

Berkshire Local Transport Body – Meeting held on Thursday, 24th July, 2014.

Present:-	Members Councillor Bale Councillor Brunel-Walker Steve Capel-Davies Councillor Hill Ian Frost Councillor Munawar Councillor Page Councillor Singleton (deputising for Councillor Kaiser)	Authority West Berkshire Council Bracknell Forest Council Thames Valley Berkshire LEP Royal Borough of Windsor and Maidenhead Thames Valley Berkshire LEP Slough Borough Council Reading Borough Council Wokingham Borough Council
	Deputy Member in Attendance Councillor Harrison	Bracknell Forest Council
Apologies for Absence:-	Melvyn Hale Robert Lynch Kathy Matthews and Philip von Heydebreck	Thames Valley Berkshire LEP Thames Valley Berkshire LEP Thames Valley Berkshire LEP Thames Valley Berkshire LEP

PART 1

1. Election of Chair

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

2. Election of Deputy Chair

Resolved – That Steve Capel-Davies be elected Deputy Chair of the BLTB for the ensuing municipal year.

3. Declarations of Interest

None.

4. Membership of the Berkshire Local Transport Body

The BLTB received a report of the representatives nominated by the Berkshire local authorities for 2014/15 and the Thames Valley Berkshire LEP members, as follows:

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<u>Local Authority</u>	<u>Member</u>	<u>Deputy Member</u>
Bracknell Forest Council	Cllr Marc Brunel-Walker	Cllr John Harrison
Reading Borough Council	Cllr Tony Page	Cllr Bet Tickner
Royal Borough of Windsor and Maidenhead	Cllr Geoffrey Hill	Cllr Phillip Bicknell
Slough Borough Council	Cllr Sohail Munawar	Cllr Roger Davis
West Berkshire Council	Cllr Pamela Bale	Cllr Garth Simpson
Wokingham Borough Council	Cllr John Kaiser *	Cllr David Sleight *

* Subject to confirmation by Wokingham BC

The Thames Valley Berkshire LEP Members continuing for the remainder of their two year term of office were:

Steve Capel-Davies
Melvyn Hale
Ian Frost
Robert Lynch
Kathy Matthews
Philip von Heydebreck

5. Minutes of the meeting held on 13th March 2014

Resolved - That the minutes of the BLTB held on 13th March 2014 be approved as a correct record.

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

Consideration was given to a report on the detail of the Thames Valley Berkshire Local Growth Deal, with particular reference to the schemes included in the Transport Packages of the Strategic Economic Plan. The headline figure for Transport Schemes was £94.65m, of which £11.1m was new approval to spend in 2015/16; £14.5m was previously approved; and £69.05m was an indicative approval for the years 2016/17 – 2020/21. This level of approval represented an 83% success rate: £114m was requested and only £19.35m was not approved. The only schemes not approved were those at Newbury; Sandford Park and the Sustainable Transport and Minor Works (part).

Referring to the schemes now given “indicative approval”, the report stated that the money had not been allocated to particular years during the period 2016/17 to 2020/21. However, as confirmed by Richard Walker of the DfT, in attendance at the meeting, final approval was likely to forthcoming where a good track record of delivering schemes could be demonstrated, and where schemes were ready to go having been developed to full business case stage. It was inevitable that authorities would need to carry out some work ‘at risk’ in anticipation of final approval. The BLTB would need to seek approval from the DfT for any changes in the programme but in future it was likely that more freedoms and flexibilities would be available to top performing LTB/LEPs.

Schemes put forward for approval normally had to attract a minimum of 20% funding from the private sector or other sources. The onus was on the BLTB to ensure that the sponsoring authorities of schemes had used their best endeavours to secure all additional funding opportunities.

The Board recognised that the Local Growth Deal in respect of the transport schemes was only part of the overall Thames Valley Berkshire vision for infrastructure, as set out in the Strategic Economic Plan, which also included such projects as the Western Rail Access to Heathrow, London Waterloo to Reading and Gatwick improvements (including Southern Rail access to Heathrow), electrification of the Great Western Main line, Crossrail extension to Reading and M4 Smart motorway.

Resolved –

- (a) That the success in securing detailed and indicative financial approvals for Transport schemes be noted.
- (b) That the following schemes identified in the Local Growth Deal be approved for Programme Entry status:

<u>SEP reference</u>	Scheme Name
2.02	Bracknell: Warfield Link Road
2.03	Newbury: London Road Industrial Estate
2.04	Wokingham: Distributor Roads: Arborfield Distributor Road
2.09 (part)	Sustainable Transport & Minor Works (yrs2-6): Strategic cycle routes only
2.10	Slough: A332 improvements
2.11	Reading: South Reading MRT Phase 1
2.12	Reading: South Reading MRT Phase 2
2.13	Reading: Eastern Reading Park and Ride
2.15	Bracknell: Martins Heron Roundabout

2.16	Maidenhead: Station Access
2.17	Slough: A355 route

- (c) That the officers be requested to prepare a report for a future meeting setting out the options for refreshing the “development pipeline” of potential future transport schemes.

7. Financial Approval 2.07 Bracknell: Coral Reef Roundabout

The BLTB considered a report requesting financial approval for the scheme 2.07 Bracknell: Coral Reef Roundabout. This was currently a pinch point on the main M4/M3 connecting route and the project would deliver significant improvements to the A4/A3290/A329(M)/A322 highway corridor.

The report set out details of the scheme’s compliance with steps 1-5 of the full Assurance Framework, which had been approved by the DfT for use in allocating capital funds for transport schemes. The Business Case Independent Assessment carried out by consultants WYG indicated a conditional approval subject to addressing some areas of outstanding detail. It was suggested that these were not relevant to a scheme of this size but it was requested clarification be sought from WYG about this and their query on page 9 of their report regarding the benefits of the scheme on journey quality. Members requested that an update on this be circulated separately following the meeting.

The Board was pleased to note that around 30% of the total cost of the scheme had been secured from local or private sources including the Bracknell Forest Council capital programme and s.106 agreements.

Resolved - That full financial approval be given to the scheme 2.07 Bracknell: Coral Reef Roundabout, in the sum of £2,100,000 in 2015/16 on the terms of the funding agreement, as set out in the report, subject to:

- (1) Written confirmation from WYG, the Independent Assessor, that all aspects of the DfT’s current and requirements for a full business case for a scheme of this size have been met;
- (2) Satisfactory completion of the formal funding agreement pursuant to the Local Growth Deal.

8. Financial Approval for 2.08 Slough: Rapid Transit Phase 1

The BLTB considered a report requesting financial approval for the scheme 2.08 Slough: Rapid Transit Phase 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 and central sections of the Slough Mass Rapid Transit (SMaRT) project Phase 1 will provide segregated bus lanes and other junction

improvements connecting Slough Trading Estate, the railway station, the town centre and eastwards to Junction 5 of the M4.

The report set out details of the scheme's compliance with steps 1-5 of the full Assurance Framework, which had been approved by the DfT for use in allocating capital funds for transport schemes, including a very high Benefit – Cost ratio of 7.66. The Business Case Independent Assessment carried out by consultants WYG indicated that a comprehensive and detailed scheme had been prepared which addressed all the main areas. The letter of support from First Bus Group was noted, which indicated an in-principle agreement with Slough Borough Council to improve service frequencies in response to improved journey times on the A4 corridor. The transfer of trips from existing private shuttle buses to public transport could not be guaranteed as part of the scheme for funding but would be subject to further negotiation.

The scheme was being put forward on the basis of a £2.5m allocation from Slough Borough Council capital programme and £900,000 s.106 contribution.

Resolved – That full financial approval be given to the scheme 2.08 Slough: Rapid Transit Phase 1, in the sum of £3,600,000 in 2015/16 and £2,000,000 in 2016/17 on the terms of the funding agreement referred to in step 5 of the Assurance Framework, as set out in the report, subject to satisfactory completion of the formal funding agreement pursuant to the Local Growth Deal.

9. Progress on the Other Prioritised Schemes

Consideration was given to a progress report for the 17 schemes identified in the Strategic Economic Plan, and detailed reports on the eight schemes given programme entry status by the decision of the BLTB in July 2013.

The DfT had previously confirmed the allocation of Local Major Capital Funding for Berkshire LTB as £14.5m over four years commencing April 2015. The Local Growth Deal included this sum, and in addition approved £11.1m for spending in 2015/16 and indicative approval for £69.05m over the following five years. Table 2 from the report set out the full list of schemes, with details of their scheduling and the Board noted those additionally afforded programme entry status as a result of the Local Growth Deal.

Detailed progress reports were made on the remaining five programme entry schemes not covered elsewhere on the agenda, as follows:

A - 2.01 Newbury: Kings Road Link Road - scheme now been submitted for planning approval; negotiations in hand regarding purchase of some additional land; assessment of the scheme was being refreshed ready for submission of the full business case; and initial discussions had commenced with consultants WYG regarding the Independent Assessment.

B – 2.06 Reading: Green Park Railway Station – scheme submitted to First Great Western in connection with preparation of the business case; approval

would also be necessary from DfT Rail Division. Contributions from partners meant the BLTB financial contribution to the scheme of £6.4m currently stood 67% of the total, but it was hoped further private funding could yet be secured.

C – 2.14 Reading: East Reading Mass Rapid Transit – scheme for a public transport link between central Reading and Thames Valley Park being developed with partners; the full business case to be prepared on the basis of significant journey time and operational costs savings for public transport.

D – 2.04 Wokingham Distributor Roads: North Wokingham Distributor Road – public consultation on the alignment of the route now completed; review of funding underway in the context of the Local Growth Deal; a planning application for the new road, which will provide access to 1,500 new homes, community facilities and commercial development, will be made in 2015.

E – 2.04 Wokingham Distributor Roads: South Wokingham Distributor Road – progress slightly behind north distributor road scheme; public consultation on route options due to end in August 2014.

Resolved - That the progress report be noted.

10. BLTB Forward Plan

Consideration was given to the Forward Plan for the period to March 2015.

Resolved – That the Forward Plan be noted.

11. Date of Next Meeting

It was confirmed that the next meeting of the BLTB would be held on Thursday 20th November 2014.

It was suggested that a date of Thursday 15th January 2015 be provisionally reserved for an additional meeting, should further decisions on approval or programming be required.

Chair

(Note: The Meeting opened at 4.00 pm and closed at 5.20 pm)