,000
Council Capital Programme	£640,000	£640,000
Other	-	
In-kind resources provided		£100,000
<b>Outcomes</b>		
Planned Jobs connected to the intervention	0	0
Commercial floor space constructed (square metres)	0	0
Housing unit starts	0	0
Housing units completed	0	0
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	Approximately 2000m of resurfacing following implementation of the new traffic signals	Complete
Total length of newly built roads	Approximately 100m following removal of the	Complete

	roundabout and realignment of the carriageway.	
Total length of new cycle ways	Existing cycleway network runs adjacent to the junction and is unaffected by the works	N/A
Type of infrastructure	Replacement of existing roundabout with new signalised junction	
Type of service improvement	Improvement to journey times following removal of an existing pinch point on the network.	
<b>Outcomes</b>		
Follow on investment at site	0	0
Commercial floor space occupied	0	0
Commercial rental values	0	0

## Berkshire Local Transport Body – 17 November 2016

### 2.08 Slough: Rapid Transit Phase 1

Highlights of progress since July 2016
Widening works between Upton Court Road and High Street, Langley underway
Works near trading estate to start in mid-October 2016
Businesses near to signing agreement for the new service.

#### 1. The Scheme

- 1.1. The A4 forms the spine of a 12km strategic public transport corridor that links Maidenhead, Slough and Heathrow and plays an important role in providing surface access to the airport. The western section of the Slough Mass Rapid Transit (SMaRT) project will provide for buses to operate along the service roads fronting Slough Trading Estate. Bus lanes and other priority measures will be provided in the central section between the estate, Slough town centre and eastwards to Junction 5 of the M4.
- 1.2. The scheme was given full financial approval by the BLTB at the 24th July 2014 meeting.

#### 2. Progress with the scheme

- 2.1. A comprehensive report was put to the 15th September 2014 meeting of the Council's Cabinet. The Cabinet agreed to progress the scheme and gave permission to use CPO powers if necessary to assemble land.
- 2.2. Public consultation has been carried out and was presented to the Cabinet on 19<sup>th</sup> January 2015. The consultation highlighted some concerns about the design of the scheme and revisions have been made in discussion with stakeholders. Planning permission due imminently for elements of the scheme outside highway boundaries.
- 2.3. Procurement has proceeded in parallel with schemes 2.10 Slough: A332 Improvements and 2.17 Slough: A355 Route. Tenders have been sought, a contractor has been selected and the construction programme is under review to meet the LEP and Local Authority spend profile.
- 2.4. The advanced utility diversion work is underway and is scheduled to be completed in July followed by the start of civil works programme.
- 2.5. Civil works is underway and is being co-ordinated with the A355/A332 schemes in order to meet the programme schedule. Completion is expected in December 2016.

#### 3. Funding

- 3.1. The following table sets out the funding for the scheme.

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	£3,100,000	£2,500,000	-	-	-	-	£5,600,000
Local contributions from:							
- Section 106 agreements	£600,000	£300,000	-	-	-	-	£900,000
- Council Capital Programme	£1,800,000	£800,000	-	-	-	-	£2,600,000
- Other sources	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>	<b>£5,500,000</b>	<b>£3,600,000</b>					<b>£9,100,000</b>

#### 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

<b>Risk</b>	<b>Management of risk</b>	<b>Status</b>
Unfavourable response to wider public consultation.	Programme allows for detailed design to be modified where necessary to address specific objections.	Green
Planning permission not being granted for elements that are not Permitted Development.	Public consultation and close working with Ward Members, NAGs, Parish Councils and partners, bearing in mind that the affected land lies within the approved Bath Road Widening Line. On-going dialogue with planning officers to address likely concerns.	Green
Delay in acquiring frontage land near Three Tuns/ land transfer negotiations and legal process longer than expected.	Programme allows time for CPO process to be carried out and time for land transfer. (Minor issue remaining)	Amber
Higher than expected costs arising post-business case approval.	Manage scheme costs and benchmark against similar schemes.	Green
Delays in procurement process.	Programme allows adequate time for procurement.	Green
Delays in achieving local contribution towards costs.	Ensure SBC funding in place and on-going dialogue with partners.	Green
Unexpected land compensation claims.	Address any claims in accordance with current legislation.	Green
Unexpected lead in time and duration for Statutory Authority Works.	Discuss and place orders early on and allow adequate lead in time in Project Plan.	Green
Utilities alterations greater than expected.	Early consultations with Statutory Authorities.	Green
Changes to design after commencing construction.	Fully complete design prior to commencing construction/ allow for contingency provision.	Red

## 5. Programme

<b>Task</b>	<b>November 2014 Timescale</b>	<b>November 2016 Timescale (where changed)</b>
Programme Entry Status	14 July 2013	
Independent Assessment of FBC	June 2014	Complete
Financial Approval from LTB	July 2014	Complete
Feasibility work		Complete
Acquisition of statutory powers	Planning permission and CP Orders required	Complete
Detailed design	Council Cabinet 15 <sup>th</sup> September 2014 agreed subject to outcome of public consultation	Complete
Procurement	Due May 2015	Complete
Start of construction	June 2015	December 2015
Completion of construction	June 2016	December 2017
One year on evaluation	June 2017	December 2018
Five years on evaluation	June 2021	December 2022

## 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.



<b>Growth Deal Schemes:</b>	<b>Transport scheme</b>	
<b>Thames Valley Berkshire LEP</b>	<b>2.08 Slough: Rapid Transit Phase 1</b>	<b>27 October 2016</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£9,100,000	£5,500,000
Funding breakdown		
Local Growth Deal	£5,600,000	£3,100,000
s.106 and similar contributions	£900,000	£600,000
Council Capital Programme	£2,600,000	£1,800,000
Other	-	
In-kind resources provided	£110,000	-
<b>Outcomes</b>		
Planned Jobs connected to the intervention	2,460	0
Commercial floor space constructed (square metres)	108,700	0
Housing unit starts	3,120	0
Housing units completed	3,120	0
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	Partial resurfacing of 2000m for bus lane provision	1200
Total length of newly built roads	150m	90
Total length of new cycle ways	2850m (bus lane)	1710
Type of infrastructure	Junction improvements, traffic signal enhancement, road widening, bus lanes	
Type of service improvement	Enhanced bus services: greater frequency and reliability, reduced journey times	
<b>Outcomes</b>		
Follow on investment at site	To be determined	-
Commercial floor space occupied	To be determined	-
Commercial rental values	To be determined	-

<b>3. ADDITIONAL MONITORING - for specific schemes</b>		
Transport - to be collected for all projects/programmes <b>involving more than £5m public funding</b> and where these metrics and the collection points are relevant to the intervention		
Average daily traffic and by peak/non-peak periods	Data for 3 sections of A4: <ul style="list-style-type: none"> <li>• Bath Rd</li> <li>• Wellington Rd</li> <li>• London Rd</li> </ul>	0
Average AM and PM peak journey time per mile on key routes (journey time)	n/a	-

measurement)		
Average AM and PM peak journey time on key routes (journey time measurement)	Data for A4 Bath Rd between Burnham and town centre and for A4 London Rd between town centre and M4 J5	0
Day-to-day travel time variability	Data for bus travel time variations from timetabled services on A4 Bath Rd and A4 London Rd	0
Average annual CO2 emissions	Data for Slough-wide emissions from traffic on 'A' roads	0
Accident rate	Data for rates along A4	0
Casualty rate	Data for KSI and slights along A4	0
Nitrogen Oxide and particulate emissions	Data for Slough AQMAs 3 & 4	0
Traffic noise levels at receptor locations	n/a	-
Annual average daily and peak hour passenger boardings	Data for <ul style="list-style-type: none"> <li>• 'Series 7' Heathrow bus services;</li> <li>• Boardings in A4 Bath Rd and A4 London Rd</li> </ul>	0
Bus/light rail travel time by peak period	Data for end-to-end and intermediate bus travel times for A4 Bath Rd services	0
Mode share (%)	n/a	-
Pedestrians counts on new/existing routes (#)	n/a	-
Cycle journeys on new/existing routes (#)	Data for journeys along A4 Bath Rd	0
Households with access to specific sites by mode within threshold times (#)	Data for households within 45 mins bus journey time of Heathrow	0

## Berkshire Local Transport Body – 17 November 2016

### 2.09.1 Sustainable Transport NCN 422

Highlights of progress since July 2016
Royal Borough of Windsor and Maidenhead has formally withdrawn for the project. Following objections from the Crown Estate, the route cannot be delivered in the Royal Borough
The funds have been reallocated within the project and Bracknell Forest council will now deliver additional sections of the route
£0.5m has been brought forward from 2017/18 to 2016/17 following discussions with the LEP
Reading Borough Council have completed the final design process for phase 1 of the scheme in RBC, running from Lidl, Bath Road to Berkeley Avenue. It is planned for works to start in November 2016
Phase 2 is currently being consulted upon and design work will start shortly. Wokingham Borough Council has completed the last part of the design to link Reading to Wokingham Town. These works are planned for a January 2017 start.
West Berks are refining the design of the planned scheme for 2017/18 to include value engineering and to assess if there is any extra S106 that can be attributed to the scheme for additional support.

#### 1. The Scheme

- 1.1. In 2013 Sustrans were commissioned by Wokingham Borough Council (with the support of Reading Borough Council, Bracknell Forest Borough Council and the Royal Borough of Windsor & Maidenhead) to investigate a potential National Cycle Route linking all four Boroughs.
- 1.2. The route has since been developed so that it originates in West Berkshire (Newbury) and goes through to LEGOLAND from where there are existing connections to Windsor.
- 1.3. Although the through connection to LEGOLAND Windsor via Crown estate land is no longer possible, the route can be delivered in a less formal way.

#### 2. Progress with the scheme

- 2.1. A full business case for the route has been approved for funding and although the scheme has slightly altered from its original inception the BCR is not expected to change. (The NCN steering group will discuss how best to complete a reassessment of this task)
- 2.2. Bracknell Forest have reassessed the route and have come up with alternative solution which involves improving crossing facilities across 3 major junctions and includes adjustments to the pedestrian and cycleway network to improve safety along the section between Martins Heron roundabout and the borough boundary with Windsor and Maidenhead. This allows the route to be achieved with destinations as described in the business case development, but with an alternative, less direct route.
- 2.3. Officers from the various authorities involved in this project have had an early insight into the possibility of the route changing and have therefore been able to adjust the build programme and bring forward elements earlier. These include parts of the route around the Bracknell Town Centre Regeneration and the Amen corner North development.
- 2.4. Reading Borough Council are well progressed in developing the schemes. The first phase is due on site in November 2016 with the next phases being consulted upon and designed up.
- 2.5. Wokingham Borough have a clear design process established, in which a scheme will be delivered in January 2017 costing around £1.4m.
- 2.6. The next phase of the scheme in Wokingham will make the most of the links through Coppid Beach roundabout, linking up to the David Wilson Homes development which is currently on site at Amen corner.
- 2.7. West Berks are reconsidering their design as some sections are proving problematic where there is not enough space in the carriageway and vehicle speeds are very high. West Berks are going to look for the use of any 106 along the route that might help with the values engineering exercise.

### 3. Funding

- 3.1. The following table sets out the funding for the scheme on the basis of our approved funding profile.
- 3.2. Funding for the Bracknell portion of the route has been pulled forward to 2016/17 to coincide with other projects, Town Centre Redevelopment.

LEP funding allocations	West Berks	Reading	Wokingham	Bracknell	RBWM	Totals
2016/17	0	450,000	800,000	850,000	0	2,100,000
2017/18	500,000	750,000	250,000	0	0	1,500,000
2018/19	600,000	0	0	0	0	600,000
Total	1,100,000	1,200,000	1,050,000	850,000	0	£4,200,000

#### LEP funding table with contribution

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	-	£2,100,000	£1,500,000	£600,000	-	-	£4,200,000
- Wokingham Council Capital Programme	£600,000	£600,000	£TBA	-	-	-	£1,200,000*
- Reading Council Capital Programme		£50,000*	£50,000	-	-	-	£100,000*
- West Berkshire Capital Programme	-		£50,000	£50,000	-	-	£100,000*
- Bracknell Forest Capital Programme	-	£50,000-	£50,000		-	-	£100,000*
- Windsor and Maidenhead Capital Programme	-				-	-	
- Other sources	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>	<b>£600,000</b>	<b>£2,800,000</b>	<b>£1,650,000</b>	<b>£650,000</b>			<b>£5,700,000*</b>

### 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	If the whole project was delivered as one, which design standards should the project conform to? Each authority has its own take on specification and style. It is recommended that the latest DfT guidance on cycle design is used to give the project continuity
Design feasibility & costing	Parts of the project have not yet been designed and there is a risk that it may not be possible to design and implement the project within allocated budget. Capital programme allocation within each Council should be used to supplement delivery where possible.
Funding	As with any multi-faceted project there are risks of securing all the funding needed for completion of the whole NCN. This project has proven to be flexibly delivered and is bring the large section of the project forward.
Political support	Political support withdrawn for the project by RBWM members, which results in no sustainable new infrastructure being delivered. The plan will rely on new

	connecting facilities being constructed in Bracknell to deliver access to an existing route in RBWM.
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## 5. Programme

- 5.1. The programme will be delivered as per the funding programme above in 3.1.
- 5.2. Adjustments have been made to ensure the route to the east of Bracknell can be delivered and will link up to existing routes in Windsor and Maidenhead
- 5.3. Reading and Wokingham will have the spine of the route delivered in 2017/18
- 5.4. The steering group will develop publicity regarding route promotion and links to work and central areas, such as Newbury, Reading, Wokingham and Redeveloped Bracknell Town centre.
- 5.5. If we are all successful with the DfT's Access Fund, West Berks, Reading Wokingham and Bracknell will use the fund to further promote the link and embed into a 3 year long programme of publicity.
- 5.6. A monitoring programme will also be developed in 2017 to ensure data of the number of cyclists using the route is captured.

Task	November 2014 Timescale	November 2016 Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	Not before March 2015	Autumn 2015
Financial Approval from LTB	Due July 2015	November 2015
Feasibility work	Sustrans work complete	COMPLETE
Acquisition of statutory powers	Unlikely to be needed	N/A
Detailed design	RBC & WBC Complete for 2016	COMPLETE
Procurement	Term Contractors undertaking works	
Start of construction	November 2016	November 2016
Completion of construction	February 2019	
One year on evaluation	February 2020	
Five years on evaluation	February 2024	

## 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	2.09.1 Sustainable Transport NCN 422	27 October 2016
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£5,700,000	0
Funding breakdown		
Local Growth Deal	£4,200,000	0
s.106 and similar contributions	-	-
Council Capital Programmes	£1,500,000	0
Other	-	-
In-kind resources provided	Estimate required	-
<b>Outcomes</b>		
Planned Jobs connected to the intervention	-	-

Commercial floor space constructed (square metres)	-	-
Housing unit starts	-	-
Housing units completed	-	-
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	1.1km	0
Total length of newly built roads	Estimate required	-
Total length of new cycle ways	3.5 km (or 7km)	0
Type of infrastructure	Share facility and on carriageway	
Type of service improvement	Estimate required	
<b>Outcomes</b>		
Follow on investment at site	Estimate required	-
Commercial floor space occupied	Estimate required	-
Commercial rental values	Estimate required	-

## Berkshire Local Transport Body – 17 November 2016

### 2.09.2 Sustainable Transport A4 Cycle Route with Bucks

#### Highlights of progress since July 2016

Further design changes required along the A4 in Slough due to pinch points not being addressed in initial design.

#### 1. The Scheme

- 1.1. This scheme will provide a safe and convenient cycle route between Slough and South Buckinghamshire. It will follow the A4 corridor and will link with a scheme being promoted by Thames Valley Buckinghamshire LEP, which is progressing along similar time-scales. The scheme will connect the two urban areas of Slough and Maidenhead and will give access to: the Bishops Centre Retail Park; Slough Trading Estate; Burnham and Taplow stations; and adjacent residential areas. It will cater for commuting and other utility cycling trips, as well as leisure trips, connecting to National Cycle Network Route 61 via the Jubilee River, and to Cliveden and Burnham Beeches.

#### 2. Progress with the scheme

- 2.1. Progress with scheme is as follows:

- RBWM: Maidenhead town centre to Thames Bridge – design prepared and stakeholder consultation completed, minor revisions were made to the scheme design following alterations to the Stafferton Way Link Road scheme and to respond to the findings of the safety audit, NRSWA checks complete, scheme costings reviewed against the latest schedules of rates; internal funding bid submitted, but was unsuccessful. The LEP has offered access to Growing Places funding as an interim measure, until such time as developer contributions become available to repay the loans. However, RBWM does not wish to take up this offer and wishes to return the funds allocated for the Maidenhead section of the scheme to be reallocated to other schemes.
- Bucks: Thames Bridge to Slough Borough boundary – feasibility study completed and design underway – designs are being revised in response to stakeholder feedback.
- Slough: Borough boundary east to Burnham station and Slough Trading Estate – design work completed. The scheme will be coordinated with the delivery of the LSTF-funded cycle link between Slough Trading Estate and Slough town centre. SBC has designed traffic signals for the Huntercombe Lane / A4 junction - toucan crossings are proposed for both arms of the junction to tie in with the A4 Cycle scheme. The Local Access Forum has been consulted and no objections have been received. Consulted with all frontagers in February. Slough is ready to proceed with construction of their element of the scheme.
- Traffic signal design work of Huntercombe Lane/A4 has been varied, however has been recently completed. Work is planned to begin in October.

- 2.2. There have been regular project meetings between SBC and Bucks County Council (BCC) to coordinate the scheme design and to explore opportunities for joint working.

#### 3. Funding

- 3.1. The following table sets out the funding for the scheme on the basis of our unapproved funding profile. There will be an upward adjustment to the approved LEP finance figure when the final costings have been received; this will be met from the “unapproved allocation”.

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	-	£483,000	-	-	-	-	£483,000
Local contributions from ....							
- Section 106 agreements	-	£50,000	-	-	-	-	£50,000

- Council Capital Programme	-	£397,000	-	-	-	-	£397,000
- Other sources	-	£1,728,600	-	-	-	-	£1,728,600
<b>Total Scheme Cost</b>		<b>£2,658,600</b>					<b>£2,658,600</b>

**Notes:**

- Other sources of funding include £1,542,700 from Thames Valley Bucks LEP and £185,900 from Bucks S106.

**4. Risks**

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

<b>Risk</b>	<b>Management of risk</b>
Delay in coordinating cross-boundary elements.	Public consultation and close working between three authorities.
Higher than expected costs arising post-business case approval.	Manage scheme costs and benchmark against similar schemes.
Delays in procurement process.	Programme will allow adequate time for procurement.
Delays in achieving local contribution towards costs.	Submit internal funding bids in good time.
Unexpected lead in time and duration for Statutory Authority Works.	Discuss and place orders early on and allow adequate lead in time in Project Plan.
Utilities alterations greater than expected.	Early consultations with Statutory Authorities.

**5. Programme**

<b>Task</b>	<b>Original Timescale</b>	<b>November 2016 Timescale (where changed)</b>
Programme Entry Status	24 July 2014	
Data Collection	April 2015	June 2015
Independent Assessment of FBC	Due May 2015	October 2015
Financial Approval from LTB	Due July 2015	November 2015
Feasibility work	complete	
Acquisition of statutory powers	Unlikely to be needed	
Detailed design	Spring/summer 2015	January 2016
Public Consultation	-	February – June 2016
Procurement	Complete by December 2015	September 2016
Start of construction	Spring 2016	January 2017
Completion of construction	December 2016	June 2017
One year on evaluation	December 2017	June 2018
Five years on evaluation	December 2021	June 2022

**6. Growth Deal Reporting Framework**

- 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.

<b>Growth Deal Schemes:</b>	<b>Transport scheme</b>	
<b>Thames Valley Berkshire LEP</b>	<b>2.09.2 Sustainable Transport A4 Cycle with Bucks</b>	<b>27 October 2016</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£2,970,000	£0



Funding breakdown		
Local Growth Deal	£550,000	£0
s.106 and similar contributions	£90,000	£0
Council Capital Programmes	£630,000	£0
Other	£1,700,000	£0
In-kind resources provided	£50,000	£50,000
<b>Outcomes</b>		
Planned jobs connected to the intervention	0	-
Commercial floor space constructed (square metres)	0	-
Housing unit starts	0	-
Housing units completed	0	-
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	0	-
Total length of newly built roads	0	-
Total length of new cycle ways	2.4 km*	0
Type of infrastructure	Shared use footway / cycleway and on-carriageway cycle lanes	
Type of service improvement	New cycle route	
<b>Outcomes</b>		
Follow on investment at site	0	-
Commercial floor space occupied	0	-
Commercial rental values	0	-

\* excludes section within Buckinghamshire

## Berkshire Local Transport Body – 17 November 2016

### 2.10 Slough: A332 Improvements

Highlights of progress since July 2016
Utility diversions underway with BT delays are likely due to extent of works

#### 1. The Scheme

- 1.1. This project includes a programme of junction improvements, road widening and other works along the A332 on the approach to Slough town centre with the aim of improving conditions for general traffic as well as buses along this strategic route, making journeys quicker and more reliable.

#### 2. Progress with the scheme

- 2.1. The business case for this scheme was assessed by WYG in October 2014. Financial Approval was given by the BLTB on 20<sup>th</sup> November 2014.
- 2.2. Detailed design and public consultation have been completed. Approval was granted by the Cabinet on the 15<sup>th</sup> December 2014 to proceed to tender and implementation. The Council has worked with other owners of land on the eastern frontage to agree a regeneration scheme involving the demolition of properties to allow road widening and provision of a comprehensive residential development<sup>1</sup>. Agreement has now been reached without the need to use CPO powers.
- 2.3. Procurement has proceeded in parallel with schemes 2.08 Slough: Rapid Transit Phase 1 and 2.17 Slough: A355 Route. Tenders have been sought, a contractor has been selected and the construction programme is under review to meet both the LEP and L's funding profile.
- 2.4. Utility works to commenced December 2015 and main civil works to start January 2017 with completion due September 2017.
- 2.5. Some civil works have been started early in order to utilise downtime at the other sites the contractor is working on (A332 Improvements).

#### 3. Funding

- 3.1. The following table sets out the funding for the scheme.

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	£1,266,667	£1,433,333	-	-	-	-	£2,700,000
Local contributions from ....							
- Section 106 agreements	£250,000		-	-	-	-	£250,000
- Council Capital Programme	£2,050,000		-	-	-	-	£2,050,000
- Other sources	-		-	-	-	-	-
<b>Total Scheme Cost</b>	<b>£3,566,667</b>	<b>£1,433,333</b>					<b>£5,000,000</b>

#### 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.

<sup>1</sup> This has been supported by the 27<sup>th</sup> November 2014 Planning Committee's decision to designate the area as a 'Selected Key Location' for regeneration in line with Core Policy 1 of the Slough Local Plan.

Risk	Management of risk	Status
Unfavourable response to wider public consultation.	Address any issues arising during public consultation. Close working with Ward Members, NAGs, Parish Councils and partners, bearing in mind that the affected land lies within the approved Berkshire Road Widening Line. (Planning application submitted: no issues anticipated in relation to LGF scheme).	Green
Planning permission not being granted for associated housing and commercial developments.		Green
Delay in acquiring frontage land / land transfer negotiations and legal process longer than expected.	Land located within Berkshire Road Widening Line approved by Berks in 1996. Programme allows times for CPO process to be carried out if necessary and time for land transfer.	Green
Higher than expected costs arising post-business case approval.	Manage scheme costs and benchmark against similar schemes. Scheme to be tendered with other SMaRT and A355 major projects.	Green
Delays in procurement process.	Programme allows adequate time for procurement.	Green
Delays in achieving local contribution towards costs.	Ensure SBC funding in place and on-going dialogue with partners.	Green
Unexpected land compensation claims.	Address any claims in accordance with current legislation.	Green
Unexpected lead in time and duration for Statutory Authority Works.	Discuss and place orders early on and allow adequate lead in time in Project Plan.	Green
Utilities alterations greater than expected.	Early consultations with Statutory Authorities.	Green
Changes to design after commencing construction.	Fully complete design prior to commencing construction/ allow for contingency provision.	Green

## 5. Programme

Task	Original Timescale	November 2016 Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	October 2014	
Financial Approval from LTB	20 November 2014	
Feasibility work	Completed	
Acquisition of statutory powers	planning permission and CP Orders required	September 2014
Cabinet approve scheme		Dec 2014
Detailed design	March 2015	Jan 2015
Procurement	May 2015	September 2015
Start of construction	June 2015	December 2015
Completion of construction	June 2016	September 2017
One year on evaluation	June 2017	September 2018
Five years on evaluation	June 2021	September 2022

## 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.

<b>Growth Deal Schemes:</b>	<b>Transport scheme</b>	
<b>Thames Valley Berkshire LEP</b>	<b>2.10 Slough: A332 Improvements</b>	<b>27 October 2016</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£5,000,000	<b>£3,566,667</b>
Funding breakdown		
Local Growth Deal	£2,700,000	£1,266,667
s.106 and similar contributions	£250,000	£250,000
Council Capital Programme	£2,050,000	£2,050,000
Other	-	
In-kind resources provided	£90,000	-
<b>Outcomes</b>		
Planned Jobs connected to the intervention	2,150	0
Commercial floor space constructed (square metres)	79,150	0
Housing unit starts	2,995	0
Housing units completed	2,995	0
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	500m	300
Total length of newly built roads	500m of additional traffic lane	300
Total length of new cycle ways	350m	210
Type of infrastructure	Junction improvements, road widening, bus lanes	
Type of service improvement	Relieve congestion, reduce journey times, increase journey reliability	
<b>Outcomes</b>		
Follow on investment at site	Redevelopment for 125 housing units	0
Commercial floor space occupied	To be determined	-
Commercial rental values	To be determined	-

## Berkshire Local Transport Body – 17 November 2016

### 2.11 Reading: South Reading MRT phase 1

### 2.12 Reading: South Reading MRT phase 2

Highlights of progress since July 2016
Construction of Phase 1 of the scheme commenced in August with good progress being made on-site to date.
Detailed designs are being finalised for Phase 2 taking account of the latest situation with the Southside development site.
Development of detailed designs for Phases 3 - 4 are being progressed in advanced of an announcement on GD3.

## 1. The Scheme

1.1 South Reading Mass Rapid Transit (MRT) Phases 1 and 2 will provide a series of bus priority measures on the A33 between M4 junction 11 and the A33 junction with Longwater Avenue (GreenPark) (Phase 1) and Island Road (Phase 2). The scheme would reduce congestion and journey times, improving public transport reliability on the main corridor into Reading.

## 2. Progress with the scheme

- 2.1 Outline design and preliminary business case development is complete. The scheme was granted programme entry status by the BLTB in July 2014.
- 2.2 The business case has been completed and full financial approval for the scheme was granted by the BLTB in November 2015. The business case incorporates comments received previously from the independent assessors regarding the need to update elements of the Reading Transport Model (RTM), therefore an updated model of the A33 corridor was been used for preparation of the scheme business case.
- 2.3 The economic appraisal for the scheme gives a BCR of 3.55, showing the scheme represents high value for money. Sensitivity tests undertaken with increased scheme costs and high and low patronage forecasts still show a positive BCR of between 2.4 to 4.2.
- 2.4 Statutory consultation for the scheme has been completed with no objections received to the Traffic Regulation Orders. In addition a public exhibition was held in June to provide information about this element of the MRT scheme and proposals for future phases.
- 2.5 Design work for Phase 1 of the scheme has been completed and the required third party land has been secured from the Worton Grange development site. Procurement of a contractor has been completed and construction commenced in August with good progress being made on-site to date.
- 2.6 Detailed designs for the revised alignment of Phase 2 are being prepared taking account of the latest situation with the Southside development site. This is in line with the approach taken for development of the full scheme to ensure consistency with the latest land-use development proposals on the A33 corridor and secure land for the scheme as opportunities arise.
- 2.7 A phased construction programme for the scheme has been developed, including measures to reduce disruption to the flow of traffic while the construction works take place, for instance by limiting any necessary lane closures to off peak hours only.
- 2.8 The potential for cost savings for the scheme continues to be reviewed, both to the overall scheme costs and the level of LGF funding required.
- 2.9 A Growth Deal 3 bid has been submitted for Phases 3-6 of the scheme to provide further bus priority measures on the A33 corridor towards Reading town centre. Development of designs for Phases 3 - 4 are being progressed in advanced of an announcement on GD3.

### 3. Funding

3.1. The following table sets out the funding for the scheme on the basis of the indicative funding profile.

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	-	£2,970,000	£1,530,000	-	-	-	£4,500,000
Local contributions from:							
- Section 106 agreements	-	£740,000	£380,000	-	-	-	£1,120,000
- Council Capital Programme	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>		<b>£3,710,000</b>	<b>£1,910,000</b>				<b>£5,620,000</b>

### 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
Objections through the TRO process.	Scheme is within highway or safeguarded land. The principle of MRT on this corridor has been consulted upon through preparation of policy documents including the LTP3.
Utility diversions and surface water drainage alterations.	Detailed designs for the scheme are being prepared with all the relevant information from utility searches and in line with surface water drainage requirements.
Securing the required third party land where this falls outside highway land.	The MRT route has been safeguarded for this purpose and negotiations with land owners are being undertaken.

### 5. Programme

Task	Original Timescale	November 2016 Timescale (where changed)
Feasibility work	March 2014	
Programme Entry Status	July 2014	
Independent Assessment of FBC	September 2015	
Financial Approval from LTB	November 2015	
Acquisition of statutory powers	March 2016	June 2016
Detailed design	June 2015	Phase 1 - April 2016 Phase 2 - November 2016
Procurement	June 2016	Phase 1 - July 2016 Phase 2 - January 2017
Start of construction	August 2016	
Completion of construction	November 2017	
One year on evaluation	November 2018	
Five years on evaluation	November 2022	

### 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.

<b>Growth Deal Schemes:</b>	<b>Transport scheme</b>	
<b>Thames Valley Berkshire LEP</b>	<b>2.11 Reading: South Reading MRT phase 1 2.12 Reading: South Reading MRT phase 2</b>	<b>27 October 2016</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£5,620,000	
Funding breakdown		
Local Growth Deal	£4,500,000	
s.106 and similar contributions	£1,120,000	
Council Capital Programme	-	
Other	-	
In-kind resources provided	£350,000	
<b>Outcomes</b>		
Planned Jobs connected to the intervention	2,424	
Commercial floor space constructed (square metres)	44,016	
Housing unit starts	527	
Housing units completed	527	
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	0m	
Total length of newly built roads	1,900m (Phase 1) 1,360m (Phase 2)	
Total length of new cycle ways	200m (Phase 2)	
Type of infrastructure	Bus Priority Lanes	
Type of service improvement	Reduced & consistent journey times	
<b>Outcomes</b>		
Follow on investment at site	N/A	
Commercial floor space occupied	N/A	
Commercial rental values	N/A	

## Berkshire Local Transport Body – 17 November 2016

### 2.13 Wokingham: Thames Valley Park and Ride previously called 2.13 Reading: Eastern Park and Ride

Highlights of progress since July 2016
Discussions ongoing between Oracle and Wokingham Borough Council relating to transfer of land ownership.
Discussions have commenced with TVP regarding a proposed Heads of Terms for use of the TVP Shuttle Bus Service. TVP Directors support in principle the proposed Heads of Terms
The Planning Application that was been submitted to Wokingham Borough Council will be considered at the November Committee (as a result of further detailed being requested relating to landscaping).
The Full Business Case is in advanced state of preparation, awaiting only planning permission and detailed costs following value engineering.

#### 1. The Scheme

- 1.1 Thames Valley Park and Ride (P&R) is a proposed P&R facility off the A3290 in the east of the Reading urban area. The scheme will improve access to Reading town centre and major employment sites by providing congestion relief on the road network in east Reading.
- 1.2 The scheme is being jointly promoted by Reading Borough Council (RBC) and Wokingham Borough Council (WBC).
- 1.3 The scheme was originally called 2.13 Reading: Eastern Park and Ride, but has since been re-named 2.13 Wokingham: Thames Valley Park and Ride

#### 2. Progress with the scheme

- 2.1 Outline design and preliminary business case development (including baseline surveys and modelling) is complete. The scheme was granted programme entry status by the BLTB in July 2014.
- 2.2 Scheme development, including preparation of the full business case for the scheme has been completed in line with the requirements of the BLTB independent assessment.
- 2.3 Wokingham BC secured LSTF revenue funding for 2015/16 to progress the scheme to submission of a planning application. Progression of a public consultation, planning application (including an Environmental Statements), has been undertaken in line with the scheme programme.
- 2.4 Meetings took place between Reading BC and Wokingham BC to ascertain the extent of work already undertaken.
- 2.5 Progress on scheme development has been reported to the Thames Valley Park Board and regular updates will be reported to this forum as a key delivery partner for the project.
- 2.6 The potential for cost savings for the scheme continues to be reviewed, both to the overall scheme costs and the level of LGF funding required. The results of detailed value engineering will be incorporated into the final version of the Full Business Case in the spring.
- 2.7 The scheme is being developed to ensure compatibility with other schemes contained within the TVB Strategic Economic Plan (SEP), particularly East Reading Mass Rapid Transit.

#### 3. Funding

- 3.1. The following table sets out the funding for the scheme on the basis of the indicative funding profile.

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	-	-	£2,000,000	£900,000	-	-	£2,900,000



Local contributions from .....	-	-	-	-	-	-	-
- Section 106 agreements	-	-	£700,000	-	-	-	£700,000
- Council Capital Programme	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>			<b>£2,750,000</b>	<b>£900,000</b>			<b>£3,600,000</b>

#### 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

<b>Risk</b>	<b>Management of risk</b>
Planning permission is not granted.	Robust scheme development and planning application documentation has been prepared.
Land availability	Land constraints have been identified, elements of land within local authority ownership. WBC engaged in negotiations on leases.
Crossrail safeguarded land	Initial discussions with Crossrail confirmed they are only likely to require access across the land to a storage area by the river.
Objections through the planning process	Robust scheme development and planning application documentation is being prepared.
Environmental consents / mitigation	Subject to planning and consultation process. Initial key survey work has been undertaken and scheme subject to a rigorous site option assessment process. Ecology surveys now complete and discussions have commenced with WBC Development Management.
Securing operationally viable bus service	Liaison with possible providers including TVP underway, operational principles established. Heads of Terms agreed in principle.
Requirement for Utility Diversion	Ongoing discussions with SGN and SSE.

#### 5. Programme

<b>Task</b>	<b>Original Timescale</b>	<b>November 2016 Timescale (where changed)</b>
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	September 2015	October 2016 (submit first draft FBC)
Financial Approval from LTB	November 2015	March 2017
Feasibility work	March 2014	
Acquisition of statutory powers	September 2015	November 2016
Detailed design	September 2015	Start 2017
Procurement	March 2016	Spring 2017
Start of construction	April 2016	Autumn 2017
Completion of construction	September 2017	2018
One year on evaluation	September 2018	2019
Five years on evaluation	September 2022	2023

## 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	2.13 Wokingham: Thames Valley Park and Ride previously 2.13 Reading: Eastern Park and Ride	27 October 2016
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£3,600,000	0
Funding breakdown		
Local Growth Deal	£2,900,000	0
s.106 and similar contributions	£700,000	0
Council Capital Programme	-	-
Other	-	-
In-kind resources provided		
<b>Outcomes</b>		
Planned Jobs connected to the intervention	n/a	-
Commercial floor space constructed (square metres)	n/a	-
Housing unit starts	n/a	-
Housing units completed	n/a	-
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	[TBC]	-
Total length of newly built roads	[TBC]	-
Total length of new cycle ways	[TBC]	-
Type of infrastructure	Park and Ride	
Type of service improvement	Congestion relief, sustainable transport	
<b>Outcomes</b>		
Follow on investment at site	[TBC]	-
Commercial floor space occupied	[TBC]	-
Commercial rental values	[TBC]	-

## Berkshire Local Transport Body – 17 November 2016

### 2.14 Reading: East Reading Mass Rapid Transit

Highlights of progress since July 2016
Public consultation including an exhibition was undertaken over the summer which will inform development of the scheme and preparation of the planning application.
Pre-application discussions are being undertaken with Reading BC, Wokingham BC and all statutory consultees including the Environment Agency.
Development of the full business case for the scheme is being progressed following completion of the update to the Reading Transport Model. The methodology for the business case has been agreed with WYG through an Appraisal Specification Report.

#### 1. The Scheme

- 1.1 East Reading Mass Rapid Transit (MRT) is a new public transport link between central Reading and the proposed Thames Valley Park P&R site to the east of the Reading urban area, running parallel to the Great Western mainline.
- 1.2 The scheme is being jointly promoted by Reading Borough Council (RBC) and Wokingham Borough Council (WBC).

#### 2. Progress with the scheme

- 2.1 Outline design and preliminary business case development is complete. The scheme was granted programme entry status by the BLTB in July 2014.
- 2.2 Scheme development is on-going, including preparation of the full scheme business case which is being progressed following completion of the update to the Reading Transport Model. The methodology for the business case has been agreed with WYG in the form of an Appraisal Specification Report. It is anticipated that full financial approval will be sought from the BLTB meeting in March 2017.
- 2.3 The initial business case for the scheme identified significant journey time and operational costs savings for public transport services, therefore it is not anticipated that the requirement to update the model will adversely impact the value for money assessment of the scheme.
- 2.4 Public consultation including an exhibition was undertaken over the summer which will inform development of the scheme and preparation of the planning application.
- 2.5 Preparation of the planning application is on-going with significant work focused on environmental, flooding, landscaping and visual impact concerns. Pre-application discussions are being undertaken with Reading BC, Wokingham BC and all statutory consultees including the Environment Agency.
- 2.6 Early contractor involvement is being undertaken to inform the specification and build methodology for the scheme.
- 2.7 The overall scheme programme has been updated to reflect the implications resulting from the significant delay associated with the requirement to update the Reading Transport Model prior to preparation of the full scheme business case, and the potential for further delays associated with the Planning process.
- 2.8 Progress on scheme development has been reported to the Thames Valley Park Board and regular updates will be reported to this forum as a key delivery partner for the project.
- 2.9 The scheme is being developed to ensure compatibility with other schemes contained within the TVB Strategic Economic Plan (SEP), particularly the Thames Valley Park P&R scheme.
- 2.10 The potential for cost savings for the scheme continues to be reviewed, both to the overall scheme costs and the level of LGF funding required.
- 2.11 A Growth Deal 3 bid has been submitted for Phase 2 of the scheme. If successful, the full business case for the scheme will cover both Phases 1 and 2.

### 3. Funding

3.1. The following table sets out the funding for the scheme on the basis of the indicative funding profile.

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	-	-	-	£5,400,000	£10,200,000	-	£15,600,000
Local contributions from ...							
- Section 106 agreements	-	-	-	-	£3,900,000	-	£3,900,000
- Council Capital Programme	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>				<b>£5,400,000</b>	<b>£14,100,000</b>		<b>£19,500,000</b>

### 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
Environmental consents / mitigation	Subject to planning and consultation process. Initial key survey work has been undertaken and scheme subject to a rigorous site option assessment process.
Planning permission is not granted / objections through the planning process	Robust scheme development and planning application documentation is being prepared.
A Public Inquiry is called by the Planning Inspectorate.	Robust scheme development and planning application documentation is being prepared.
Land availability	Land constraints have been identified, elements of land within local authority ownership, and negotiations on-going with third party landowners.
Scheme costs significantly increase.	Costs are being reviewed and cost savings sought, a phased approach to delivery has been identified.

### 5. Programme

Task	November 2014 Timescale	November 2016 Timescale (where changed)
Programme Entry Status	July 2013	
Feasibility work	March 2014	
Independent Assessment of FBC	September 2015	October 2016
Financial Approval from LTB	November 2015	March 2017
Acquisition of statutory powers	September 2015	March 2017
Detailed design	September 2015	September 2017
Procurement	March 2016	March 2018
Start of construction	April 2016	April 2018
Completion of construction	September 2017	September 2019
One year on evaluation	September 2018	September 2020
Five years on evaluation	September 2022	September 2024

## 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.

<b>Growth Deal Schemes:</b>	<b>Transport scheme</b>	
<b>Thames Valley Berkshire LEP</b>	<b>2.14 Reading: East Reading Mass Rapid Transit</b>	<b>27 October 2016</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£19,500,000	
Funding breakdown		
Local Growth Deal	£15,600,000	
s.106 and similar contributions	£3,900,000	
Council Capital Programme	-	
Other	-	
In-kind resources provided	£500,000	
<b>Outcomes</b>		
Planned Jobs connected to the intervention	1,236	
Commercial floor space constructed (square metres)	29,600	
Housing unit starts	356	
Housing units completed	356	
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	0m	
Total length of newly built roads	1,870m	
Total length of new cycle ways	1,870m	
Type of infrastructure	Dedicated public transport link	
Type of service improvement	Decongestion Benefits, Journey Time Savings; Reliability; Journey Ambience	
<b>Outcomes</b>		
Follow on investment at site	N/A	
Commercial floor space occupied	N/A	
Commercial rental values	N/A	
<b>3. ADDITIONAL MONITORING - for specific schemes</b>		
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	n/a	
Average AM and PM peak journey time per mile on key routes (journey time measurement)	n/a	

Average AM and PM peak journey time on key routes (journey time measurement)	n/a	
Day-to-day travel time variability	n/a	
Average annual CO2 emissions	n/a	
Accident rate	n/a	
Casualty rate	n/a	
Nitrogen Oxide and particulate emissions	n/a	
Traffic noise levels at receptor locations	n/a	
Annual average daily and peak hour passenger boardings	745,000 per annum; Circa 2,050 per day; 423 AM Peak; 281 Inter-peak	
Bus/light rail travel time by peak period	Time saving of 4 minutes	
Mode share (%)	N/A	
Pedestrians counts on new/existing routes (#)	N/A	
Cycle journeys on new/existing routes (#)	N/A	
Households with access to specific sites by mode within threshold times (#)	N/A	

## Berkshire Local Transport Body – 17 November 2016

### 2.15 Bracknell: Martins Heron Roundabout

Highlights of progress since July 2015
Enhancements made to the original scheme to deliver strategic benefits over and above the original expectations.
Request for additional funding approved at July LTB meeting
Business Case submitted to WYG at beginning of October. Conditional approval is recommended elsewhere on this agenda

#### 1. The Scheme

- 1.1. This is part of a wider programme to improve access between the M3 and M4 via the A322, A329 and A329(M). This route runs through the middle of Bracknell and forms part of the original inner ring road. The main capacity constraint is the junctions where radial and orbital routes intersect. This scheme focuses on the Martins Heron roundabout on the east of Bracknell and includes associated junction improvements and minor alteration to the London Road corridor to improve congestion and journey times. The original intention had been to fund a major part of the improvements from developer contributions arising from Bracknell Town Centre redevelopment but this is no longer possible on viability grounds.

#### 2. Progress with the scheme

- 2.1. Following the decision of BLTB in July, work is in hand to bring this scheme forward to start possibly with the current 2016/17 financial year, subject to meeting the requirements of the conditional approval which is recommended elsewhere on this agenda.
- 2.2. We plan to deliver the Martins Heron/London road corridor improvements project through a Principal Contractor (the Council's Highways Term Contract) which significantly streamlines the procurements process, and will be seeking the necessary internal approvals for this course of action.

#### 3. Funding

- 3.1. The following table sets out the funding for the scheme on the basis of our unapproved funding profile.

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	-	-	£2,000,000	£900,000	-	-	£2,900,000
Local contributions from .....							
- Section 106 agreements	-	-	-	£450,000	-	-	£450,000
- Council Capital Programme	-	-	-	£450,000	-	-	£450,000
- Other sources	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>			<b>£2,000,000</b>	<b>£1,800,000</b>			<b>£3,800,000</b>

#### 4. Risks

Risk	Management of risk
That the overall cost of the Martins Heron Junction exceeds the funding available	Detailed Bill of Quantities with effective site and contract management
Statutory undertakers C4 cost estimates significantly exceed C3 cost estimates	Early liaison with statutory undertakers and early commission of C4 estimates (underway)
Highway Works in neighbouring local authority area during construction leading to traffic congestion and	Liaison with neighbouring authorities and agreement re. programme

possible impact on programme and costs	
Unexpected need for additional Temporary Traffic Management increasing costs	Liaison with Traffic Management Section and early quantification of TM requirements and costs (underway)

## 5. Programme

Task	Original Timescale	November 2016 Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	April 2016	Sept 2016
Financial Approval from LTB	November 2016	
Feasibility work		April 2016
Acquisition of statutory powers	Not needed	
Detailed design	October 2016	
Procurement	Term contractor	
Start of construction	June 2017	
Completion of construction	November 2018	
One year on evaluation	November 2019	
Five years on evaluation	November 2023	

## 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	
<b>Thames Valley Berkshire LEP</b>	<b>2.15 Bracknell: Martins Heron Roundabout</b>	<b>27 October 2016</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£3,800,000	0
Funding breakdown		
Local Growth Deal	£2,900,000	0
s.106 and similar contributions	£450,000	0
Council Capital Programme	£450,000	0
Other	-	
In-kind resources provided	Surveys – Topographical and turning counts	£10000
<b>Outcomes</b>		
Planned Jobs connected to the intervention	-	-
Commercial floor space constructed (square metres)	-	-
Housing unit starts	-	-
Housing units completed	-	-
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	Approximately 750m – 1000m	0
Total length of newly built roads	Approximately 100m where	0



	the existing roundabout is to be removed.	
Total length of new cycle ways	Shared facilities already run along London Rd. Junction works will provide safer controlled crossing points for peds/cyclists.	0
Type of infrastructure	Replacement of existing roundabout with signalised junction	
Type of service improvement	Improvement to journey times following removal of an existing pinch point on the network.	
<b>Outcomes</b>		
Follow on investment at site	Not applicable	-
Commercial floor space occupied	Not applicable	-
Commercial rental values	Not applicable	-

## Berkshire Local Transport Body – 17 November 2016

### 2.16 Maidenhead: Station Access

Highlights of progress since July 2016
Consultants have prepared outline designs and viability assessment for several different options for the station interchange scheme. These options include compulsory purchase and redevelopment of some or all of the area occupied by offices to the north of the station, which is necessary to deliver an interchange scheme. All options have shown a significant funding gap, even with comprehensive redevelopment on site. Also, it has proved challenging to fit the interchange into the space available and address safety and operational issues. A final option is being assessed, with a view to making a presentation to Cabinet Regeneration Sub-Committee (target date – December 2016)
A viability and feasibility study for increasing car parking capacity at Stafferton Way has been completed. The preferred option will be incorporated into the Parking Strategy, which is programmed for consideration by Cabinet in October 2016.

#### 1. The Scheme

##### 1.1. The scheme has three elements:

- i) Construction of a multi-modal transport interchange at Maidenhead Station to improve connections between journeys made on foot, bicycle, bus, train, taxi and car.
- ii) Improved linkages between the rail station and the town centre, with environmental enhancements for the station forecourt that will transform the area and create a proper gateway to the town centre.
- iii) Construction of replacement and increased parking to serve Maidenhead, providing up to 1,000 additional car parking spaces for rail commuters, shoppers visitors and employees.

#### 2. Progress with the scheme

- 2.1. Maidenhead Railway Station is a major gateway into the town centre with over 4.5 million people passing through it each year, putting it in the top 50 UK stations outside London, and significantly higher if interchanges are taken into account.
- 2.2. With the planned upgrades to the Great Western Main Line, including electrification, new rolling stock and implementation of Crossrail, passenger footfall and the importance of Maidenhead station will increase.
- 2.3. Maidenhead Town Centre Area Action Plan (AAP) has identified the station and surrounding area as an Opportunity Site for development. Discussions have taken place with Network Rail and other landowners.
- 2.4. Access to the station by non-car modes is currently poor. Buses call at a number of different stops scattered over a wide area. In a recent passenger survey, access by bus was the second most identified area for improvement.
- 2.5. The station forecourt is congested with parked cars, taxis and vehicles involved in dropping off / picking up passengers, while walking and cycling routes to the station are narrow and congested, with cycle parking facilities operating above capacity.
- 2.6. In 2013, a provisional scheme was developed jointly with Crossrail incorporating a transport interchange at Maidenhead Station to improve connections between rail and other forms of transport. Vehicles would largely be removed from the station forecourt to enable creation of interchange facilities and a high quality public space commensurate with its importance as a gateway to the town centre and western terminus to Crossrail. Unfortunately, the Crossrail scheme was ultimately found to be unviable, but it provided a useful starting point.
- 2.7. There are nearly 400 parking spaces in the station car parks, with 87 in the station forecourt. These facilities operate at or close to capacity on most days. Removal of the parked cars from the station forecourt means that parking will need to be re-provided elsewhere. A passenger survey showed that only half of interviewed passengers who arrived by car currently use the station car parks, with a quarter parking on street. This suggests that there

is suppressed demand for parking at the station. The additional trips associated with Crossrail and other planned improvements, are likely to significantly increase the demand for parking in the vicinity of the rail station.

- 2.8. The AAP identifies a site for a new / expanded car park within the Stafferton Way Opportunity area, which could also serve the new development within this Opportunity Area and the other Opportunity Areas across the town centre area. This will enable reduced levels of car parking to be provided elsewhere, thus maximising development opportunities and reducing traffic entering the retail core.
- 2.9. An access and parking study has been carried out for the town centre, which shows that long-stay car parks near the station are already at capacity on weekdays. With growth in traffic forecast to be in the region of 2% per annum over 10 years, it is forecast that there will be an overall shortfall in weekday parking across the town centre within the next few years. A number of options have been considered to address this shortfall including:
  - Provision of additional car parking at Stafferton Way
  - Provision of additional car parking within the Broadway Opportunity Area
  - Provision of additional car parking at alternative locations
  - Park and ride opportunities
- 2.10. Regardless of which option is pursued, additional car parking will be required to accommodate weekday demand.
- 2.11. A consultant was appointed to carry out a viability and feasibility study for the Stafferton Way car park, and to consider appropriate funding and operating models. The preferred solution will be agreed as part of the Parking Strategy, which is being considered by Cabinet at the end of October.
- 2.12. A range of other stakeholders have demonstrated commitment and support for the project as part of the wider Maidenhead Town Centre Area Action Plan, including the Partnership for the Rejuvenation of Maidenhead.
- 2.13. The Council has also been working with developers to explore delivery options for improving pedestrian and cycle access between the station and the town centre, including remodelling of the King Street / Queen Street / Grenfell Road junction. A planning application has been approved for The Landing development and RBWM has provisionally secured a contribution of £250,000 towards the junction improvement scheme.
- 2.14. The Council has appointed consultants to progress designs for a multi-modal interchange at the station. The constrained nature of the station site means that it is not possible to provide all of the required interchange elements within the existing station forecourt.
- 2.15. The adjacent landowners declined to enter into a joint venture, which means that compulsory purchase of all or part of the area to the north of the station will be required in order to deliver the interchange scheme.
- 2.16. Consultants have appraised numerous options and sub-options, including redevelopment of all or part of the site in order to minimise any funding gaps created by the compulsory purchase of the land required for the interchange.
- 2.17. None of the options appraised to date have offered a solution that is deliverable within the available funding. Also, it has proved challenging to fit the interchange into the space available and address safety and operational issues associated with bus operations. However, a final option is currently in development and providing it satisfies safety and operational requirements, it will be taken to Regeneration Sub-Committee as the recommended option.
- 2.18. In parallel, Great Western Railway has undertaken preliminary design work for a track-level pedestrian link between the station and the car park, in order to minimise impacts on the traffic signals at the A308 / Shoppenhangers Road junction caused by pedestrians using the surface crossing.
- 2.19. They have appointed consultants to develop proposals for enhancing the station's southern access to extend the ticket gate line to accommodate the additional passengers that are forecast to use this entrance.

- 2.20. They also developed a proposal for decking the station car park at Shoppenhangers Road to provide at least 182 additional spaces and have submitted a funding bid to the Station Commercial Project Facility. Unfortunately, this was unsuccessful due to the high cost of the project relative to the benefits afforded by the scheme.
- 2.21. Network Rail are currently assessing the potential impacts of the Western Rail Link to Heathrow on Maidenhead Station, including access arrangements and platform capacity issues – the results of this work will feed into the interchange design.
- 2.22. Timetable:
- Internal funding bid submitted August 2016.
  - Car park solution to be considered by Cabinet as part of the Parking Strategy at the end of October 2016.
  - Outline design complete and the preferred option for the station interchange to be identified by end of October 2016.
  - Report to be taken to Cabinet Regeneration Sub-Committee in December 2016, seeking approval to progress with the preferred interchange scheme.
  - Assuming that the scheme is approved, the formal business case and detailed design will be progressed with a view to seeking funding approval from the Thames Valley Berkshire Local Transport Body in July 2017.
  - The scheme is scheduled for start on site in 2017/18 with completion in 2018/19 in advance of the opening of Crossrail in December 2019.

### 3. Funding

- 3.1. The following table sets out the funding for the scheme on the basis of our unapproved funding profile.

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	-	-	£1,750,000	£5,000,000	-	-	£6,750,000
Local contributions from .....							
- Section 106 agreements	-	-	£1,250,000*	-	-	-	£1,250,000*
- Council Capital Programme	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>			<b>£3,000,000*</b>	<b>£5,000,000</b>			<b>£8,000,000*</b>

\*provisional funding profile, not yet confirmed

### 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
Land cannot be secured for the development	Compulsory purchase options being investigated.
Planning permission is not granted	The scheme is consistent with priorities identified within the Maidenhead Town Centre AAP. Planning is engaged in discussions.
Private sector finance is not forthcoming	The bid reflects the worst case scenario, with minimal private sector funding. Discussions are ongoing with relevant stakeholders and the Council is confident that private sector finance can be delivered in excess of the minimum levels indicated.

## 5. Programme

Task	November 2014 Timescale	November 2016 Timescale (where)
Programme Entry Status	24 July 2014	
Feasibility / outline design	March 2015	October 2016
Selection of preferred option		December 2016
Detailed design	January 2016	February 2017
Preparation of FBC		May 2017
Independent Assessment of FBC	March 2016	June 2017
Financial Approval from LTB	July 2016	July 2017
Acquisition of statutory powers	March 2015	September 2017
Procurement	March 2016	November 2017
Start of construction	April 2017	January 2018
Completion of construction	March 2017	October 2019
One year on evaluation	October 2018	October 2020
Five years on evaluation	October 2022	October 2024

## 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	2.16 Maidenhead: Station Access	27 October 2016
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£8,000,000	£0
Funding breakdown		
Local Growth Deal	£6,750,000	£0
s.106 and similar contributions	£1,250,000	£0
Council Capital Programme	-	-
Other	-	-
In-kind resources provided	£150,000	£10,000
<b>Outcomes</b>		
Planned Jobs connected to the intervention	875	0
Commercial floor Space constructed (square metres)	15,750	0
Housing unit starts	50	0
Housing units completed	50	0
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	0	0
Total length of newly built roads	0	0
Total length of new cycle ways	0	0
Type of infrastructure	Multi-modal transport interchange; 1,000 space multi-storey car park	
Type of service improvement	Improved connections between journeys made	

	on foot, bicycle, bus, train, taxi and car; Increased car park capacity serving the rail station and town centre.	
<b>Outcomes</b>		
Follow on investment at site	tbc*	-
Commercial floor space occupied	tbc*	-
Commercial rental values	tbc*	-
<b>3. ADDITIONAL MONITORING - for specific schemes</b>		
Transport - to be collected for all projects/programmes <b>involving more than £5m public funding</b> and where these metrics and the collection points are relevant to the intervention		
Average daily traffic and by peak/non-peak periods	n/a	-
Average AM and PM peak journey time per mile on key routes (journey time measurement)	n/a	-
Average AM and PM peak journey time on key routes (journey time measurement)	n/a	-
Day-to-day travel time variability	n/a	-
Average annual CO <sub>2</sub> emissions	n/a	-
Accident rate	n/a	-
Casualty rate	n/a	-
Nitrogen Oxide and particulate emissions	n/a	-
Traffic noise levels at receptor locations	n/a	-
Annual average daily and peak hour passenger boardings	tbc*	-
Bus/light rail travel time by peak period	n/a	-
Mode share (%)	tbc*	-
Pedestrians counts on new/existing routes (#)	tbc*	-
Cycle journeys on new/existing routes (#)	tbc*	-
Households with access to specific sites by mode within threshold times (#)	tbc*	-

\* Numbers will be determined as part of feasibility work

## Berkshire Local Transport Body – 17 November 2016

### 2.17 Slough: A355 Route

Highlights of progress since July 2016
Southbound carriageway works completed in September including bridge works
Contra-flow switched in September
Northbound bridge works underway

#### 1. The Scheme

- 1.1. This is a scheme to improve traffic flow on the strategic north-south A355 route that links the M4, Slough Trading Estate and the M40 and to enhance access to Slough town centre. The scheme involves the remodelling of the Copthorne roundabout, signal and junction upgrades and selected road widening.
- 1.2. The A355 Route Enhancement scheme will deliver a major contribution to reducing road congestion and increasing economic efficiency and business confidence. This project will support the delivery of the 150,000m<sup>2</sup> of office and ancillary space proposed in the Slough Trading Estate master plan and over 60,000m<sup>2</sup> of office space, 2,300 dwellings and other development to be delivered in the town centre as part of the 'Heart of Slough' project.

#### 2. Progress with the scheme

- 2.1. The business case for this scheme was assessed by WYG in October 2014. Financial Approval was given by the BLTB on 20<sup>th</sup> November 2014.
- 2.2. Detailed design and public consultation have been completed. Approval was granted by the Cabinet on the 15<sup>th</sup> December 2014 to proceed to tender and implementation.
- 2.3. Procurement has proceeded in parallel with schemes 2.08 Slough: Rapid Transit Phase 1 and 2.10 Slough: A332 Improvements.
- 2.4. Civils work started mid-January 2016; the bridge repair and new parapets are on-going and about 30% complete on the east side. The formation of the cut through at the roundabout is about 40% complete. Works to the south bound carriageway are 40% complete. Switch over to commence work on the west side is July 2016 and full completion is December 2016.

#### 3. Funding

- 3.1. The following table sets out the funding for the scheme.

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	£2,275,000	£2,125,000	-	-	-	-	£4,400,000
Local contributions from ....							
- Section 106 agreements	£700,000		-	-	-	-	£700,000
- Council Capital Programme	£700,000		-	-	-	-	£700,000
- Other sources	-		-	-	-	-	-
<b>Total Scheme Cost</b>	<b>£3,675,000</b>	<b>£2,125,000</b>					<b>£5,800,000</b>

#### 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	
Unfavourable response to wider public consultation.	Public consultation and close working with Ward Members, NAGs, Parish Councils and	Green

	partners, bearing in mind that the affected land lies within the approved Bath Road Widening Line. On-going dialogue with planning officers to address likely concerns.	
Higher than expected costs arising post-business case approval.	Manage scheme costs and benchmark against similar schemes. Scheme to be tendered with other SMaRT and A332 major projects.	Green
Delays in procurement process.	Programme allows adequate time for procurement	Green
Delays in achieving local contribution towards costs.	Ensure SBC funding in place and on-going dialogue with partners.	Green
Unexpected land compensation claims.	Address any claims in accordance with current legislation.	Green
Unexpected lead in time and duration for Statutory Authority Works.	Discuss and place orders early on and allow adequate lead in time in Project Plan.	Green
Utilities alterations greater than expected.	Early consultations with Statutory Authorities.	Green
Changes to design after commencing construction.	Fully complete design prior to commencing construction/ allow for contingency provision.	Green

## 5. Programme

Task	November 2014 Timescale	November 2016 Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	October 2014	
Financial Approval from LTB	20 November 2014	
Feasibility work	Completed	
Acquisition of statutory powers	n/a	Completed
Detailed design	March 2015	Completed
Procurement	May 2015	Completed
Start of construction	June 2015	December 2015
Completion of construction	June 2016	December 2016
One year on evaluation	June 2017	December 2017
Five years on evaluation	June 2021	December 2021

## 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	
	2.17 Slough: A355 Route	27 October 2016
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£5,800,000	£3,675,000
Funding breakdown		
Local Growth Deal	£4,400,000	£2,275,000



s.106 and similar contributions	£700,000	£700,000
Council Capital Programme	£700,000	£700,000
Other	-	
In-kind resources provided	£90,000	
<b>Outcomes</b>		
Planned Jobs connected to the intervention	1,260	0
Commercial floor space constructed (square metres)	48,000	0
Housing unit starts	600	0
Housing units completed	600	0
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	550m	330
Total length of newly built roads	500m of additional traffic lane	300
Total length of new cycle ways	Nil	-
Type of infrastructure	Signalised roundabout, road widening and bridge improvements	
Type of service improvement	Relieve congestion, reduce journey times, increase journey reliability	
<b>Outcomes</b>		
Follow on investment at site	To be determined	-
Commercial floor space occupied	To be determined	-
Commercial rental values	To be determined	-

## Berkshire Local Transport Body – 17 November 2016

### 2.19 Bracknell: Town Centre Regeneration Infrastructure Improvements

Highlights of progress since July 2016
Full financial approval in December 2015
Project underway and on programme

#### 1. The Scheme

- 1.1. The scheme aims to bring forward transport infrastructure improvements linked to the town centre regeneration, and compliment them further with behaviour change initiatives. Crucially, leading stakeholders in the town centre regeneration, which already has planning consent, have given a strong indication that securing this funding will reduce the joint financial burden, kick-start the development and deliver at least 3,540 retail and leisure jobs for local people.
- 1.2. Schemes included within this project will benefit from other improvements secured through the Growth deal and other Government initiatives such as the Local Pinch Point Funding and Local Sustainable Transport Fund. These include a number of major junctions within Bracknell and also the securing of funds towards delivering the authority's Intelligent Transport Systems strategy. A network management approach has been adopted that looks at improving the network as a whole through the use of Urban Traffic Management & Control. It is this approach that will allow us to achieve improved journey times at key junctions at a much reduced cost, improving accessibility and providing much better value for money

#### 2. Progress with the scheme

- 2.1. Scheme is well under way and on all Local Growth Deal funding elements have been completed.
- 2.2. Work continues on the overall regeneration which on programme to be complete and ready for business in 2017.

#### 3. Funding

- 3.1. The following table sets out the funding for the scheme on the basis of our unapproved funding profile.

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	2,000,000		-	-	-	-	2,000,000
Local contributions from .....	-	-	-	-	-	-	
- Section 106 agreements	-	-					-
- Council Capital Programme	1,000,000	3,382,000	-	-	-	-	4,382,000
- Other sources	-	-	-	-	-	-	
<b>Total Scheme Cost</b>	<b>3,000,000</b>	<b>3,382,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6,382,000</b>

#### 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

<b>Risk</b>	<b>Management of risk</b>
That the overall cost of the scheme exceeds the funding available	Detailed BOQ with Effective Site and contract management
Statutory undertakers C4 cost estimates significantly exceed C3 cost estimates	Liaise with statutory undertakers and early commission of C4 estimates
A delay on the development impacting on the need for improvements and delaying the programme	Liaison with developers and review agreement re programme
Unexpected need for additional Temporary Traffic Management increasing costs	Liaison with Traffic Management section and early quantification of TM cost
Slower construction of the road due to physical constraints	Early engagement and partnership working with key interested parties such as the environment agency.

## 5. Programme

<b>Task</b>	<b>Original Timescale</b>	<b>November 2016 Timescale (where changed)</b>
Programme Entry Status	March 2015	
Independent Assessment of FBC	October 2015	
Financial Approval from LTB	November 2015	
Feasibility work	November 2014	
Acquisition of statutory powers	Not needed	
Detailed design	March 2015	
Procurement	Developer s278 agreement	
Start of construction	Main TC Regen Works April 2015	
Completion of construction	April 2017	
One year on evaluation	April 2018	
Five years on evaluation	April 2022	

## 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.

<b>Growth Deal Schemes:</b>	<b>Transport scheme</b>	
<b>Thames Valley Berkshire LEP</b>	<b>2.19 Bracknell: Town Centre Regeneration Infrastructure Improvements</b>	<b>27 October 2016</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£6,382,000	£3,500,000
Funding breakdown		
Local Growth Deal	£2,000,000	£2,000,000
s.106 and similar contributions		
Council Capital Programme	£4,382,000	£1,500,000
Other		
In-kind resources provided		
<b>Outcomes</b>		
Planned Jobs connected to the intervention	3,540	
Commercial floor space constructed (square metres)	270,000	
Housing unit starts	1,000	

Housing units completed	1,000	
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	Approximately 3000m of resurfaced road	3000m
Total length of newly built roads	Approximately 50m of newly built road.	50m
Total length of new cycle ways	Approximately 650-700m of new cycleways adjacent to proposed link road.	400m
Type of infrastructure	Improved accessibility to new development Underway	
Type of service improvement	Unlocking proposed development. Underway	
<b>Outcomes</b>		
Follow on investment at site	Work underway to determine value	
Commercial floor space occupied	Work underway to determine figures	
Commercial rental values	Work underway to determine value	

## Berkshire Local Transport Body – 17 November 2016

### 2.21 Slough: Langley Station Access Improvements

Highlights of progress since July 2016
Discussions with rail partners on coordination of scheme with other infrastructure projects in Langley area.
Outline design complete
Business case submitted to WYG – full approval is recommended elsewhere on this agenda

#### 1. The Scheme

- 1.1. This is a scheme to improve station facilities at Langley and enhance access to the station from the surrounding area. Activities will include new station buildings, lifts and enhancements to the station entrances and parking. Improvements will be made to pedestrian, cycling, and bus facilities. Better information and signage will be provided and measures to enhance the safety and security of the station.
- 1.2. The scheme is aimed at preparing the station for the enhanced travel opportunities that will arise when Crossrail services begin in 2019. Some short term works are being undertaken at Langley as part of Network Rail's electrification programme and further investment has been committed by the DfT towards improving accessibility. Rail for London is planning station enhancements in connection with the Crossrail programme and First Great Western retains an interest in station infrastructure improvements as incumbent train operating company.
- 1.3. This scheme will add value to these rail industry plans by upgrading access to the station from the surrounding area.

#### 2. Progress with the scheme

- 2.1. Discussions are being held between the Council and its rail partners to coordinate project planning and design work with the aim of delivering the scheme to build on and take advantage of rail investment commitments. Detailed proposals are being drawn up by both parties taking account of other rail proposals in the Langley area: the Western Rail Link to Heathrow scheme and potential relocation of the Heathrow Express depot. Public consultation will follow.
- 2.2. WYG are being consulted on business case development bearing in mind that the scheme is a 'hybrid' involving both the BLTB value for money assessment and Network Rail's own processes.
- 2.3. The scheme requirements are being finalised and the development of the business case is currently in progress and should be ready for the November BLTB.
- 2.4. The scheme business case has been submitted to WYG for comment, and has been recommended for full approval.

#### 3. Funding

- 3.1. The following table sets out the funding for the scheme with £1,500,000 coming from Growth Deal 2 announced in January 2015. The bulk of the local contribution will come from rail partners made up of the DfT (funding for accessibility); Network Rail and Rail for London (Crossrail); and First Group (train operating company). The funding for the scheme is set out on the basis of our unapproved funding profile.

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	-	-	1,500,000	-	-	-	1,500,000
Local contributions from ....							
- S.106 agreements	-	-	50,000	-	-	-	50,000
- Council Cap Prog	-	-	-	-	-	-	-
- Other sources	-	-	3,500,000	-	-	-	3,500,000
<b>Total Scheme Cost</b>	-	-	<b>5,050,000</b>	-	-	-	<b>5,050,000</b>

**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	Status
1 Unfavourable response to wider public consultation.	Public consultation and close working with Ward Members and NAGs. On-going dialogue with planning officers to address likely concerns.	Amber
2 Difficulty in coordinating the design and delivery of the scheme with the Crossrail programme.	Close working with Network Rail, First Great Western and Rail for London.	Amber
3 Higher than expected costs	Financial and project management.	Amber
4 Delays in procurement process	Programme allows sufficient time for process.	Amber

**5. Programme**

Task	November 2014 Timescale	November 2016 Timescale (where changed)
Programme Entry Status	March 2015 BLTB	
Independent Assessment of FBC	October 2015	May 2016
Financial Approval from LTB	November 2015	November 2016
Feasibility work	September 2015	December 2015
Acquisition of statutory powers	n/a	
Cabinet approve scheme	January 2016	January 2017
Detailed design	Summer 2016	
Procurement	Autumn 2016	
Start of construction	January 2017	April 2017
Completion of construction	March 2018	
One year on evaluation	March 2019	
Five years on evaluation	March 2023	

**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	2.21 Slough: Langley Station Access Improvements	27 October 2016
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£5,050,000	0
Funding breakdown		
Local Growth Deal	£1,500,000	0
s.106 and similar contributions	£50,000	0
Council Capital Programme		
Other	£3,500,000	0
In-kind resources provided	To be inserted	
<b>Outcomes</b>		
Planned Jobs connected to the intervention	-	-

Commercial floor space constructed (square metres)	-	-
Housing unit starts	500	0
Housing units completed	500	0
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	-	-
Total length of newly built roads	-	-
Total length of new cycle ways	-	-
Type of infrastructure	Station enhancements and local highway and public realm improvements	
Type of service improvement	Preparations for Crossrail and better access to station	
<b>Outcomes</b>		
Follow on investment at site	To be determined	-
Commercial floor space occupied	To be determined	-
Commercial rental values	To be determined	-

## Berkshire Local Transport Body – 17 November 2016

### 2.22 Slough: Burnham Station Access Improvements

Highlights of progress since July 2016
Business case now being considered by independent assessors.
Design completed and awaiting pricing by contractor

#### 1. The Scheme

- 1.1. This is a scheme to improve station facilities at Burnham and enhance access to the station from the western part of the Borough, including Slough Trading Estate, and neighbouring areas of South Buckinghamshire. Activities will include new station buildings, lifts, enhancements to the station entrances and parking. Highway improvements and traffic management measures will be carried out to achieve better access for pedestrians, cyclists, buses and general traffic.
- 1.2. The scheme is aimed at preparing the station for the enhanced travel opportunities that will arise when Crossrail services begin in 2019. Some short term works have been undertaken at Burnham as part of Network Rail's electrification programme and further investment is committed towards improving accessibility through the DfT Access for All Fund. Rail for London is planning station enhancements in connection with the Crossrail programme and First Great Western retains an interest in station infrastructure improvements as incumbent train operating company.
- 1.3. This scheme will add value to these rail industry plans by upgrading access to the station from the surrounding area.

#### 2. Progress with the scheme

- 2.1. Discussions are being held between the Council and its rail partners to coordinate project planning and design work with the aim of delivering the scheme as early as possible to build on and take advantage of rail investment commitments. Detailed proposals are being drawn up by both parties. The Council is carrying out an experimental order on the highway aspects of the scheme this is due to start in October.
- 2.2. WYG have been consulted on business case development bearing in mind that the scheme is a 'hybrid' involving both the BLTB value for money assessment and Network Rail's own processes. The business case will be brought to the March 2016 meeting of the BLTB.
- 2.3. The final design has been through public consultation and is now being prepared for award to the civil works contractor.

#### 3. Funding

- 3.1. The following table sets out the funding for the scheme with £2,000,000 coming from the Expanded Growth Deal announced in January 2015. The bulk of the local contribution will come from rail partners made up of DfT (Access for All fund); Network Rail and Rail for London (Crossrail); and First Group (train operating company).

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	-	2,000,000	-	-	-	-	2,000,000
Local contributions from ....							
- S106 agreements	-	-	-	-	-	-	-
- Council Cap Prog	-	100,000	-	-	-	-	100,000
- Other sources	-	4,150,000	-	-	-	-	4,150,000
<b>Total Scheme Cost</b>	<b>-</b>	<b>6,250,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6,250,000</b>



#### 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	Status
1 Unfavourable response to wider public consultation.	Public consultation and close working with Ward Members and NAGs. On-going dialogue with planning officers to address likely concerns.	Green
2 Difficulty in co-ordinating the design and delivery of the wider access proposals with Crossrail programme.	Close working with Network Rail, First Great Western and Rail for London.	Amber
3 Additional car parking could require substantial earthworks and vehicular access could prove difficult.	Detailed engineering investigations and exploration of alternative options.	Amber
4 Objections to proposed traffic management measures.	Early engagement with stakeholders to address likely issues.	Green
5 Higher than expected costs.	Financial and project management.	Amber
6 Delays in procurement process.	Programme allows sufficient time for process.	Amber

#### 5. Programme

Task	November 2014 Timescale	November 2016 Timescale (where changed)
Programme Entry Status	March 2015 BLTB	
Independent Assessment of FBC	June 2015	Started October 2015
Financial Approval from LTB	July 2015	March 2016
Feasibility work	May 2015	September 2015
Acquisition of statutory powers	n/a	
Cabinet approve scheme	September 2015	January 2016
Detailed design	Autumn 2015	July 2016
Procurement	Autumn 2015	September 2016
Start of construction	January 2016	December 2016
Completion of construction	March 2017	
One year on evaluation	March 2018	
Five years on evaluation	March 2022	

#### 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	2.22 Slough: Burnham Station Access Improvements	27 October 2016
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£6,250,000	0
Funding breakdown		
Local Growth Deal	£2,000,000	0
s.106 and similar contributions		
Council Capital Programme	£100,000	£100,000

Other	£4,150,000	0
In-kind resources provided		
<b>Outcomes</b>		
Planned Jobs connected to the intervention	-	-
Commercial floor space constructed (square metres)	-	-
Housing unit starts	-	-
Housing units completed	-	-
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	-	-
Total length of newly built roads	-	-
Total length of new cycle ways	-	-
Type of infrastructure	Station enhancements and local highway and public realm improvements	
Type of service improvement	Preparations for Crossrail and better access to station	
<b>Outcomes</b>		
Follow on investment at site	To be determined	-
Commercial floor space occupied	To be determined	-
Commercial rental values	To be determined	-

## BLTB Forward Plan 2016/17

<b>16<sup>th</sup> March 2017</b>	
<i>Deadline for final reports:</i> <i>Monday 6<sup>th</sup> March 2017</i>	<ul style="list-style-type: none"><li>• Financial approval for 2.13 Wokingham: Thames Valley Park and Ride formerly Reading: Eastern Reading Park and Ride</li><li>• Financial approval for 2.14 Reading: East Reading Mass Rapid Transit</li><li>• Growth Deal 3 Settlement</li><li>• Progress reports</li><li>• Forward Plan</li></ul>
<i>Agenda published:</i> <i>Wednesday 8<sup>th</sup> March 2017</i>	
<b>July 2017</b>	
<i>Deadline for final reports:</i> <i>tbc</i>	<ul style="list-style-type: none"><li>• Financial approval for 2.16 Maidenhead: Station Access</li><li>• Progress reports</li><li>• Forward Plan</li></ul>
<i>Agenda published:</i> <i>tbc</i>	
<b>November 2017</b>	
<i>Deadline for final reports:</i> <i>tbc</i>	<ul style="list-style-type: none"><li>• One year on implementation report: 2.07 Bracknell Coral Reef</li><li>• Progress reports</li><li>• Forward Plan</li></ul>
<i>Agenda published:</i> <i>tbc</i>	

### Other items

- Scheme evaluation and monitoring (to be scheduled)
- Programme and risk management (to be scheduled)

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