

Date of issue: Wednesday, 8 November 2017

MEETING	BERKSHIRE LOCAL TRANSPORT BODY	
	<b>Member</b>	<b>Authority</b>
	Councillor Bicknell	RBWM
	Councillor Brunel-Walker	Bracknell Forest Council
	Councillor Clifford	West Berkshire Council
	Councillor Lee	Wokingham Borough Council
	Councillor Matloob	Slough Borough Council
	Councillor Page (Chair)	Reading Borough Council
	Stuart Atkinson	Thames Valley Berkshire LEP
	Charles Eales (Deputy Chair)	Thames Valley Berkshire LEP
	Ingrid Fernandes	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, 16TH NOVEMBER, 2017 AT 4.00 PM</b>	
<b>VENUE:</b>	<b>THE CURVE - WILLIAM STREET, SLOUGH, BERKSHIRE, SL1 1XY</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.



**ROGER PARKIN**  
Chief Executive – Support to the Board



## **AGENDA**

### **PART 1**

<u><b>AGENDA ITEM</b></u>	<u><b>REPORT TITLE</b></u>	<u><b>PAGE</b></u>
	Apologies for absence.	
1.	Declarations of Interest	
	<p><i>It is a principle of the BLTB that the interests of the Thames Valley Berkshire area will take precedence over a member's own interests or those of their nominating authority.</i></p> <p><i>All members must declare, and take relevant action, if they believe they have a pecuniary or other interest on a matter to be considered at the meeting in accordance with the Code of Conduct of the nominating authority or LEP.</i></p> <p><i>The Chair will invite any member representing a local authority seeking financial approval for a scheme to declare that interest.</i></p>	
2.	Minutes of the Meeting held on 20th July 2017	1 - 8
3.	Briefing Note - TVB LEP / BLTB 'How We Work' - To Note	9 - 10
4.	Financial Approval 2.14 and 2.25 Reading: East Reading MRT Phases 1 & 2	11 - 32
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6.	Financial Approval 2.23 Reading: South Reading MRT Phases 3 & 4	53 - 74
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9.	Transport for the South East - Subscription Report	185 - 194
10.	Airport National Policy Statement - Second Consultation Response	195 - 198
11.	Assurance Framework	199 - 210
12.	BLTB Forward Plan	211 - 212
13.	Date of Next Meeting	

Thursday 15<sup>th</sup> March 2018 at 4.00pm at The Curve, William Street, Slough, SL1 1XY



**AGENDA**  
**ITEM**

**REPORT TITLE**

**PAGE**

**WARD**

**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.

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**Berkshire Local Transport Body – Meeting held on Thursday, 20th July, 2017.**

<b>Present:-</b>	Councillor Page (in the Chair)	Reading Borough Council
	Stuart Atkinson	Thames Valley Berkshire LEP
	Councillor Bicknell	RBWM
	Councillor Brunel-Walker	Bracknell Forest Council
	Councillor Clifford	West Berkshire Council
	Charles Eales	Thames Valley Berkshire LEP
	Peter Howe	Thames Valley Berkshire LEP
	Councillor Lee (item 5 only)	Wokingham Borough Council
	Councillor Matloob	Slough Borough Council
	Councillor Sleight (deputing for Councillor Lee for 1-4, 6-10)	Wokingham Borough Council

**Also present:-** Councillor Harrison

**Apologies for Absence:-** Ingrid Fernandes and Matthew Taylor

## **PART 1**

### **1. Declarations of Interest**

Item 5 – Financial Approval 2.13 Wokingham Thames Valley Park & Ride:  
Charles Eales declared that he worked for Microsoft based at Thames Valley Park.

Item 5 – Financial Approval 2.13 Wokingham Thames Valley Park & Ride:  
Councillor Sleight declared that he was representing Wokingham Borough Council, which was promoting the scheme.

### **2. Election of Chair 2017/18**

Nominations were invited for the Chair of BLTB for the forthcoming municipal year.

Councillor Bicknell proposed himself and the nomination was seconded by Councillor Brunel-Walker.

Councillor Page was proposed by Councillor Matloob and seconded by Councillor Sleight.

The two nominations were put to the vote and Councillor Page was elected as Chair of BLTB by seven votes to two.

**Resolved –** That Councillor Page be elected as Chair of BLTB for the 2017/18 municipal year.

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

**3. Election of Deputy Chair 2017/18**

Nominations were invited for the Deputy Chair of BLTB for the forthcoming municipal year. It was confirmed that the Founding Document of the BLTB required that the Deputy Chair be from the Local Enterprise Partnership members.

Charles Eales was proposed by Peter Howe and seconded by Councillor Brunel-Walker.

There being no other nominations, Charles Eales was elected as Deputy Chair for the next year.

**Resolved –** That Charles Eales be elected as Deputy Chair of BLTB for the 2017/18 municipal year.

**4. Minutes of the Meeting held on 17th March 2017**

**Resolved –** That the minutes of the Berkshire Local Transport Body (BLTB) held on 17<sup>th</sup> March 2017 be approved as a correct record.

**5. Financial Approval 2.13 Wokingham Thames Valley Park & Ride**

The BLTB considered a report that recommended giving financial approval to scheme 2.13 Wokingham: Thames Valley Park & Ride.

Members were notified that a representation titled 'Alternative Summary Report: Thames Valley Park and Ride' had been received from a member of the public, Mr J Sharpe, the previous day. Paragraph 16 of the Founding Document stated that comments from interested parties or the public would be reported to the BLTB prior to financial approval being given. The representation had therefore been circulated to Members and further copies were tabled. In view of the length of the submission and timing of its availability, the Chair proposed, and it was agreed, that the meeting be adjourned to ensure all Members were able to read the submission.

*(Councillor Lee joined the meeting)*

*(The meeting was adjourned at 4.06pm and re-convened at 4.17pm with all Members having confirmed that they had read the submission)*

The key aspects of the scheme were reviewed. Programme entry status had been awarded in 2014 and regular updates had been provided to each meeting of the BLTB since. Planning approval had been given by Wokingham Borough Council following a full process. On the basis of the independent business case, the recommendation to BLTB was to give the scheme full financial approval of £2.9m over two years.

Officers responded in detail to the various points raised in Mr Sharpe's representations, which are summarised as follows:

- The independence of the consultants reviewing the business case – it was confirmed that WYG were commissioned to provide an independent opinion of whether the full business case was compliant with current webTAG guidance and represented good value for money.
- The transparency of the process and publication of all relevant documents – the process as set out in the BLTB Founding Document had been adhered to; the representations had been reported to BLTB; and assurance had been provided that the scheme promoter had published all the documents supplied to WYG. TVB LEP procedures had been scrutinised and found to be fit for purpose and well implemented.
- A number of detailed issues were raised including the modelling, the basis of asset life calculations, land acquisition and operating costs, environmental considerations and the impact of the potential future introduction of technologies such as autonomous vehicles. The points were responded to in turn, and it was noted that the land acquisition cost was nil and operating costs would be carried by a private operator and therefore not included in benefit cost ratio (BCR) calculations.

The BLTB was advised that taking all of the points raised in the representation into account, that the recommendation to give full financial approval based on the independent assessment was sound.

Members had a wide ranging discussion about the Officers report, independent assessment and representations received. In response to a question, it was clarified that the decision for the BLTB was purely to consider whether the £2.9m allocated to the scheme be released if it was agreed that the business case represented good value for money using webTAG guidance. Questions were asked about the figures provided on forecast car park utilisation and revenue projections and these issues were explained. Members recognised the strategic importance of the scheme in tackling congestion and providing additional park and ride and other transport capacity in view of housing and economic growth. Promoting modal shift was therefore an important priority and it was considered that this and other related schemes were important components of a wider transport strategy. It was noted that the scheme had been assessed to have a high value for money ratio with a BCR of 3.23 on the core scenario.

At the conclusion of the discussion, the Chair proposed and Councillor Lee seconded the recommendation to give the scheme full financial approval on the terms set out in the report. This was agreed unanimously.

In view of the issues raised, the Chief Executive of Thames Valley Berkshire LEP gave Members a comprehensive summary of the audit and governance arrangements of TVP LEP and confirmed that its Assurance Framework was fully up to date and compliant with both guidance and best practice.

**Resolved –** That scheme 2.13 Wokingham: Thames Valley Park and Ride full financial approval in the sum of £2,000,000 in 2018/19 and £900,000 in 2019/20 on the terms of the funding agreement set out at paragraph 13 step 5 of the report.

*(Councillor Lee left the meeting)*

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

A report was received on the progress of the Thames Valley Berkshire Local Growth Deal and updated on the twenty-five approved schemes:

2.01 Newbury: Kings Road Link Road – update noted. Demolition was complete and site cleared.

2.02 Bracknell: Warfield Link Road – update noted. The scheme was complete but not yet fully opened.

2.03 Newbury: London Road Industrial Estate – update noted.

2.04.4: Wokingham: Arborfield Relief Road – update noted. The planning application had been submitted.

2.05 Newbury: Sandleford Park – update noted. Planning permission had been agreed for the access road.

2.06 Reading: Green Park Railway Station – update noted. Design work was continuing.

2.07 Bracknell: Coral Reef Roundabout – project completed. Scheme completed and operating well.

2.08 Slough: Rapid Transit Phase 1 – update noted. Work was on site and progressing well.

2.09.1 Sustainable Transport NCN 422 – update noted. Work was on site and progressing well.

2.09.2 Sustainable Transport A4 Cycle Route with Bucks – update noted.

2.10 Slough: A332 Improvements – update noted. Work was due for completion.

2.11 and 2.12 Reading: South Reading MRT phases 1 and 2 – update noted. Work onsite and due to be completed in November.

2.13 Wokingham: Thames Valley Park & Ride (previously called 2.13 Reading: Eastern Park & Ride) – see minute 5.

2.14 Reading: East Reading MRT Phase 1 and 2.25 Reading: East Reading MRT Phase 2 – update noted. The planning application had been submitted and business case was being refined.

2.15 Bracknell: Martins Heron Roundabout – update noted.

2.16 Maidenhead Station Access – update noted. The progress in bringing forward a scheme given the complexities of the site and property issues was noted. RBWM confirmed that they anticipated presenting a business case to BLTB for consideration in November 2017.

2.17 Slough: A355 Route – the scheme had been completed.

2.18 No scheme.

2.19 Bracknell: Town Centre Regeneration and Infrastructure Improvements – update noted. The scheme was almost complete and would fully open in September.

2.20 No scheme.

2.21 Slough: Langley Station Access Improvements – update noted. The scheme was on schedule with work due to start later in 2017.

2.22 Slough: Burnham Station Access Improvements – update noted. The scheme was on schedule.

2.23 Reading: South Reading MRT Phases 3 and 4 – update noted. Design work was continuing and business case due in November.

2.24 Newbury: Railway Station improvements – update noted. Work on the business case was progressing and would most likely be considered by BLTB in March 2018.

2.25 – see 2.14

2.26 Wokingham: Winnersh Relief Road (Phase 2) – update noted.

2.27 Maidenhead Town Centre: Missing Links – update noted.

2.28 Bracknell: A3095 Corridor Improvements – update noted. The business case was due in November.

**Resolved –** That the progress made on schemes previously given programme entry status be noted.

## **7. Response to Mayor of London's Draft Transport Strategy**

A report was considered that sought approval of the formal response to the Mayor of London's draft Transport Strategy.

The draft strategy was particularly relevant to Thames Valley Berkshire in terms of its policies towards Heathrow expansion and proposals for transport links which crossed the boundary into Berkshire and wider South East area. The key aspects of the draft response were summarised which included emphasising the importance of improved surface access to Heathrow, including WRLtH based on 2 runway scenario, and Slough Mass Rapid Transit. The draft strategy contained some reference to the need for coordination of projects across the wider South East, however, the draft response suggested that the approach to partnership and cooperation be strengthened.

Members discussed the draft response including the vision, Mayor's responsibilities for certain national and regional rail services, southern rail access and need to ensure the specification of Crossrail rolling stock met the needs of suburban users not just those suitable for inner London services. At the conclusion of the discussion, Members agreed that the draft response be approved and submitted as part of the consultation.

**Resolved –** That the response to the Mayor of London's Draft Transport Strategy as at Appendix 1 to the report be approved.

## **8. Transport for the South East Progress Report**

A report was considered that set out the progress that had been made by Transport for the South East, including decisions at its inaugural Shadow Board meeting on 26<sup>th</sup> June 2017.

The Shadow Board had been established with a view to it converting to a properly designated sub-national transport body in 2019. It was noted that amongst the decisions made at the inaugural meeting was that Councillor Page be appointed as Vice-Chair of Transport for the South East. The appointment was welcomed and was considered a positive statement about the involvement of both Berkshire and unitary authorities more generally on the Shadow Board. It was anticipated that there would be a call for funds in the autumn and an away day/vision session would take place in the meantime.

Members were invited to nominate a councillor representative to be the BLTB alternate member of the Shadow Board. Councillor Page nominated and Councillor Matloob seconded the nomination of Councillor Clifford. The nomination was accepted and agreed.

**Resolved –**

- (a) That the key decisions of the Shadow Board of Transport for the South East, including the appointment of Councillor Page as Vice-Chair, be noted.

- (b) That Councillor Clifford be nominated as the alternate representative should Councillor Page be unable to attend Shadow Board meetings of Transport for the South East.
- (c) That further reports on the details of the governance, financing and proposed strategy for Transport for the South East be considered by BLTB in due course.

**9. BLTB Forward Plan**

The forward plan was considered which set out the pipeline of schemes anticipated to come to the LTB for funding approval in 2017/18. The dates of future meetings to March 2018 were confirmed and the programme for the rest of 2018/19 would be agreed and circulated.

**Resolved –** That the BLTB Forward Plan to be noted.

**10. Date of Next Meeting**

The date of the next meeting was confirmed as Thursday 16<sup>th</sup> November 2017 at 4.00pm at The Curve, William Street, Slough.

Chair

(Note: The Meeting opened at 4.00 pm and closed at 5.22 pm)

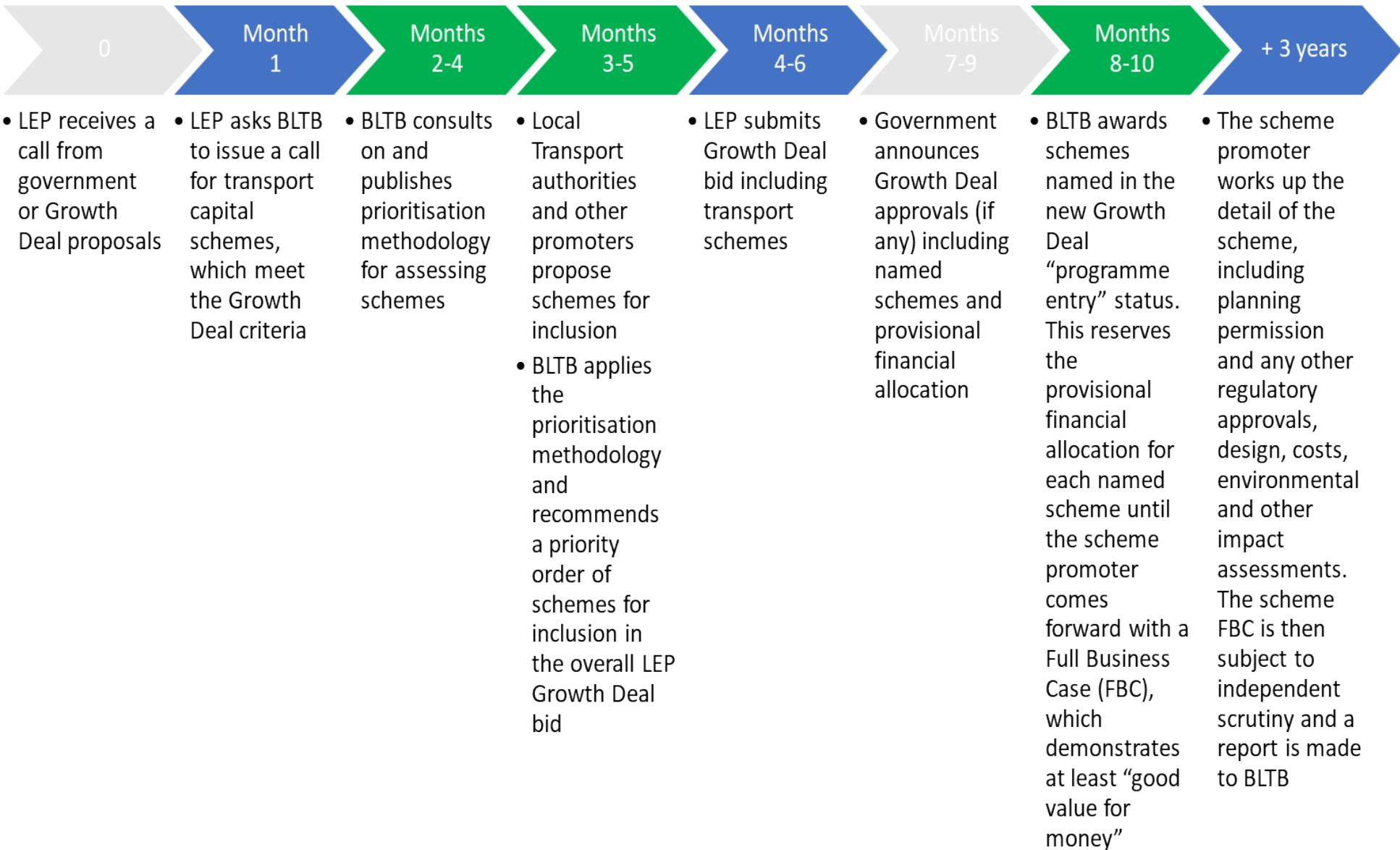
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## How we work

### **Thames Valley Berkshire Local Enterprise Partnership (TVB LEP) and the Berkshire Local Transport Body (BLTB) – investing in local transport schemes**

This briefing note is intended to set out the way TVB LEP works with BLTB to invest Local Growth Funds in transport schemes.

1. TVB LEP is a business-led organisation responsible for determining the key funding priorities to which Local Growth Funds (LGF) and other public resources are directed in order to implement a Strategic Economic Plan (SEP) and meet its commitments in the TVB Growth Deals. As a company limited by guarantee (registered at Companies House No. 07885051) it operates according to its Articles of Association, which comply with the Companies Act 2006. As a publicly-funded body it behaves in accordance with an Assurance Framework, which determines the practices and standards necessary to provide assurance to government and local partners that decisions over (all government) funding are proper, transparent and deliver value for money. **[LEP Assurance Framework (AF) January 2017]**
2. BLTB consists of six elected members (usually the lead member for transport or related portfolio), and six private sector representatives recruited and appointed by the LEP. **[LEP AF 1.11]**. It is a Joint Committee of the six unitary authorities in Berkshire and its constitution is set out in its [Founding Document](#).
3. TVB LEP recognises BLTB as “the competent body to a) prioritise and b) implement transport capital schemes on its behalf. In practice the LEP will accept any BLTB recommendations or refer them back but will not substitute its own recommendations.” **[LEP AF 1.12]**
4. The process established by government for making Growth Deals is to invite LEPs to submit competitive proposals, and after due consideration to make awards based on all or part of a LEP bid. To date TVB LEP has agreed three Growth Deals. Each of these has included, among other things, the award of capital funds for individual transport schemes that were prioritised in the TVB LEP bid and named in the Growth Deal settlement.
5. TVB LEP works with its partners to identify and prioritise suitable schemes. It is a lobbying organisation, and, via Growth Deals, a joint-funder of selected schemes promoted by (usually, but not always) a local transport authority. **[BLTB Founding Document (FD) 11-13]**
6. BLTB requires promoters to develop each scheme in accordance with current WebTAG guidance published by DfT. In order to receive financial approval from BLTB, the Full Business Case must be subject to independent assessment and a positive recommendation about value for money. **[BLTB FD 14-16]**
7. The scheme promoter is responsible for all aspects of the design, risk management, insurance, procurement, construction and implementation of the scheme, including their responsibilities as highway and planning authorities, any other statutory duties, and any financial or other liabilities arising from the scheme. **[BLTB FD 18]**
8. The time taken between an initial government call for bids and the final announcement of a new Growth Deal can be in excess of a year. TVB LEP (together with BLTB for transport schemes) must go through a number of steps to respond to a government call for bids. Similarly, a transport scheme promoter also must go through several steps:



**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**

**REPORT TO:** BLTB

**DATE:** 16 November 2017

**CONTACT OFFICER:** Roger Parkin, Chief Executive Slough Borough Council, lead Chief Executive to the BLTB

**PART I**

**Item 4: Financial Approval 2.14&2.25 Reading: East Reading MRT Phases 1 and 2**

***Purpose of Report***

1. To consider giving financial approval to schemes 2.14 and 2.25 Reading: East Reading MRT Phases 1 and 2. This is one scheme that was split into two phases in anticipation of there being insufficient funds to approve the whole of the necessary works. In the event both phases 1 and 2 have received funding and the proposal is to manage this as one scheme through to completion.
2. The proposal 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.

***Recommendation***

3. You are recommended to give schemes 2.14 and 2.25 Reading: East Reading MRT Phases 1 and 2 full financial approval in the sum of £19,067,000 over three years (2018/19-2020/21) on the terms of the funding agreement set out at paragraph 11 step 5 below.

***Other Implications***

***Financial***

4. Scheme 2.14 Reading: East Reading MRT Phase 1 was a named scheme in the first [Thames Valley Berkshire Local Growth Deal<sup>i</sup>](#) announced on 7 July 2014. Scheme 2.25 Reading: East Reading MRT Phase 2 was a named scheme in the third [Thames Valley Berkshire Growth Deal<sup>ii</sup>](#) announced on [2 February 2017<sup>iii</sup>](#).
5. This report recommends that Reading Council be authorised to draw down the capital sum £19,067,000 from the Local Transport Body funding for this Phases 1 and 2 of this scheme.
6. The funding agreement set out at paragraph 11 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

7. The risk management arrangements already put in place by the Local Transport Body are as follows:
  - The [Assurance Framework<sup>iv</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 11, 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

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

## ***Supporting Information***

9. The scheme will be carried out by Reading Borough Council in partnership with Wokingham Borough Council. The two authorities will also ensure that the scheme is progressed to be consistent with the nearby Thames Valley Park P&R scheme.
10. The full details of the scheme are available from the [Reading BC website<sup>v</sup>](#). A summary of the key points is given below:

<b>Task</b>	<b>Timescale</b>
Detailed design update	October 2018
Procurement (design & build)	January 2018
Construction start	January 2019
Construction finish	March 2021

<b>Activity</b>	<b>Funder</b>	<b>Cost (approx)</b>
Scheme development	Reading Borough Council	
Major scheme funding	Berkshire Local Transport Body	£19.07m
Private sector funding	s.106 and other sources	£4.80m
<b>Total</b>		<b>£23.87m</b>

11. 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>vi</sup>](#).

<b>Assurance Framework Check list</b>	<b>2.14 and 2.25 Reading: East Reading MRT Phases 1 and 2</b>																																																																				
<p>Step 1: Development of Scheme proposal; initial sifting, scoring and prioritisation leading to award of Programme Entry Status. (See paragraphs 11-13)</p>	<p>The scheme was originally developed by Reading Council in response to its adopted Core Strategy Development Plan Document (Jan 08) which identifies the vision for growth to 2026. The A4 Kings Road/London Road between the Town Centre, Cemetery Junction and Sutton Seeds Roundabout is a major transport corridor and suffers from severe congestion and poor air quality. The scheme has been developed in partnership with Wokingham Council and is designed to work alongside the proposed Thames Valley Park and Ride scheme.</p> <p>In 2013, East Reading MRT Phase 1 (Napier Road to Broken Brow) was assessed in accordance with paragraphs 11 and 12 of the Assurance Framework and was given 23.5 points and ranked 3rd of the 28 schemes originally submitted.</p> <table border="1" data-bbox="454 736 1391 1080"> <thead> <tr> <th><b>Factor</b></th><th><b>Raw score</b></th><th><b>Weighting</b></th><th><b>Weighted score</b></th></tr> </thead> <tbody> <tr> <td>Maximum strategic Impact</td><td>3</td><td>2</td><td>6.0</td></tr> <tr> <td>Economic Impact</td><td>2</td><td>2</td><td>4.0</td></tr> <tr> <td>VFM</td><td>3</td><td>1.5</td><td>4.5</td></tr> <tr> <td>Ease of Deliverability</td><td>2</td><td>1.5</td><td>3.0</td></tr> <tr> <td>Matched Funding</td><td>2</td><td>1</td><td>2.0</td></tr> <tr> <td>Environmental</td><td>2</td><td>1</td><td>2.0</td></tr> <tr> <td>Social</td><td>2</td><td>1</td><td>2.0</td></tr> <tr> <td data-bbox="1160 1051 1224 1080">Total</td><td data-bbox="1319 1051 1391 1080">23.5</td><td></td><td></td></tr> </tbody> </table> <p>In 2016, East Reading MRT Phase 2 (Vastern Road to Napier Road) was assessed for inclusion in the Growth Deal 3 bid and was given 28 points and ranked 3<sup>rd</sup>= of the 27 schemes submitted</p> <table border="1" data-bbox="454 1185 1391 1500"> <thead> <tr> <th><b>Factor</b></th><th><b>Raw score</b></th><th><b>Weighting</b></th><th><b>Weighted score</b></th></tr> </thead> <tbody> <tr> <td>Strategy</td><td>3</td><td>1.5</td><td>4.5</td></tr> <tr> <td>Deliverability</td><td>2</td><td>2</td><td>4.0</td></tr> <tr> <td>Economic Impact</td><td>3</td><td>4</td><td>12.0</td></tr> <tr> <td>TVB area coverage</td><td>3</td><td>1.5</td><td>4.5</td></tr> <tr> <td>Environment</td><td>3</td><td>0.5</td><td>1.5</td></tr> <tr> <td>Social</td><td>3</td><td>0.5</td><td>1.5</td></tr> <tr> <td data-bbox="1160 1471 1224 1500">Total</td><td data-bbox="1319 1471 1391 1500">28.0</td><td></td><td></td></tr> </tbody> </table> <p>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>	<b>Factor</b>	<b>Raw score</b>	<b>Weighting</b>	<b>Weighted score</b>	Maximum strategic Impact	3	2	6.0	Economic Impact	2	2	4.0	VFM	3	1.5	4.5	Ease of Deliverability	2	1.5	3.0	Matched Funding	2	1	2.0	Environmental	2	1	2.0	Social	2	1	2.0	Total	23.5			<b>Factor</b>	<b>Raw score</b>	<b>Weighting</b>	<b>Weighted score</b>	Strategy	3	1.5	4.5	Deliverability	2	2	4.0	Economic Impact	3	4	12.0	TVB area coverage	3	1.5	4.5	Environment	3	0.5	1.5	Social	3	0.5	1.5	Total	28.0		
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Total	28.0																																																																				

<b>Assurance Framework Check list</b>	<b>2.14 and 2.25 Reading: East Reading MRT Phases 1 and 2</b>
	<p>The <a href="#">Reading BC website</a><sup>xxii</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 Reading 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 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 Full Approval is appropriate.
Step 4: Recommendation of Financial Approval - High Value for Money - Support of the Independent assessor	<p>The Value for Money statement states that the initial BCR is 1.54 and the adjusted BCR is 1.81, which would put the scheme in the Medium value for money category.</p> <p>The scheme has been lifted into the High Value for Money category using the Net Social Value of identified dependent housing.</p> <p>The Independent Assessor's report (see Appendix 1) recommends full financial approval for this scheme</p>
Step 5: Formal Agreement - roles - responsibilities - reporting - auditing - timing and triggers for payments, - contributions	<p><b>Roles:</b> The BLTB is a part funder of the scheme. Reading Council is the scheme promoter in partnership with Wokingham Borough Council. Reading and Wokingham are the relevant highway and planning authorities.</p> <p><b>Responsibilities:</b> The BLTB is responsible for allocating the capital finance in accordance with the Assurance Framework. Reading 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</p>

<b>Assurance Framework Check list</b>	<b>2.14 and 2.25 Reading: East Reading MRT Phases 1 and 2</b>
<p>from other funders,</p> <ul style="list-style-type: none"> <li>- consequences of delay,</li> <li>- consequences of failure,</li> <li>- claw back,</li> <li>- evaluation one and five years on</li> </ul>	<p>statutory duties.</p> <p><b>Reporting:</b> In addition to any reporting requirements within Reading 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, Reading 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 the Royal Borough of Windsor and Maidenhead (acting as accountable body for the LEP) requests access to financial or other records for the purposes of an audit of the accounts, Reading Council will cooperate fully.</p> <p><b>Timing and Triggers for payments:</b> Reading Council will submit an annual invoice for each financial year together with a certificate of work completed. The Royal Borough of Windsor and Maidenhead (acting as accountable body for the LEP) will satisfy itself of the correctness of the certificate before paying the invoice.</p> <p><b>Contributions from Other Funders:</b> there will be £3,900,000 of s.106 contributions secured by Reading Council in 2019/20 and a further £900,000 in 2020/21.</p> <p><b>Consequences of Delay:</b> In the event that the scheme experiences minor delays to its programme (no more than 10 weeks), Reading 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) Reading 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><b>Consequences of Failure:</b> As soon as it becomes apparent to Reading Council that it will not be possible to deliver the scheme at all, written notice shall be given to the Royal Borough of Windsor and Maidenhead (acting as accountable body for the LEP). No further monies will be paid to Reading Council after this point. In addition, consideration will be given to recovering any monies paid to Reading Council in respect of this scheme.</p> <p><b>Claw back:</b> 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. The Royal Borough of Windsor and Maidenhead (acting as accountable body for the LEP) reserves the right to claw back any such savings amounts, and any repayments due as a consequence of scheme failure.</p>

<b>Assurance Framework Check list</b>	<b>2.14 and 2.25 Reading: East Reading MRT Phases 1 and 2</b>
	<p>Other Conditions of Local Growth Funds: Reading 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>xxiii</sup> issued by government. It will also give due regard to the <a href="#">Public Services (Social Value) Act</a><sup>xxiv</sup>, particularly through the employment of apprentices across the scheme supply chain.</p> <p>Evaluation One and Five years on: Reading Council will work with WYG to produce scheme evaluations One and Five years after practical completion.</p>

## **Conclusion**

12. This is a well-planned scheme that will provide further support for the development of a Mass Rapid Transit system for the Reading urban area.

## **Background Papers**

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

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- i [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 [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/589268/170202\\_Thames\\_Valley\\_Berkshire\\_LEP\\_GD\\_factsheet.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/589268/170202_Thames_Valley_Berkshire_LEP_GD_factsheet.pdf)
- iii <https://www.gov.uk/government/news/multi-million-pound-cash-boost-to-help-create-local-jobs-and-growth>
- iv <http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Programmes/Infrastructure/BLTB/Assurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf?inline-view=true>
- v <http://www.reading.gov.uk/transport-schemes-and-projects>
- vi <http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Programmes/Infrastructure/BLTB/Assurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf?inline-view=true>
- vii <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5004&Ver=4>
- viii <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5005&Ver=4>
- ix <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5006&Ver=4>
- x <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5148&Ver=4>
- xi <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5181&Ver=4>
- xii <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5473&Ver=4>
- xiii <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5459&Ver=4>
- xiv <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5460&Ver=4>
- xv <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5461&Ver=4>
- xvi <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5602&Ver=4>
- xvii <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5636&Ver=4>
- xviii <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5677&Ver=4>
- xix <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5719&Ver=4>
- xx <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5677&Ver=4>
- xxi <http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Strategic%20Economic%20Plan/TVB%20SEP%20-%20Annexes%20to%20Implementation%20Plan.pdf?inline-view=true>
- xxii <http://www.reading.gov.uk/transport-schemes-and-projects>
- xxiii <https://www.gov.uk/government/publications/regional-growth-fund-identity-guidelines>
- xxiv <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: East Reading Mass Rapid Transit Phases 1 & 2**

Business Case Independent Assessment

WYG  
Executive Park  
Avalon Way  
Anstey  
Leicester  
LE7 7GR

Report No. RT-A087383-21  
Revision 3

8<sup>th</sup> November 2017  
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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 East Reading Mass Rapid Transit (MRT) scheme Business Case submission to the Thames Valley Berkshire Local Enterprise Partnership.

## SCHEME SUMMARY

1.2 The East Reading Mass Rapid Transit (MRT) scheme is a segregated fast track public transport, pedestrian and cycle route that is intended to support enhanced accessibility and continued sustainable growth in Reading, Wokingham Borough and the wider area. The MRT route is proposed to link the A3290 at Thames Valley Park, from the proposed new Park & Ride facility, to Napier Road, Reading town centre and the railway station. The proposed MRT is a new link that runs parallel to the railway line, between the railway and the river Thames.

1.3 The new bus link incorporates a new bridge over the mouth of the River Kennet as it discharges into the River Thames.

1.4 The purpose of the scheme is to improve the attractiveness of travelling more sustainably, therefore reducing private car trips, easing forecast congestion and air quality along the existing highway network, particularly on the A4 corridor.

1.5 This eastern section will form part of a longer term MRT network for the Thames Valley or operate as a standalone MRT route.

## REVIEW FINDINGS

1.6 The Value for Money statement states that the initial BCR is 1.54 and the adjusted BCR is 1.81 which would put the scheme in the Medium value for money category. The scheme has been lifted into the **High Value for Money** category using the Net Social Value of identified dependent housing.

1.7 It is therefore possible to fully recommend the business case for the East Reading Mass Rapid Transit scheme.

## 2 Submitted Information

2.1 The first Business Case independent assessment of this scheme was carried out in February 2017 based upon the following reports and appendices submitted by Reading Borough Council and their consultant team (Peter Brett Associates):

- East Reading MRT - Full Business Case v1 0.pdf;
- East Reading MRT Phase 1 and 2 - Option Appraisal Report\_131016.pdf;
- East Reading Mass Rapid Transit - Economic Assessment Report v1 0.pdf;
- 01\_East Reading MRT Scheme TEE.pdf;
- 01\_East Reading MRT Scheme TEE\_Rev1.pdf;
- 02\_East Reading MRT Scheme Public Accounts.pdf;
- 02\_East Reading MRT Scheme Public Accounts\_Rev1.pdf;
- 03\_East Reading MRT Scheme AMCB.pdf;
- 03\_East Reading MRT Scheme AMCB\_Unadjusted\_Rev1.pdf;
- 04\_East Reading MRT Scheme AMCB\_Adjusted\_Rev1.pdf
- East Reading MRT Scheme AST - v1 0.pdf;
- MRT East Risk Register.xlsx;
- 28791-001-003\_A.pdf;
- 28791-001-004\_A.pdf;
- 28791-5506 Reading Transport Model - Data Report v1 0.pdf;
- 28791-5506 Reading Transport Model - LMVR v1 0.pdf;
- 28791-5506 Reading Transport Model - LMVR v1 0.docx;

- 28791-5506 Reading Transport Model - MFR v1 0.pdf;
  - 28791-5513 ERMRT Demand Modelling Report v0 7.pdf
- 2.2 The second business case independent assessment of this scheme was carried out in July 2017. An updated business case and further documents were submitted in June 2017 by Reading Borough Council and their consultant team (Peter Brett Associates):
- East Reading MRT - Full Business Case v2 0.pdf;
  - Review of WYG ERMRT Business Case\_Summary of Responses\_v1.xlsx;
  - ERMRT\_TAG Worksheet\_Water 170608\_v1\_Issued.pdf;
  - Appendices to Responses.zip
- 2.3 Following the second review an updated business case and further documents were submitted in October 2017. This Business Case independent assessment is based on these documents, submitted by Reading Borough Council and their consultant team (Peter Brett Associates):
- East Reading MRT - Full Business Case v5c.pdf;
  - 28791-5513 ERMRT Demand Modelling Report v2 0.pdf;
  - East Reading Mass Rapid Transit - Economic Assessment Report v5 0.pdf;
  - ERMRT\_Responses\_to\_WYG\_Comments\_received\_18October2017\_v1 0.pdf;
  - East MRT Environmental Statement - Final.pdf;
  - Cycle Benefit Calculations.xlsx.

### **3 Option Assessment Report**

- 3.1 The OAR is well written and fulfils the requirements. The option descriptions are sufficiently detailed to understand each option.
- 3.2 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\_East\_Reading\_MRT-ASR\_Review\_(2016-06-29)].
- 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. Some, but not all, of these requirements have since been supplied in the business case.
- 4.3 An updated ASR will not be required.

## 5 Full Business Case - Review

### **The Business Case Document**

- 5.1 The Business Case Submission is reasonably well set out, detailed and comprehensive. The scheme has an adjusted BCR of 1.81. Further indicative monetised benefits are used to inform the value for money statement.
- 5.2 Details of the scheme, in the form of scheme drawings, have been supplied.
- 5.3 Scheme capital costs are given in the PA table as £27.6m in 2010 prices and discounted values. Developer contributions of £4.9m bring the capital cost to government down to £22.7m. Maintenance costs are given as £1.8m, giving a PVC of £24.5m.
- 5.4 The scheme appraisal period is 60 years.
- 5.5 Maintenance and renewal costs are included in the assessment.
- 5.6 Benefits amount to £44.2m of which around 55% accrues to new and existing bus passengers.
- 5.7 Three scenarios have been assessed: the Core scenario (Scenario 1) and two alternative scenarios (2 and 3). The scenarios are:
- Scenario 1 – The Main Scenario (Core);
  - Scenario 2 – Low demand scenario (10% lower demand).
  - Scenario 3 – 50% CIL (50% lower developer contribution).
- 5.8 The above scenarios are not in the business case document, being instead presented in the Economic Assessment Report (EAR) of the previous submission.
- 5.9 The level of optimism bias is normally set to reflect the level of knowledge of risks to the project construction.
- 5.10 The scheme costs have now been supplied as a break-down, in particular the costs associated with the bridge structure are available separately. WebTAG levels of optimism bias are higher

for bridges and structures and the correct value should be applied according to the proportion of the cost of the project.

5.11 The business case states that a Quantified Risk Assessment (QRA) has been conducted. In order to qualify for a 'Stage 2' level of optimism bias (15% roads, 23% bridges) WebTAG Unit A1.2 requires that a fully documented robust QRA is carried out. Stakeholder workshops have been conducted in order to inform the QRA. Stakeholders included:

- Wokingham Borough Council;
- Scottish and Southern Electricity;
- Southern Gas Networks;
- Balfour Beatty;
- Reading Borough Council Highways;
- Reading and Wokingham Council Ecologists.

5.12 The "Review of WYG ERMRT Business Case\_Summary of Responses\_June2017\_v3.xlsx" document states that the following stakeholders have or will be involved:

- Network Rail;
- Environment Agency;

5.13 A 'Stage 2' level of optimism bias (15% roads, 23% bridges) is applicable here and this is what has been used for the business case.

5.14 The scheme uses funding partially from the private sector in the form of developer contributions via a Community Infrastructure Levy (CIL). The funding from CIL is not secure and it is stated that Reading Borough Council will make up any shortfall. This means the scheme is not reliant on developer funding but it does mean the costs to the public sector could rise. A scenario with a pessimistic CIL contribution (50%) has been presented.

5.15 The Interdependencies section identifies that the Value for Money (VfM) relies on the Thames Valley Park Park and Ride (TVP P&R) being operational.

- 5.16 It is clear which bus services will divert to use the scheme. These have been provided in the form of plans of routes and full descriptions of the affected services.
- 5.17 Further comments on the business case sections are found in **Appendix A**.

### **The Modelling**

- 5.18 Link flow validation on London Rd is good in the AM, less than perfect in IP and PM;
- 5.19 The journey time route of interest is Route 9. The AM inbound modelled time is low, IP is OK, PM is OK.
- 5.20 Whilst not ideal, the issues with the model validation are not sufficient to call into question the overall benefits of the scheme. However, since less than perfect validation is on the key A4 corridor it must be borne in mind that the estimates of the benefits will be subject to greater error than if the model were well validated in this location.
- 5.21 A narrative explaining why the results of the model should be relied upon given the less than ideal model validation along the A4 London Road corridor has been given in the business case document:

A key issue in validating the Reading Transport Model (RTM) which is a key component of the modelling evidence base, is the variation in day to day peak traffic flows in Reading and trying to best model these. The model should be viewed in the context of these day to day variations. These issues were documented in the LMVR Section 7.7. It can be considered that the relatively lower journey times in the model validation implies network conditions are understated and hence the switch to public transport is likely to be on the conservative side. The modelling is therefore assessing a worse and hence more conservative scenario. It also has to be noted that the additional actual number of trips as a result of the ERMRT is relatively small and this would not be affected significantly by a much improved base model validation.

- 5.22 The above is a reasonable explanation of why the results of the model should be relied upon given the less than ideal model validation along the A4 London Road corridor. The model is considered a sufficiently sound basis for appraising the scheme.

### **The Economic Assessment Report**

- 5.23 The AM and PM peak annualisation factors would normally be 253 if only the peak hour has been modelled. The TUBA guidance has the proper methods for deriving benefits from the peak shoulders and have been followed correctly.

- 5.24 In the updated business case the TUBA method of modifying the matrices to estimate the peak shoulder benefits has been applied. The peak-hour demand has been factored down to the peak shoulders using ATC data. The cost matrices have also been factored down by the same factor as the demand matrices. It has been clearly stated that this relies on the assumption that the relationship between trip numbers and costs is linear.
- 5.25 Benefits broken down by peak period have been presented.
- 5.26 Recently issued DfT guidance on value for money has three levels of monetised benefits. These are known as 'Established', 'Evolving' and 'Indicative' monetised impacts.
- 5.27 The calculated 'Established' impacts are:
- Highway (TUBA) benefits of £7.89m;
  - Public Transport (TUBA) benefits of £26.53m;
  - Cycle benefits of £1.99m;
  - Greenhouse Gas benefits of £0.47m;
  - Accident (COBALT) benefits of £0.72m;
- 5.28 The calculated 'Evolving' impacts are:
- Bus journey time reliability benefits of £6.16m;
  - Wider Impact 2 benefits of £0.46m.
- 5.29 Together the above benefits give an 'adjusted BCR' of 1.81 and a Medium value for money. The scheme would need an additional £4.7m of benefits in order to be lifted into the High value for money category. This is known as the Switching Value.
- 5.30 The calculated 'Indicative' impacts are:
- 168 new houses (Net Social Value) of £11.963m;
- Four sensitivity tests around the number of houses have been conducted and all have a Net Social Value in excess of the switching value.

The scheme is thus lifted from the Medium to the High Value for Money category.

### **Conclusion**

- 5.31 The Value for Money statement states that the initial BCR is 1.54 and the adjusted BCR is 1.81 which would put the scheme in the Medium value for money category. The scheme has been lifted into the **High Value for Money** category using the Net Social Value of identified dependent housing.
- 5.32 In conclusion, it is possible to **fully recommend** the business case for the East Reading Mass Rapid Transit.

## Appendix A – Business Case Checklist

Project Number: A087383  
 Scheme: East Reading MRT Phase 1-2  
 Submitted by: Reading 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	Additional planning documents reviewed.	Introduction	Y	Information on varying day to day peak traffic flows added.	Costs	Y	Land costs added.	Output based specification	Y		Evidence of similar projects	Y				
			Options appraised	Y													
Problem Identified	Y	Improved rationale.	Assumptions	Y	Para 4.3.3 Updated: The latest version of WebTAG Databook has been used.	Budgets / Funding Cover	Y	Scheme funding profile updated. Include units in Table 5-3.	Procurement Strategy	Y		Programme / Project dependencies	Y	Updated. Text on TVP delay removed.			
Impact of not changing	Y		Sensitivity and Risk Profile	N	No risk profile included.	Accounting Implications	Y		Sourcing Options	Y		Governance	Y				
Drivers for change	Y	Improved rationale.	Appraisal Summary Table	Y	Air quality benefits added. Non-monetised benefits reviewed. Scheme costs updated. Whole life costs added. Provide a more detailed breakdown of benefits in Table 4-1.				Payment Mechanisms	Y		Programme / Project Plan	Y				
Objectives	Y	Air quality objective added. Objectives v-vii are not clearly measurable.	Value for Money Statement	Y	Updated				Pricing Framework and charging mechanisms	Y		Assurances and approvals	Y				
Measures for success	Y	The targets have not been quantified. The key benefits in Para 1.1.11 do provide some quantification. Para 3.7.1 states there is at least one measure for success for each objective, yet only 4 of the objectives are covered in Table 3-1.	Sections 4.4 to 4.6 include a summary of scheme costs and benefits, as well as the VfM statement. However, the report structure does not comply with the DfT Guidance.						Risk allocation and transfer	Y		Communication & Stakeholders	Y				
Scope	Y	Information on bus services that will use the scheme added.							Contract length	Y		Project Reporting	Y				
Constraints	Y								Human resource issues	Y		Implementation	Y				
Inter-dependencies	Y								Contract management	Y		Key Issues	Y				
Stakeholders	Y	Information on planning application added.							Contract Management	Y							
Options	Y											Risk Management	Y				
												Benefits realisation	Y				
												Monitoring and evaluation	Y				
												Contingency	Y				
												Options	Y				

**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**

**REPORT TO:** BLTB

**DATE:** 16 November 2017

**CONTACT OFFICER:** Roger Parkin, Chief Executive Slough Borough Council,  
lead Chief Executive to the BLTB

**PART I**

**Item 5: Financial Approval 2.16 Maidenhead Station**

***Purpose of Report***

1. To consider giving financial approval to scheme 2.16 Maidenhead Station.
2. The scheme has four elements:
  - Improvements to transport interchange at Maidenhead Station for connections between journeys made on foot, bicycle, train, taxi, motorcycle and car.
  - Improved links between the rail station and the town centre, with environmental enhancements for the station forecourt and adjacent road crossing.
  - Construction of replacement and increased parking for rail commuters, shoppers, visitors and employees.
  - Traffic management improvements (converting Broadway to two-way operation).

***Recommendation***

3. You are recommended to give schemes 2.16 Maidenhead Station full financial approval in the sum of £3,750,000 over two years (2018/19-2019/20) on the terms of the funding agreement set out at paragraph 14 step 5 below.

***Other Implications***

***Financial***

4. Scheme 2.16 Maidenhead Station was a named scheme in the first [Thames Valley Berkshire Local Growth Deal](#) announced on 7 July 2014.
5. This report recommends that the Royal Borough of Windsor and Maidenhead be authorised to draw down the capital sum £3,750,000 from the Local Transport Body funding for this scheme.
6. 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

7. 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

8. 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***

9. The scheme will be carried out by the Royal Borough of Windsor and Maidenhead.
10. The scheme proposed is a reduced version of the original proposal, and is brought forward on the basis that the “do nothing” option is not realistic given the existing capacity constraints and the projected growth in rail passenger numbers with the arrival of the Crossrail/Elizabeth Line trains.
11. Extensive efforts have been made, without success, to secure the cooperation of adjoining landowners to in order to promote a more ambitious scheme that would create a larger station building, provide bus interchange and expanded taxi facilities.
12. The Council’s chosen strategy is to proceed with the reduced scheme now, but to continue to explore more ambitious development options with adjoining landowners and railway industry representatives in the medium term.
13. The full details of the scheme are available from the [Royal Borough of Windsor and Maidenhead’s website<sup>iii</sup>](#). A summary of the key points is given below:

Task	Timescale
Procurement	December 2018
Construction start	January 2019
Construction finish	March 2020

<b>Activity</b>	<b>Funder</b>	<b>Cost (approx)</b>
Scheme development	The Royal Borough of Windsor and Maidenhead	
Major scheme funding	Berkshire Local Transport Body	£3.75m
Private sector funding	s.106 and other sources	£0.75m
<b>Total</b>		<b>£4.50m</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>](#).

<b>Assurance Framework Check list</b>	<b>2.16 Maidenhead Station</b>																																
Step 1: Development of Scheme proposal; initial sifting, scoring and prioritisation leading to award of Programme Entry Status. (See paragraphs 11-13)	<p>The scheme was originally developed by the Royal Borough of Windsor and Maidenhead in 2013 jointly with Crossrail incorporating a transport interchange at Maidenhead Station to improve connections between rail and other forms of transport. Unfortunately, the scheme was ultimately found to be unviable, but it provided a useful starting point.</p> <p>A scheme with reduced scope and cost has now been submitted in order to ensure that capacity improvements are secured to cope with the introduction of Crossrail/Elizabeth Line services.</p> <p>In 2014, the Maidenhead Station improvement scheme was assessed in accordance with paragraphs 11 and 12 of the Assurance Framework and was given 28 points and ranked 5th of the schemes originally submitted.</p> <table border="1"> <thead> <tr> <th><b>Factor</b></th> <th><b>Raw score</b></th> <th><b>Weighting</b></th> <th><b>Weighted score</b></th> </tr> </thead> <tbody> <tr> <td>Strategy</td> <td>3</td> <td>1.5</td> <td>4.5</td> </tr> <tr> <td>Deliverability</td> <td>3</td> <td>2</td> <td>6.0</td> </tr> <tr> <td>Economic Impact</td> <td>3</td> <td>4</td> <td>12.0</td> </tr> <tr> <td>TVB area coverage</td> <td>2</td> <td>1.5</td> <td>3.0</td> </tr> <tr> <td>Environment</td> <td>2</td> <td>0.5</td> <td>1.0</td> </tr> <tr> <td>Social</td> <td>3</td> <td>0.5</td> <td>1.5</td> </tr> <tr> <td></td> <td></td> <td><b>Total</b></td> <td><b>28.0</b></td> </tr> </tbody> </table>	<b>Factor</b>	<b>Raw score</b>	<b>Weighting</b>	<b>Weighted score</b>	Strategy	3	1.5	4.5	Deliverability	3	2	6.0	Economic Impact	3	4	12.0	TVB area coverage	2	1.5	3.0	Environment	2	0.5	1.0	Social	3	0.5	1.5			<b>Total</b>	<b>28.0</b>
<b>Factor</b>	<b>Raw score</b>	<b>Weighting</b>	<b>Weighted score</b>																														
Strategy	3	1.5	4.5																														
Deliverability	3	2	6.0																														
Economic Impact	3	4	12.0																														
TVB area coverage	2	1.5	3.0																														
Environment	2	0.5	1.0																														
Social	3	0.5	1.5																														
		<b>Total</b>	<b>28.0</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="#">24 July 2014<sup>v</sup></a> (Minute 6b refers). Progress of the scheme was reported to the BLTB meetings held on <a href="#">20 November 2014<sup>vi</sup></a>, <a href="#">19 March 2015<sup>vii</sup></a>, <a href="#">16 July 2015<sup>viii</sup></a>, <a href="#">19 November 2015<sup>ix</sup></a>, <a href="#">17 March 2016<sup>x</sup></a>, <a href="#">21 July 2016<sup>xi</sup></a>, <a href="#">17 November 2016<sup>xii</sup></a>, <a href="#">16 March 2017<sup>xiii</sup></a> and <a href="#">20 July 2017<sup>xiv</sup></a>.</p> <p>A description of the original, larger scheme has been available in the <a href="#">SEP Implementation Plan Annex<sup>xv</sup></a> (scheme 2.16 page 116) since March 2014.</p> <p><a href="#">The Royal Borough of Windsor and Maidenhead's website<sup>xvi</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</p>																																

<b>Assurance Framework Check list</b>	<b>2.16 Maidenhead Station</b>
	<p>LEP or the Royal Borough of Windsor and Maidenhead 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 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 Full Approval is appropriate.
Step 4: Recommendation of Financial Approval - High Value for Money - Support of the Independent assessor	<p>The scheme has negative costs due to the revenue generation and so it is not possible to present the BCR. The alternative NPV/k has correctly been used instead. The scheme has an NPV/k of 2.35. The scheme value for money is classed as Very High (and Financially Positive).</p> <p>In conclusion, it is possible to fully recommend the business case for the Maidenhead Station Access scheme.</p>
Step 5: Formal Agreement - roles - responsibilities - reporting - auditing - timing and triggers for payments, - contributions from other funders, - consequences of delay, - consequences of	<p><b>Roles:</b> The BLTB is a part funder of the scheme. The Royal Borough of Windsor and Maidenhead 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. The Royal Borough of Windsor and Maidenhead 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 the Royal Borough of Windsor and Maidenhead, the scheme promoter will also make summary reports on progress to each meeting of the BLTB until the scheme reaches practical completion. In particular, the Royal</p>

<b>Assurance Framework Check list</b>	<b>2.16 Maidenhead Station</b>
<ul style="list-style-type: none"> <li>- failure,</li> <li>- claw back,</li> <li>- evaluation one and five years on</li> </ul>	<p>Borough of Windsor and Maidenhead 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>Auditing: If and when the DfT or the Royal Borough of Windsor and Maidenhead (acting as accountable body for the LEP) requests access to financial or other records for the purposes of an audit of the accounts, the Royal Borough of Windsor and Maidenhead will cooperate fully.</p> <p>Timing and Triggers for payments: the Royal Borough of Windsor and Maidenhead will submit an annual invoice for each financial year together with a certificate of work completed. The Royal Borough of Windsor and Maidenhead (acting as accountable body for the LEP) will satisfy itself of the correctness of the certificate before paying the invoice.</p> <p>Contributions from Other Funders: there will be £125,000 of s.106 contributions secured by the Royal Borough of Windsor and Maidenhead in 2017/18, and a further £625,000 in 2019/20.</p> <p>Consequences of Delay: In the event that the scheme experiences minor delays to its programme (no more than 10 weeks), the Royal Borough of Windsor and Maidenhead 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) the Royal Borough of Windsor and Maidenhead 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 the Royal Borough of Windsor and Maidenhead that it will not be possible to deliver the scheme at all, written notice shall be given to the Royal Borough of Windsor and Maidenhead (acting as accountable body for the LEP). No further monies will be paid to the Royal Borough of Windsor and Maidenhead after this point. In addition, consideration will be given to recovering any monies paid to the Royal Borough of Windsor and Maidenhead 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. The Royal Borough of Windsor and Maidenhead (acting as accountable body for the LEP) 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: the Royal Borough of Windsor and Maidenhead will acknowledge the financial contribution</p>

<b>Assurance Framework Check list</b>	<b>2.16 Maidenhead Station</b>
	<p>made to this scheme through Local Growth Funds and follow the "<a href="#">Growth Deal Identity Guidelines</a>"<sup>xvii</sup> issued by government. It will also give due regard to the <a href="#">Public Services (Social Value) Act</a><sup>xviii</sup>, particularly through the employment of apprentices across the scheme supply chain.</p> <p>Evaluation One and Five years on: the Royal Borough of Windsor and Maidenhead will work with WYG to produce scheme evaluations One and Five years after practical completion.</p>

### **Conclusion**

15. This reduced scale scheme is a practical response to the complexity of the site and the requirement for an intervention to alleviate pedestrian congestion. The LEP will continue to support the Council, land owners and rail industry partners in the development of a more ambitious scheme for the medium term.

### **Background Papers**

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

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<sup>i</sup>[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)

<sup>ii</sup>[http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Programmes/Infrastructure/BL\\_TB/Accordance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf?inline-view=true](http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Programmes/Infrastructure/BL_TB/Accordance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf?inline-view=true)

<sup>iii</sup>

[https://www3.rbwm.gov.uk/info/200133/strategies\\_plans\\_and\\_policies/229/strategic\\_economic\\_plan/2](https://www3.rbwm.gov.uk/info/200133/strategies_plans_and_policies/229/strategic_economic_plan/2)

<sup>iv</sup>[http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Programmes/Infrastructure/BL\\_TB/Accordance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf?inline-view=true](http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Programmes/Infrastructure/BL_TB/Accordance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf?inline-view=true)

<sup>v</sup>

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

<sup>vi</sup><http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5181&Ver=4>

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

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

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

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

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

<sup>xii</sup><http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5636&Ver=4>

<sup>xiii</sup><http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5677&Ver=4>

<sup>xiv</sup><http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5719&Ver=4>

<sup>xv</sup><http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Strategic%20Economic%20Plan/TVB%20SEP%20-%20Annexes%20to%20Implementation%20Plan.pdf?inline-view=true>

<sup>xvi</sup>

[https://www3.rbwm.gov.uk/info/200133/strategies\\_plans\\_and\\_policies/229/strategic\\_economic\\_plan/2](https://www3.rbwm.gov.uk/info/200133/strategies_plans_and_policies/229/strategic_economic_plan/2)

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

<sup>xviii</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: Maidenhead Station Access**

Business Case Independent Assessment

WYG  
Executive Park  
Avalon Way  
Anstey  
Leicester  
LE7 7GR

Report No. RT-A087383-23  
Revision 1

6<sup>th</sup> November 2017  
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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 Maidenhead Station Access scheme Business Case submission to the Thames Valley Berkshire Local Enterprise Partnership.

## SCHEME SUMMARY

1.2 The Maidenhead Station Access scheme consists of:

1. Construction of a multi-modal transport interchange at Maidenhead Station to improve connections between journeys made on foot, bicycle, bus, train, taxi and car.
2. 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.
3. Construction of replacement parking for that displaced from the station forecourt.
4. Conversion of Broadway to two-way operation to mitigate traffic impacts from a proposed banned right turn. In addition, this supports the regeneration of this area, including Broadway car park proposals.

1.3 The purpose of the scheme is to improve access and interchange at Maidenhead Station and to improve links between the station and the town centre. It supports the delivery of Crossrail (now rebranded as the Elizabeth Line) and the Great Western Programme.

## REVIEW FINDINGS

1.4 The scheme has negative costs due to the revenue generation and so it is not possible to present the BCR. The alternative NPV/k has correctly been used instead. The Maidenhead Station Access scene has an **NPV/k of 2.35**. The scheme value for money is classed as **Very High (and Financially Positive)**.

1.5 In conclusion, it is possible to **fully recommend** the business case for the Maidenhead Station Access scheme.

## 2 Submitted Information

2.1 The Business Case independent assessment of this scheme has been carried out based upon the following documents submitted by the Royal Borough of Windsor and Maidenhead and their consultant team (Project Centre):

- Maidenhead Stn LEP Business Case FINAL 031117.pdf
- LINSIG Modelling Report- Maidenhead Station 021017.pdf;
- Maidenhead Stn LEP Option Assessment Report 261017.docx;
- pp\_strategic\_highway\_model\_local\_model\_validation\_report\_Jun\_2017.pdf;
- TN\_King St Queen St jct\_v1bIssued.pdf

### **3 Option Assessment Report**

- 3.1 The OAR is well written and fulfils the requirements. The option descriptions are sufficiently detailed to understand each option.
- 3.2 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\_Maidenhead Station Access-ASR\_Review\_(2017-09-29).pdf].
- 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. The requirements have since been supplied in the business case.
- 4.3 An updated ASR will not be required.

## 5 Full Business Case - Review

### **The Business Case Document**

- 5.1 The Business Case Submission is well set out, detailed and comprehensive. The scheme is stated to generate rail revenues in excess of the scheme costs. For this reason the BCR is not presented and the alternative NPV/k metric is used. The NPV/k for the scheme is 2.35.
- 5.2 Details of the scheme, in the form of scheme drawings, have been supplied.
- 5.3 Scheme capital costs are given in the PA table as £3.9m in 2010 prices and discounted values. Developer contributions of £0.78m bring the capital cost to government down to £3.1m. Maintenance costs are given as £0.43m. The presence of the scheme is predicted to generate an additional £10.7m in rail ticket revenue after the next franchise renewal (In 2010 prices and discounting). This has correctly been subtracted from the costs, yielding negative public sector costs over the life of the scheme appraisal period. The PVC is -£5.6m.
- 5.4 The scheme appraisal period is 20 years.
- 5.5 Maintenance and renewal costs are included in the assessment.
- 5.6 Benefits (together with disbenefits) amount to £6.5m, most of which come from journey quality and physical activity.
- 5.7 One main scenario has been assessed: the Core scenario. Multiple sensitivity tests have been conducted on the various inputs. All show at least Medium/High value for money.
- 5.8 The level of optimism bias is normally set to reflect the level of knowledge of risks to the project construction. Optimism bias of 44% has been applied, which is applicable to this case.
- 5.9 The scheme costs have been supplied as a break-down.
- 5.10 The scheme uses funding partially from the private sector in the form of developer contributions, but the value for money is not dependent of this.
- 5.11 Further comments on the business case sections are found in **Appendix A**.

## **The Modelling**

5.12 Part of the appraisal relies on the Royal Borough of Windsor and Maidenhead Highway Model, coded in VISUM. Link flow validation in the vicinity of the scheme, and the wider town centre is good in the AM and PM.

5.13 This has been supplemented with a Linsig model to determine local delays.

## **The Economic Appraisal**

5.14 The highway benefits are slightly negative, reflecting the fact that the right turn from Queen Street has been removed, forcing some traffic to divert. This has been largely mitigated by making the western end of Broadway two-way to allow straightforward egress to the west from Nicholsons car park.

5.15 The AM and PM peak annualisation factors would normally be 253 if only the peak hour has been modelled, which is the case here.

5.16 The VISUM model is only for the AM and PM peak hours. In order to assess the disbenefits of closing the right turn out of Queen Street, the peak hour disbenefits have been factored to daily disbenefits based on the ATC counts. This is a reasonable approach in this case and is likely to be robust. The highway disbenefits are -£1.7m over the life of the scheme.

5.17 Certain benefits have been calculated without the use of TUBA. The calculations for these have been supplied:

- Cycling benefits of £2.6m;
- Bus user benefits of £4.0m;
- Pedestrian benefits of £1.0m;
- Accident benefits of £1.6m.

5.18 A number of sensitivity tests have been conducted and all of them indicate the scheme would still have at least Medium/High value for money.

## **Conclusion**

- 5.19 The scheme has negative costs due to the revenue generation and so it is not possible to present the BCR. The alternative NPV/k has correctly been used instead. The Maidenhead Station Access scene has an **NPV/k of 2.35**. The scheme value for money is classed as **Very High (and Financially Positive)**.
- 5.20 In conclusion, it is possible to **fully recommend** the business case for the Maidenhead Station Access scheme.

## Appendix A – Business Case Checklist

Project Number: A087383  
 Scheme: Maidenhead Station Access  
 Submitted by: Royal Borough of Windsor and Maidenhead

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	Sufficient description of policy context provided.	Options appraised	Y	Acceptable.	Costs	Y	Provided.	Output based specification	Y	Provided.	Evidence of similar projects	Y	Provided.					
Problem Identified	Y	Information on pedestrian current and future flows would be beneficial.	Assumptions	Y	Provided.	Budgets / Funding Cover	Y	Provided.	Procurement Strategy	Y	Provided.	Programme / Project dependencies	Y	Provided.					
Impact of not changing	Y	Sufficient explanation provided.	Sensitivity and Risk Profile	Y	Provided.	Accounting Implications	Y	Provided.	Sourcing Options	Y	Provided.	Governance	Y	Provided.					
Drivers for change	Y	Sufficient explanation provided.	Appraisal Summary Table	Y	Provided. Please provide the AST, TEE, and PA as Appendices using the recommended format. In the AST make sure that GHG costs are included in thousands. In the AST, the journey quality value does not match the one included in the report (Para 3.40). Please ensure that calculations are correct.									Payment Mechanisms	Y	Provided.	Programme / Project Plan	Y	Provided.
Objectives	Y	The objectives are not measurable, timebound or specific.	Value for Money Statement	Y	Provided	Pricing Framework and charging mechanisms	Y	Provided.	Assurances and approvals	Y	Provided.	Risk allocation and transfer	Y	Provided.	Communication & Stakeholders	Y	Provided.		
Measures for success	Y	Acceptable.				Contract length	Y	Provided.	Project Reporting	Y	Provided.	Human resource issues	Y	Provided.	Implementation	Y	Provided.		
Scope	Y	Acceptable.				Contract management	Y	Provided.	Key Issues	Y	Provided.	Contract management	N	Not provided.	Risk Management	Y	Provided.		
Constraints	Y	Acceptable.							Benefits realisation	Y	Provided.	Monitoring and evaluation	Y	Provided.	Contingency	N	Not provided.		
Inter-dependencies	Y	Acceptable.							Options	N	Not provided.	Options	N	Not provided.	Options	N	Not provided.		
Stakeholders	Y	Acceptable.							Contract Management	N	Not provided.	Risk Management	Y	Provided.	Monitoring and evaluation	Y	Provided.		
Options	Y	Acceptable.							Contingency	N	Not provided.	Contingency	N	Not provided.	Options	N	Not provided.		

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**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**

**REPORT TO:** BLTB

**DATE:** 16 November 2017

**CONTACT OFFICER:** Roger Parkin, Chief Executive Slough Borough Council,  
lead Chief Executive to the BLTB

**PART I**

**Item 6: Financial Approval 2.23 Reading: South Reading MRT Phases 3 and 4**

***Purpose of Report***

1. To consider giving financial approval to scheme 2.23 Reading: South Reading MRT Phases 3 and 4. This is one scheme that was split into two phases in anticipation of there being insufficient funds to approve the whole of the necessary works. In the event both phases 3 and 4 have received funding and the proposal is to manage this as one scheme through to completion.
2. The proposal is a new public transport link between central Reading and Mereoak Park and Ride to the south of the M4 at Junction 11. Phases 5 and 6 have yet to be funded. A diagram showing the scheme and its phases is attached at Appendix 1.

***Recommendation***

3. You are recommended to give scheme 2.23 Reading: South Reading MRT Phases 3 and 4 full financial approval in the sum of £10,148,000 over three years (2017/18-2019/20) on the terms of the funding agreement set out at paragraph 11 step 5 below.

***Other Implications***

***Financial***

4. Scheme 2.23 Reading: South Reading MRT Phases 3 and 4 was a named scheme in the [Thames Valley Berkshire Growth Deal 3<sup>i</sup>](#), announced by [the Government on 2 February 2017<sup>ii</sup>](#).
5. This report recommends that Reading Council be authorised to draw down the capital sum £10,148,000 from the Local Transport Body funding for Phases 3 and 4 of this scheme.
6. The funding agreement set out at paragraph 11 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

7. 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 2) on the full business case for the scheme
- The funding agreement set out at paragraph 11, 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

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

## ***Supporting Information***

9. The scheme will be carried out by Reading Borough Council.

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

Task	Timescale
Detailed design update	December 2017
Procurement	January 2018
Construction start	March 2018
Construction finish	March 2020

Activity	Funder	Cost (approx)
Scheme development	Reading Borough Council	
Major scheme funding	Berkshire Local Transport Body	£10.148m
Private sector funding	s.106 and other sources	£2.536m
<b>Total</b>		<b>£12.684m</b>

11. 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>v</sup>](#).

<b>Assurance Framework Check list</b>	<b>2.23 Reading: South Reading MRT Phases 3 and 4</b>																																																																																								
	<p>South Reading MRT was originally developed by Reading Council in response to its adopted Core Strategy Development Plan Document (Jan 08) which identifies the vision for growth to 2026. The A33 between the M4 junction 11 and the Town Centre is a major transport corridor and serves major employment sites, the football stadium, major retail sites and some new housing developments. Phases 1 and 2 have been funded in Growth Deal 1, and the works are due for completion this month.</p> <p>In 2013, the full South Reading MRT scheme (Mereoak to Reading Town Centre) was assessed in accordance with paragraphs 11 and 12 of the Assurance Framework and was given 23 points and ranked 4<sup>th</sup>= of the 28 schemes originally submitted. However, the cost of the scheme exceeded the funds available at that time, and the scheme was not given further consideration on the grounds that it was unaffordable.</p>																																																																																								
Step 1: Development of Scheme proposal; initial sifting, scoring and prioritisation leading to award of Programme Entry Status. (See paragraphs 11-13)	<table border="1"> <thead> <tr> <th><b>Factor</b></th><th><b>Raw score</b></th><th><b>Weighting</b></th><th><b>Weighted score</b></th></tr> </thead> <tbody> <tr> <td>Maximum strategic Impact</td><td>3</td><td>2</td><td>6</td></tr> <tr> <td>Economic Impact</td><td>2</td><td>2</td><td>4</td></tr> <tr> <td>VFM</td><td>2</td><td>1.5</td><td>3</td></tr> <tr> <td>Ease of Deliverability</td><td>2</td><td>1.5</td><td>3</td></tr> <tr> <td>Matched Funding</td><td>2</td><td>1</td><td>2</td></tr> <tr> <td>Environmental</td><td>3</td><td>1</td><td>3</td></tr> <tr> <td>Social</td><td>2</td><td>1</td><td>2</td></tr> <tr> <td align="right"><b>Total</b></td><td align="right"><b>23</b></td><td></td><td></td></tr> </tbody> </table> <p>The scheme was resubmitted for inclusion in the Strategic Economic Plan. A similar assessment process was used and the scheme was given 22 points and ranked equal 21st of 37 schemes originally submitted. The scheme was subsequently reduced in size and scope, and Phases 1 and 2 were eventually included in the SEP. The scores below are for the full scheme, not Phases 1 and 2.</p> <table border="1"> <thead> <tr> <th><b>Factor</b></th><th><b>Raw score</b></th><th><b>Weighting</b></th><th><b>Weighted score</b></th></tr> </thead> <tbody> <tr> <td>Strategy</td><td>3</td><td>1.5</td><td>4.5</td></tr> <tr> <td>Deliverability</td><td>2</td><td>2</td><td>4</td></tr> <tr> <td>Economic Impact</td><td>2</td><td>4</td><td>8</td></tr> <tr> <td>TVB area coverage</td><td>2</td><td>1.5</td><td>3</td></tr> <tr> <td>Environment</td><td>3</td><td>0.5</td><td>1.5</td></tr> <tr> <td>Social</td><td>2</td><td>0.5</td><td>1</td></tr> <tr> <td align="right"><b>Total</b></td><td align="right"><b>21</b></td><td></td><td></td></tr> </tbody> </table> <p>Then, in 2016, in response to the call for bids in Growth Deal 3, a further submission was made in respect of Phases 3-6. This time the scheme was given 29 points and ranked 1<sup>st</sup> of 20 schemes submitted. The bid was subsequently reduced to include only Phases 3 and 4.</p> <table border="1"> <thead> <tr> <th><b>Factor</b></th><th><b>Raw score</b></th><th><b>Weighting</b></th><th><b>Weighted score</b></th></tr> </thead> <tbody> <tr> <td>Strategy</td><td>3</td><td>1.5</td><td>4.5</td></tr> <tr> <td>Deliverability</td><td>3</td><td>2</td><td>6.0</td></tr> <tr> <td>Economic Impact</td><td>3</td><td>4</td><td>12.0</td></tr> <tr> <td>TVB area coverage</td><td>3</td><td>1.5</td><td>4.5</td></tr> </tbody> </table>	<b>Factor</b>	<b>Raw score</b>	<b>Weighting</b>	<b>Weighted score</b>	Maximum strategic Impact	3	2	6	Economic Impact	2	2	4	VFM	2	1.5	3	Ease of Deliverability	2	1.5	3	Matched Funding	2	1	2	Environmental	3	1	3	Social	2	1	2	<b>Total</b>	<b>23</b>			<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	2	4	8	TVB area coverage	2	1.5	3	Environment	3	0.5	1.5	Social	2	0.5	1	<b>Total</b>	<b>21</b>			<b>Factor</b>	<b>Raw score</b>	<b>Weighting</b>	<b>Weighted score</b>	Strategy	3	1.5	4.5	Deliverability	3	2	6.0	Economic Impact	3	4	12.0	TVB area coverage	3	1.5	4.5
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<b>Assurance Framework Check list</b>	<b>2.23 Reading: South Reading MRT Phases 3 and 4</b>				
	Environment	2	0.5	1.0	
	Social	2	0.5	1.0	
		Total		29	
<p>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>					<p>Reading BC have identified Phase 3 and 4 as two separate schemes, but as both have been funded, they are now combined into a single scheme.</p> <p>Programme Entry status was given to Phases 3 and 4 by the BLTB on <a href="#">16 March 2017<sup>vi</sup></a> (minute 23(a) refers). A progress report was considered by the BLTB on <a href="#">20 July 2017<sup>vii</sup></a>.</p> <p>The <a href="#">Reading BC website<sup>viii</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 Reading 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 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 Full Approval is appropriate.				
Step 4: Recommendation of Financial Approval - High Value for Money - Support of the Independent assessor	<p>The Value for Money assessment has been conducted entirely using monetised benefits and the report conclusion shows a High Value for Money with a BCR of 3.29.</p> <p>DfT has set thresholds of 2.00 (High VfM) and 4.00 (Very High VfM) and schemes with BCRs above these thresholds can described as having High or Very High Value for Money.</p> <p>The Independent Assessor's report (see Appendix 2) recommends full financial approval for this scheme</p>				

Assurance Framework Check list	2.23 Reading: South Reading MRT Phases 3 and 4
<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>Roles: The BLTB is a part funder of the scheme. Reading Council is the scheme promoter and is the relevant highway and planning authority.</p> <p>Responsibilities: The BLTB is responsible for allocating the capital finance in accordance with the Assurance Framework. Reading 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>Reporting: In addition to any reporting requirements within Reading 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, Reading 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>Auditing: If and when the DfT or the Royal Borough of Windsor and Maidenhead (acting as accountable body for the LEP) requests access to financial or other records for the purposes of an audit of the accounts, Reading Council will cooperate fully.</p> <p>Timing and Triggers for payments: Reading Council will submit an annual invoice for each financial year together with a certificate of work. The Royal Borough of Windsor and Maidenhead (acting as accountable body for the LEP) will satisfy itself of the correctness of the certificate before paying the invoice.</p> <p>Contributions from Other Funders: there will be £1,268,000 of s.106 contributions secured by Reading Council in 2018/19 and a further £1,268,000 in 2019/20.</p> <p>Consequences of Delay: In the event that the scheme experiences minor delays to its programme (no more than 10 weeks), Reading 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) Reading 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 Reading Council that it will not be possible to deliver the scheme at all, written notice shall be given to the Royal Borough of Windsor and Maidenhead (acting as accountable body for the LEP). No further monies will be paid to Reading Council after this point. In addition, consideration will be given to recovering any monies paid to Reading Council in respect of this scheme.</p>

<b>Assurance Framework Check list</b>	<b>2.23 Reading: South Reading MRT Phases 3 and 4</b>
	<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. The Royal Borough of Windsor and Maidenhead (acting as accountable body for the LEP) 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: Reading 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>ix</sup> issued by government. It will also give due regard to the <a href="#">Public Services (Social Value) Act</a><sup>x</sup>, particularly through the employment of apprentices across the scheme supply chain.</p> <p>Evaluation One and Five years on: Reading Council will work with WYG to produce scheme evaluations One and Five years after practical completion.</p>

### **Conclusion**

12. This is a well-planned scheme that will provide further support for the development of a Mass Rapid Transit system for the Reading urban area.

### **Background Papers**

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

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<sup>i</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/589268/170202\\_Thames\\_Valley\\_Berkshire\\_LEP\\_GD\\_factsheet.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/589268/170202_Thames_Valley_Berkshire_LEP_GD_factsheet.pdf)

<sup>ii</sup> <https://www.gov.uk/government/publications/london-south-east-and-east-of-england-growth-deals>

<sup>iii</sup> [http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Programmes/Infrastructure/BL\\_TB/Accurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf?inline-view=true](http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Programmes/Infrastructure/BL_TB/Accurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf?inline-view=true)

<sup>iv</sup> <http://www.reading.gov.uk/transport-schemes-and-projects>

<sup>v</sup> [http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Programmes/Infrastructure/BL\\_TB/Accurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf?inline-view=true](http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Programmes/Infrastructure/BL_TB/Accurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf?inline-view=true)

<sup>vi</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5677&Ver=4>

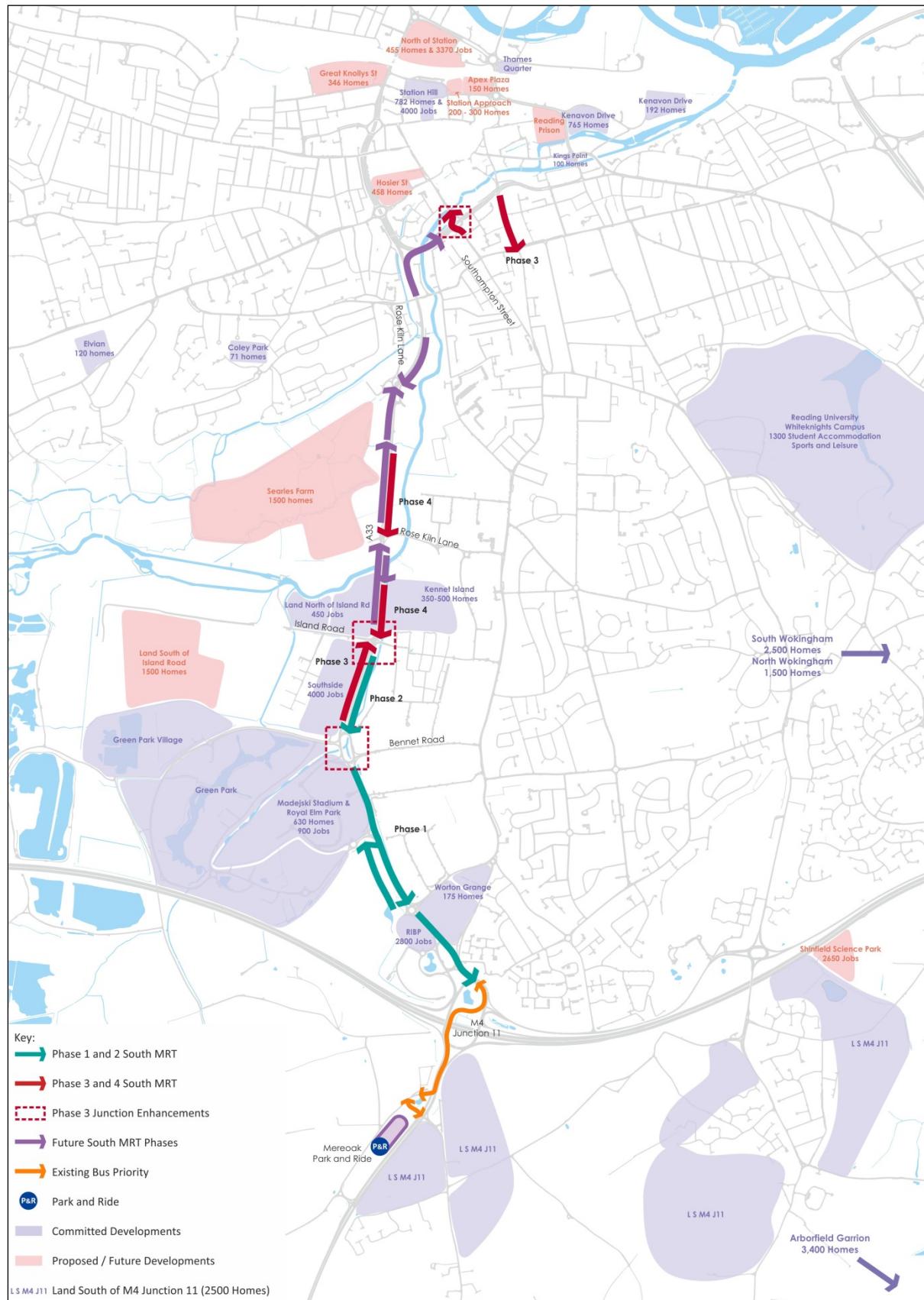
<sup>vii</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5719&Ver=4>

<sup>viii</sup> <http://www.reading.gov.uk/transport-schemes-and-projects>

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

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

## APPENDIX 1 – SOUTH READING MRT PHASING PLAN



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## Thames Valley Berkshire Local Enterprise Partnership

### **Independent Assessment Summary Report: South Reading Mass Rapid Transit Phases 3 & 4**

Business Case Independent Assessment

WYG  
Executive Park  
Avalon Way  
Anstey  
Leicester  
LE7 7GR

Report No. RT-A087383-24  
Revision 1

8<sup>th</sup> November 2017  
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## REPORT CONTROL

Document: Business Case Independent Assessment: South Reading MRT Phases 3-4

Project: Bucks / Thames Valley Independent Assessment

Client: Thames Valley Berkshire Local Enterprise Partnership

Job Number: A087383

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Document Checking:

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Review By	Colin Shields	Initialled:	CS
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Issue	Date	Status	Checked for Issue
1	08/11/2017	Final	GD

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## Appendices

Appendix A – Business Case Checklist

# 1 Executive Summary

- 1.1 This technical note provides an independent review of the South Reading Mass Rapid Transit (MRT) Phases 3 & 4 Business Case submission to the Thames Valley Berkshire Local Enterprise Partnership.

## SCHEME SUMMARY

- 1.2 The South Reading Mass Rapid Transit (MRT) Phases 3 and 4 will provide a series of bus priority measures on the A33 between Rose Kiln Lane and Bennet Road, for bus services operating between central Reading to existing / proposed residential and employment areas to the south of Reading including Green Park and the new Mereoak Park and Ride facility which was delivered in 2015.
- 1.3 The scheme will thus expand on the existing Bus Priority facilities in the A33 Corridor, through the M4 junction 11, as well as SRMRT Phase 1 which is constructed and Phase 2 which is currently being constructed.
- 1.4 Phase 3 comprises a northbound 3.25metre minimum width bus lane on the A33, between Longwater Avenue/Bennet Road Gyratory and Island Road. The existing northbound parallel footway will be retained with a minimum width of 2 metres.
- 1.5 Phase 4 of the scheme, consists of a southbound bus lane of 3.25 metres minimum width on the A33 between Rose Kiln (Reading Link Retail Park) to Rose Kiln Lane (Brunel Retail Park). A further southbound bus lane of similar quality and dimensions, will be provided between Rose Kiln Lane (Brunel Retail Park) to Island Road to the south.
- 1.6 MOVA will also be implemented on the approach and intermediate junctions between the bus priority lanes at; Bennet Road gyratory; A33/Island Road junctions; the Oracle roundabout; London Road/Kendrick Road junction; London Road/London Street junction; and at the junction of the Inner Distributor Road (IDR)/London Street junction to optimise the signal operation to reduce delays for buses and will also benefit general traffic leading to more efficient use of available road space.

- 1.7 The purpose of the scheme is to improve the journey times and reliability of bus/MRT services on the main corridor into Reading, whilst reducing forecast congestion and air quality by attracting people to switch to bus travel.

## REVIEW FINDINGS

- 1.8 The Value for Money assessment has been conducted entirely using monetised benefits and the report conclusion shows a **High Value for Money** with a **BCR of 3.29**.
- 1.9 It is possible to fully recommend the business case for the South Reading Mass Rapid Transit.

## 2 Submitted Information

2.1 The business case and further documents were submitted in October 2017. This business case independent assessment is based on these documents, submitted by Reading Borough Council and their consultant team (Peter Brett Associates):

- South Reading MRT Phase 3&4 - Business Case v2 0.pdf;
- South Reading Mass Rapid Transit Phase 3 and 4 - Economic Assessment Report v2 0.pdf;
- MRT South - Phase 3 to 6 - OAR v1 0 - With Drawings.pdf;
- 28791-5526 SRMRT Phase 3 & 4 Demand Modelling Report v3 0.pdf;
- 28791-5506 Reading Transport Model - MFR v1 0.pdf;
- 28791-5506 Reading Transport Model - LMVR v2 0.pdf.

### **3 Option Assessment Report**

- 3.1 The OAR is well written and fulfils the requirements. The option descriptions are sufficiently detailed to understand each option.
- 3.2 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\_SRMRT-ASR\_Review\_(2017-09-15)\_DRAFT].
- 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. Some, but not all, of these requirements have since been supplied in the business case.
- 4.3 It is noted that the VISSIM element of the scheme modelling found in the ASR has been replaced with use of the Saturn model in the business case.
- 4.4 An updated ASR will not be required.

## 5 Full Business Case - Review

### **The Business Case Document**

- 5.1 The Business Case Submission is reasonably well set out, detailed and comprehensive. The scheme is stated to have a BCR of 3.3.
- 5.2 Details of the scheme, in the form of scheme drawings, have been supplied.
- 5.3 Scheme capital costs are given in the PA table as £13.7m in 2010 prices and discounted values. Developer contributions of £2.5m bring the capital cost to government down to £11.3m. Operating costs are given as £0.246m, giving a PVC of £11.5m.
- 5.4 The scheme appraisal period is 60 years.
- 5.5 Benefits amount to £37.9m of which around 45% accrues to new and existing bus passengers, with the rest accruing to highway users.
- 5.6 Three scenarios have been assessed: the Core scenario (Scenario 1) and two alternative scenarios (2 and 3). The scenarios are:
- Scenario 1 – The Main Scenario (Core);
  - Scenario 2 – Low demand scenario (10% lower demand).
  - Scenario 3 – 50% CIL (50% lower developer contribution).
- 5.7 The above scenarios are not in the business case document, being instead presented in the Economic Assessment Report (EAR) of the previous submission.
- 5.8 The scheme costs have been supplied as a break-down.
- 5.9 The level of optimism bias is normally set to reflect the level of knowledge of risks to the project construction. The scheme has a Quantified Risk Assessment and has been assessed at an optimism bias level of 15%, which is appropriate given the detail of the scheme costs and the risk elements that are included.

- 5.10 The scheme uses funding partial from the private sector in the form of developer contributions via a Community Infrastructure Levy (CIL). The funding from CIL is not secure and it is stated that Reading Borough Council will make up any shortfall. This means the scheme is not reliant on developer funding but it does mean the costs to the public sector could rise. A scenario with a pessimistic CIL contribution (50%) has been presented.
- 5.11 Further comments on the business case sections are found in **Appendix A**.

### **The Modelling**

- 5.12 Link flow validation on the A33 is good in the AM, IP and PM (northbound). The model is under-representing link flow in the PM (southbound).
- 5.13 The journey time route of interest is Route 3. The journey time validation is good for the AM inbound, IP and PM. The modelled time is low for the AM outbound.
- 5.14 Whilst not ideal, the issues with the model validation are not sufficient to call into question the overall benefits of the scheme. However, since less than perfect validation is on the key A33 corridor it must be borne in mind that the estimates of the benefits will be subject to greater error than if the model were well validated in this location.
- 5.15 The model is considered a sound basis for appraising the scheme.

### **The Economic Assessment Report**

- 5.16 The AM and PM peak annualisation factors would normally be 253 if only the peak hour has been modelled. The TUBA guidance has the proper methods for deriving benefits from the peak shoulders and these have been followed correctly.
- 5.17 The TUBA method of modifying the matrices to estimate the peak shoulder benefits has been applied. The peak hour demand has been factored down to the peak shoulders using ATC data. The cost matrices have also been factored down by the same factor as the demand matrices. It has been clearly stated that this relies on the assumption that the relationship between trip numbers and costs is linear.
- 5.18 Benefits broken down by peak period have been presented.

5.19 Certain benefits have been assessed qualitatively as it is unlikely the impact will be significant:

- Accidents (slight beneficial);
- Noise (slight beneficial);
- Air Quality (neutral).

### **Conclusion**

5.20 The Value for Money assessment has been conducted entirely using monetised benefits and the report conclusion shows a **High Value for Money** with a **BCR of 3.29**.

5.21 In conclusion, it is possible to fully recommend the business case for the South Reading Mass Rapid Transit scheme.

## Appendix A – Business Case Checklist

Project Number: A087383  
 Scheme: South Reading MRT Phase 3-4  
 Submitted by: Reading 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	Provides a good description of the organisational and strategic context of the business case. Wokingham Borough Council's Managing Development Delivery Local Plan (February 2014) is not included.	Introduction	Y		Introduction	Y		Introduction	Y		Introduction	Y	
			Options appraised	Y	Comments on OAR provided separately.	Costs	Y		Output based specification	Y	No annex provided.	Evidence of similar projects	Y	
Problem Identified	Y	Provide more details on the evidence base underpinning the scheme (journey time savings etc.)	Assumptions	Y	Include that WebTAG Databook version number used (1.8). Explain why no demand has been calculated for weekend trips.	Budgets / Funding Cover	Y		Procurement Strategy	Y		Programme / Project dependencies	Y	
Impact of not changing	Y	Acceptable	Sensitivity and Risk Profile	N	Not provided.	Accounting Implications	Y		Sourcing Options	Y		Governance	Y	
Drivers for change	Y		Appraisal Summary Table	Y	Provide a more detailed breakdown. Explain why benefits listed in Para 4.4.3 have not been included. 20% of 12,293m is 2,459m, not 2,469m.			Payment Mechanisms	Y		Programme / Project Plan	Y		
Objectives	Y	Objectives are not clearly timebound. Objectives iv-vi are not clearly measurable. Although improving air quality is mentioned as an aim/objective in Para 2.4, it is not included in the list of objectives.	Value for Money Statement	Y	The PVB and BCR values are not the same as the ones included in AMCB table provided with the Economic Assessment Report.			Pricing Framework and charging mechanisms	Y		Assurances and approvals	Y		
Measures for success	Y	Para 3.7.1 states there is at least one measure for success for each objective, yet only 3 of the objectives are covered in Table 3-1.						Risk allocation and transfer	Y		Communication & Stakeholders	Y		
Scope	Y	Consider including the bus services affected.						Contract length	Y		Project Reporting	Y		
Constraints	Y							Human resource issues	Y		Implementation	N	Not included but not necessary.	
Inter-dependencies	Y	Provide information on when the funding is likely to be secured.						Contract management	Y	Implementation timescales not included.	Key Issues	Y		
Stakeholders	Y	Include the outcomes of consultation with members of the public and bus operating companies.								Contract Management	Y			
Options	Y									Risk Management	Y			
										Benefits realisation	Y			
										Monitoring and evaluation	Y			
										Contingency	Y			
										Options	Y			

**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**

**REPORT TO:** BLTB

**DATE:** 16 November 2017

**CONTACT OFFICER:** Roger Parkin, Chief Executive Slough Borough Council,  
lead Chief Executive to the BLTB

**PART I**

**Item 7: 2.07 Bracknell Coral Reef – One Year Impact Report**

***Purpose of Report***

1. At your meeting in March 2017, you approved guidance for the preparation of one- and five-year-on impact reports for BLTB funded local transport schemes
2. This report introduces the first of these to be completed, for scheme 2.07 Bracknell Coral Reef.

***Recommendation***

3. You are recommended to note the reports from the scheme promoter and the independent assessor.

***Other Implications***

**Financial**

4. There are no direct financial implications of this report.

**Risk Management**

5. The government requires all LEPs to have Assurance Frameworks which set out governance arrangements and financial procedures. One of the specific requirements for transport schemes is to require scheme promoters to submit impact reports one and five years post implementation.

**Human Rights Act and Other Legal Implications**

6. Slough Borough Council will provide legal support for the BLTB should any questions arise on the application of the Assurance Framework.

***Supporting Information***

7. Bracknell Forest Council received £2.1m towards the £3.0m cost of this scheme. Therefore, it has been treated as a “small” scheme being below the £5m threshold.

8. The one-year on impact report is attached at Appendix 1; the guidelines approved in March 2017 are at Appendix 2; and the independent assessor's report is attached at Appendix 3.

***Conclusion***

9. There is no further action required

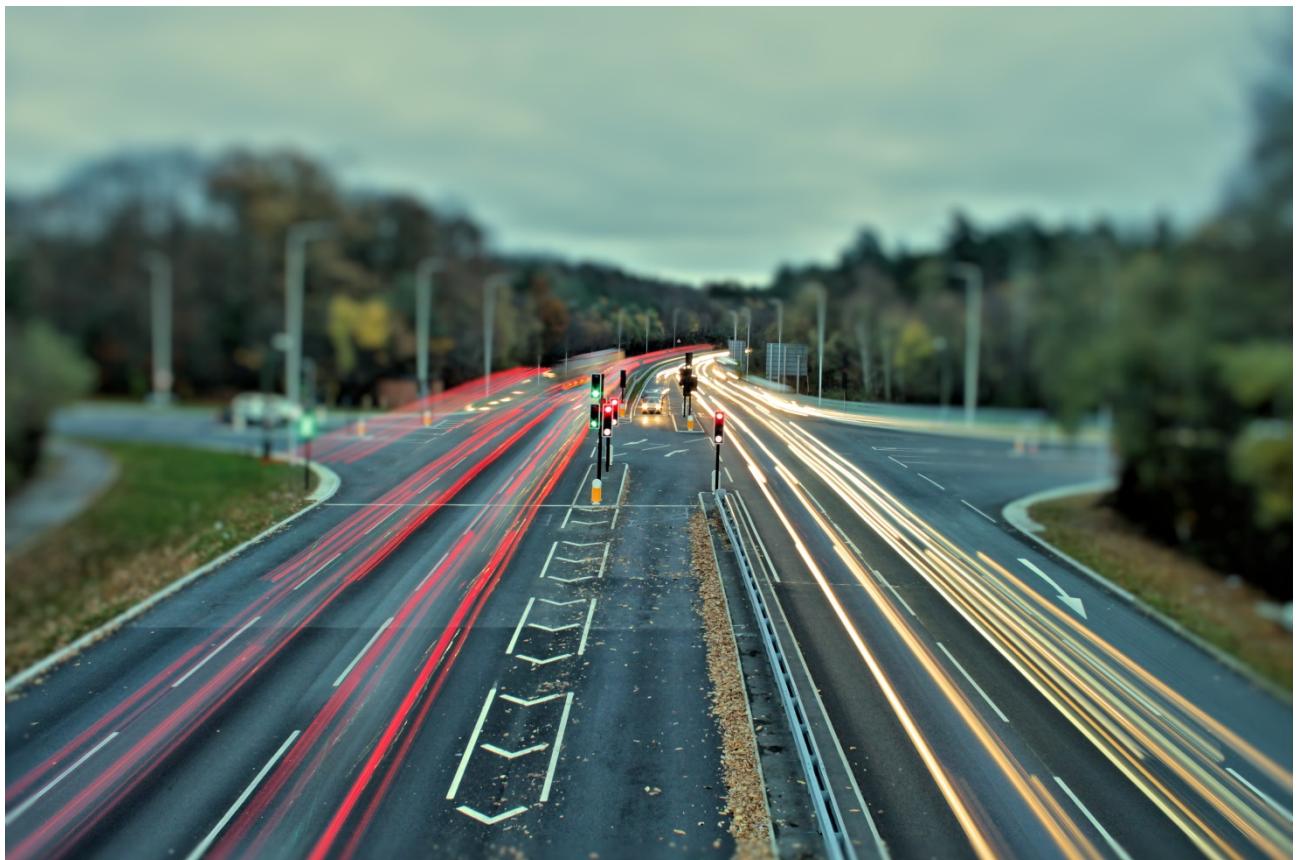
***Background Papers***

10. Correspondence

## **Appendix 1**

### **Coral Reef Signalised Junction**

### **12 Month Evaluation Report**





## 1.0 Introduction

### 1.1 Background

- 1.1.1 The Coral Reef junction is located on the busy A322 / A329 corridor. This route provides a key strategic link between the M3 and M4 motorways, and runs through the centre of Bracknell, linking Surrey and Hampshire in the South, to Berkshire and Oxfordshire in the North. The route is forecast to see considerable growth in traffic over the next five to ten years, as Bracknell and the region see significant new development generating more trips, and increasing the population of the area as a result of the adopted Site Allocations Local Plan and also a new regenerated Town Centre.
- 1.1.2 In response this forecast demand Bracknell has invested heavily over the last 5 years to improve the A322 / A329 corridor, as shown in **Appendix 1**, and provide more reliable journey times and create more capacity for growth in the borough. Much of these improvements so far have centred on improving capacity at key junctions and the application of Intelligent Transport Systems to allow us to manage movement along and across the corridor for all users. To date this work has been funded by a mix of Borough capital, government funding initiatives such as the Local Pinch Point Programme and the Local Growth Deal as well as developer contributions
- 1.1.3 The Coral Reef Junction is the most significant as it involved the complete removal of a large roundabout, replaced with a signalised 4-way junction. These works took just under a year to complete, and as expected did result in some disruption and likely diversion of traffic, however the works were delivered ahead of schedule and on budget.

### 1.2 Travel Demand on the Corridor

- 1.2.1 The A329/A322 corridor is the one of the region's busiest and most important routes, passing through Bracknell's urban areas, carrying in excess of 50,000 vehicles per day.

- 1.2.2 Although the route serves as a primary means of access into Bracknell, it is also used by through traffic as an “outer orbital” link between the M3 and M4 motorways with up to 25% of the total vehicles in the PM peak travelling from the M3 corridor and onwards to the M4.
- 1.2.3 This high percentage of through traffic puts a tremendous strain on the Borough’s highway network and creates delays at major junctions, including Coral Reef, for both residents of Bracknell and commuters travelling further afield. With the Highways Agency planning improvements to both the M3 and M4 Bracknell could see an increase in traffic travelling along this route.
- 1.2.4 In response to this the Council has developed a corridor plan showing proposed improvements to the major junctions along the route and details the benefits in journey times before and after.
- 1.2.5 This report has been prepared to evaluate the ‘12 month’ performance of the new signalised junction at the intersection of the A322 Bagshot Road / Nine Mile Ride / New Forest Ride.
- 1.2.6 The report has been prepared in line with the Department for Transport Guidance ‘Monitoring and Evaluating Framework for Local Authority Major Schemes’ September 2012, and in agreement with Thames Valley Berkshire Local Enterprise Partnership.

### **1.3 Report Structure**

- 1.3.1 The report has been split into eight sections as detailed in section 3 of the aforementioned report;
  - Scheme Build;
  - Delivered Scheme;
  - Costs;
  - Scheme Objectives;
  - Travel Demand;
  - Travel Times and Reliability of Travel Times;
  - Impacts on the Economy, and

- Carbon Impacts

1.3.2 The report is then summarised and conclusions are drawn and in the final section of the report.

## 2.0 Scheme Build

2.1 The project programme detailed an 18 month construction period to complete the introduction of a signalised junction.

2.2 It was planned that the works would start in March 2015 with the removal of trees and vegetation within the boundaries of the scheme prior to the bird nesting season which started in April 2015.

2.3 To enable all the works to be undertaken safely and to assist in keeping two lanes of traffic through the works whenever possible, the speed limit was temporarily stepped down to 40mph throughout the works area. This was implemented in April 2015 and remained in place for the duration of the works.

2.4 The first part of the construction programme saw the existing roundabout being removed. This took approximately two months due to the large volume of earth that needed to be removed.

2.5 Once the roundabout was removed and laid to road surface, a temporary roundabout was to be left in place affording the opportunity to alter its size and position to suit while the majority of the works were undertaken. The next part of the programme involved widening the carriageway into the central reserves and installing all of the new infrastructure to the final layout. It was anticipated that this work would take the scheme into 2016.

2.6 Once the central reserves had been completed there was sufficient carriageway to swap the traffic onto the middle of the A322 using the newly constructed carriageway. Then the near side works could take place. It was expected this would take to the summer of 2016. Up to this stage of the works it was planned to keep the junction running as a roundabout with two lanes of traffic running in both directions along the A322 for the majority of the time.

2.7 The final stage of the works involved the extension of the central island into the cross roads junction and installation of the traffic signal infrastructure before the junction

could be given its final surface and the traffic lights turned on. It was planned that these works would be completed by autumn 2016.

- 2.8 Due to a mild winter and a number of double shifts the scheme was completed 6 months ahead of schedule. **Appendix 2** shows the completed programme in detail.

### 3.0 Delivered Scheme

*Coral Reef Roundabout from the pedestrian bridge – April 2015*



*Coral Reef Signalised Junction from the pedestrian bridge – August 2017*



## **4.0 Costs**

- 4.1 The project commenced in 2014-15 with a budget of £100k (£52k of which was Developer 106 funding and £48k of LTP grant funding). This initial budget was allocated for the detailed design and site preparatory works in anticipation of receipt of further funding.
- 4.2 In 2015-16, BFC received £2.1m from the Thames Valley Local Enterprise Partnership to fund the junction improvements.
- 4.3 The project was completed in 2016-17 with an additional budget of £895k comprised of £265k of S106 contributions and £630k of additional Council funding.
- 4.4 The total project budget was £3,095,030 and upon completion, the total cost of the project was £3,094,892.04

## **5.0 Scheme Objectives**

- 5.1 The scheme has improved access by providing management of movement, thus removing the delays on side arms that historically had to give way to the dominant flow along the A322.
- 5.2 By improving movement at this busy junction and reducing delays, we have also contributed towards a reduction in carbon emissions and removed a significant barrier to development in the area including the TRL housing project commenced on site in June 2017. Benefits will also be felt by neighbouring LEP areas and assist in the overall control and co-ordination of the strategic corridor network within the Borough.
- 5.3 The introduction of the proposed signalised junction is predicted to significantly reduce the level of queuing and delay on all approaches to the existing roundabout, but particularly on the side arms of New Forest Ride and Nine Mile Ride. All movements from these arms were affected by the dominant east-west movement along the A322.
- 5.4 The key measure of success of the proposed improvements will be further realised as development continues in the borough as part of the adopted Site allocations and the completion of the Town Centre regeneration in September 2017.

## **6.0 Travel Demand**

### **6.1 Observed Turning Counts**

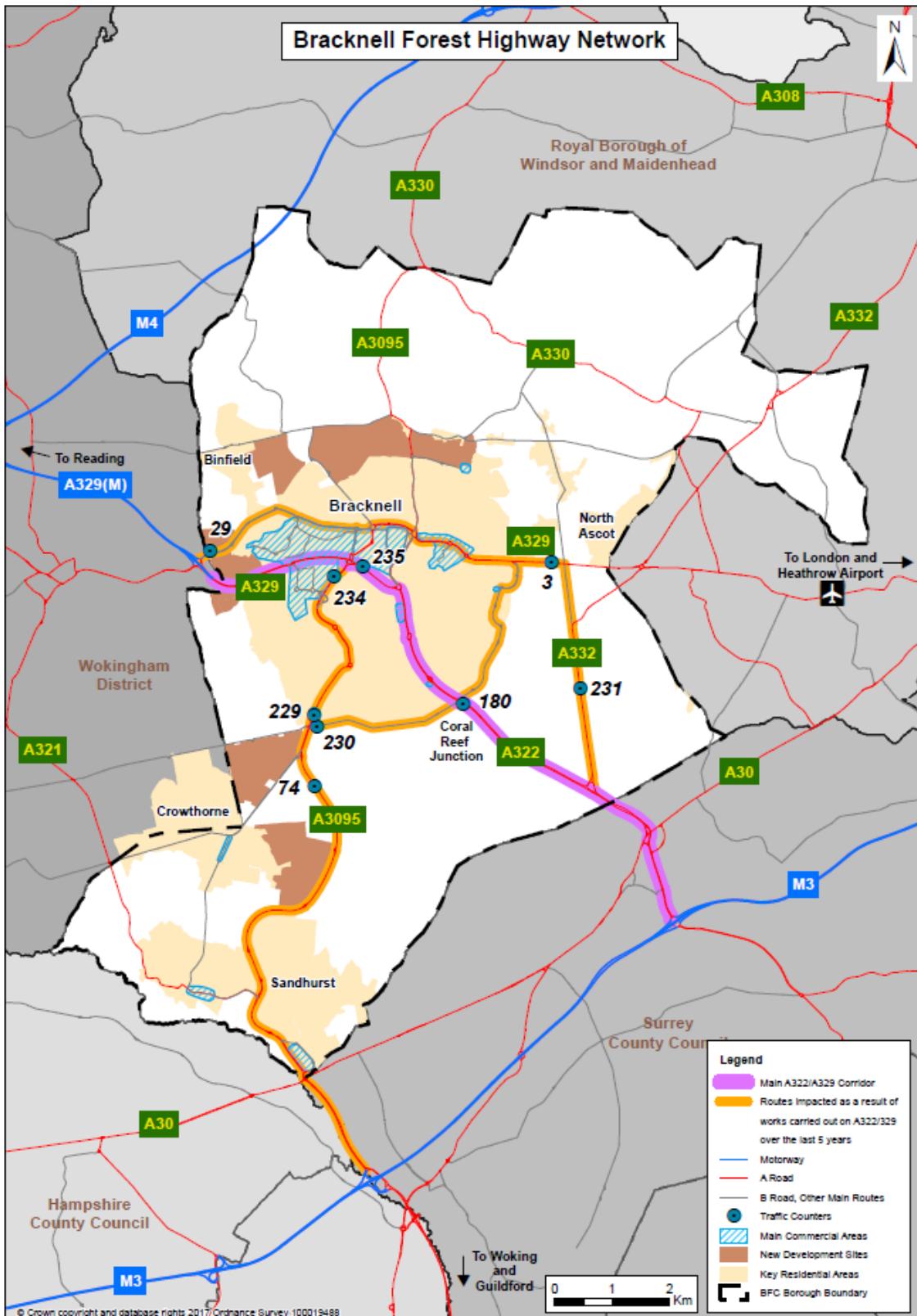
- 6.1.1 Junction turning counts were undertaken in March 2013 and again in May 2017 to illustrate the pre and post implementation effect of the improved junction layout.
- 6.1.2 When surveyed in 2013, a total of 4,874 vehicles were observed in the AM peak period and a total of 5,277 vehicles in the PM peak period.
- 6.1.3 The surveys undertaken in 2017 showed a figure of 4,907 vehicles observed in the AM peak period and 5,015 in the PM peak period.
- 6.1.4 It is noted that in both peak periods, the movements to and from the minor arms of Nine Mile Ride and New Forest Ride improve significantly, particularly the right turn movement which was the cause of a high level of queuing and delay on these arms in the previous roundabout layout. This indicates that the introduction of the signalised junction has relieved the pressure on these arms to allow equal opportunity for movements across the whole junction as set out in section 5 – Scheme Objectives.
- 6.1.5 In terms of the A322 Bagshot Road (and considering the junction as a whole), there has been a small reduction in traffic levels since the scheme was completed due to the impact of traffic management linked to highway improvement works carried out over the last 5 years. This is explored and explained further in section 6.3.

## **6.2 Traffic Monitoring**

- 6.2.1 Traffic in the Borough is monitored by both the Council and the Department for Transport (DfT). The Council has 51 Automatic Traffic Counter (ATC) sites on a variety of roads across the Borough including key strategic routes. The DfT periodically carry out day counts at set points on key routes, devising a figure accordingly.
- 6.2.2 Data obtained from the Borough's 51 ATC sites has shown a cross-borough increase over the 2014 – 2016 period of 4% (verified by DfT count traffic count data which has shown a similar increase). This follows a period of decline in traffic from a high point in 2006, observed in Bracknell Forest and nationally.
- 6.2.3 It should also be noted that although traffic has increased across Bracknell Forest over the past two years, the locations where it has done so vary. Some sites have actually shown a decrease in traffic. In the case of the Coral Reef junction and A322 / A329 corridor, this is a result of other routes becoming more attractive due to the ongoing impact of traffic management linked to road works as the corridor is improved. Figure 1 shows the location of numbered traffic counters used for the purposes of this report

and alternative routes impacted from these works. Tables 6.1 – 6.3 provide the figures demonstrating this.

**Figure 1: A322 / 329 Corridor and Alternative routes**



### **6.3 A322 / A329 corridor**

- 6.3.1 Tables 6.1, 6.2 and 6.3 present data from traffic counter sites of relevance to the Coral Reef Junction between 2013 and 2017, considering the average annual traffic figures for the full day, the AM peak, and the PM peak.
- 6.3.2 Site 180 Bagshot Road is the most relevant site to the Coral Reef junction, and provides a good indicator of traffic using the junction on the key strategic A322. It is located just to the South of the junction.
- 6.3.3 Considering the timeframe 2013 – 2017\*, ATC site 180 figures suggest a reduction in traffic using the Coral Reef junction through the period that works were taking place. Given the significant works carried out to the junction, it is theorised that route switching probably occurred to avoid it.
- 6.3.4 This theory can be substantiated when considering traffic flows on alternative routes, particularly the A3095 which is the most obvious alternative North-South route. ATC site 74 Crowthorne by-pass has seen an 11.3% increase in traffic over the time frame that site 180 Bagshot Road saw a 5.1% decline. Further sites along the A3095 approaching Bracknell (229, 234) also recorded increases of 9.5% and 11.8% respectively.
- 6.3.5 Another alternative route is to use the A332 Swinley Road, which takes drivers off the A322 before the Coral Reef junction and towards Ascot. This route has seen a 6.7% increase in traffic over the monitoring period, although it should be noted that the route is a less obvious alternative to the A3095 as it takes strategic through-traffic a considerable distance away from the key A322 / A3095 routes. Traffic is probably further deterred given peak time queues on the A329 London road.
- 6.3.6 The route-switching theory is further verified given that turning counts carried out across the full Coral Reef junction suggest that traffic has remained broadly the same through the junction when comparing 2013 and 2017, and observations suggests that on Nine Mile Ride B3430, queuing is significantly reduced following the revised junction reopening. Counts from site 230 are included for reference, and show only a 1.34% reduction in traffic using the route between 2013 and 2017. 5.8% less traffic used the route the previous year 2016 compared to 2013, suggesting traffic is ‘coming back’ with drivers realising that queue time is much improved. In the AM peak traffic has increased by 4.3% over 2013.

6.3.7 In summary, traffic through the Coral Reef junction is broadly sustained, and the network as a whole is handling more traffic. It is expected that drivers will continue to revert back to the A322 Coral Reef route, and forecast increases in traffic across the Borough will in no doubt be better accommodated through the junction in the longer term.

Table 6.1 – Average Annual Daily Flow

\*2017 data up to 23 June 2017.

	Site 180	Site 74	Site 229	Site 231	Site 230	Site 234	Site 235	Site 29
AADT 2013	49858	20511	26360	15987	14987	24440	30954	26813
May 2013	50908	(17889)	26724	16270			31137	24155
AADT 2014	50333	21262	27592	15880	15147	24516	32320	23961
May 2014	50608	20711	27137	16222	15482	24183		26898
AADT 2015	47450	22210	28771	16381	15023	26605	32949	24877
May 2015	48403	21864	28522	16861	14845	26144	32907	
AADT 2016	47217	23143	29718	16620	14119	27242	33780	25537
May 2016	47698	23386		17374	14757	27801	33638	26236
AADT 2017	47304	22830	28860	17065	14786	27313	32756	25244
May 2017	47156	23121	29084	17704	14909	28382	32973	25093
2013 – 2017 AADT change	-5.1%	+11.3%	+9.5%	+6.7%	-1.34%	+11.8%	+5.82%	-5.85%
	A322	A3095	A3095	A332	B3430	A3095	A322	B3408

Table 6.2 – Average AM Peak 7am – 10am

	Site 180	Site 74	Site 229	Site 231	Site 230	Site 234	Site 235	Site 29
AADT 2013	10651	3763	5820	3867	3241	4755	5848	6288
May 2013	10922	(4476)	6067	3966			5957	5107
AADT 2014	10779	4758	6166	3655	3407	4952	5922	6046
May 2014	10684	4591	6093	3761	3480	5087	5696	6471
AADT 2015	10251	4939	6552	3833	3306	5544	6700	6097
May 2015	10173	4786	6316	3837	3172	5287	6470	
AADT 2016	10347	5109	6641	3938	3110	5645	6930	6246
May 2016	10009	5155		4029	3079	5793	6822	6403
AADT 2017	10618	5078	6550	4201	3381	5796	6813	6210
May 2017	10286	5115	6662	4214	3333	5850	6627	6223
2013 – 2017 AADT change	-0.3%	+13.4%	+12.5%	+8.6%	+4.3%	+21.9%	+16.5%	-1.24%
	A322	A3095	A3095	A332	B3430	A3095	A322	B3408

Table 6.3 – Average PM Peak 4pm – 7pm

	Site 180	Site 74	Site 229	Site 231	Site 230	Site 234	Site 235	Site 29
AADT 2013	11589	4199	6284	3815	3573	5680	6760	6964
May 2013	12056	(5012)	6425	3892			6455	6291
AADT 2014	11535	5308	6583	3702	3454	5795	6742	6372
May 2014	11495	5237	6523	3812	3534	5709		7038
AADT 2015	10749	5544	6776	3938	3441	6427	7098	6113
May 2015	10943	5466	6798	4006	3342	6204	7116	
AADT 2016	10898	5742	6924	3895	3181	6332	7348	6791
May 2016	11274	5841		4070	3238	6439	7454	6874
AADT 2017	11173	5609	6620	4098	3360	6293	7161	6669
May 2017	11071	5632	6524	4140	3379	6144	7143	6627
2013 – 2017 AADT change	-3.6%	+12.4%	+5.3%	+7.4%	-6.0%	+10.8%	+5.9%	-4.2%
	A322	A3095	A3095	A332	B3430	A3095	A322	B3408

#### 6.4 Junction Modelling Summary

- 6.4.1 The industry standard modelling programme ARCADY was used to calculate the capacity and estimate vehicle queuing on the previous roundabout. LINSIG was used on the subsequent signalised junction to illustrate the simulated effect of introducing a signalised junction.
- 6.4.2 The introduction of a signalised junction demonstrated significant reductions in queuing and delay when compared with the previous roundabout.

### 7.0 Travel Times and Reliability of Travel Times

#### 7.1 Introduction

- 7.1.1 This section details the journey times now experienced on the A322/A329 corridor as a result of the introduced improvements. The signalised junction at Coral Reef is a key part of this corridor.
- 7.1.2 The journey time route was between Peacock Farm Roundabout and Swinley Bottom Gyratory, with timing reference points at key junctions along the route. The journey times were recorded in both the north and southbound directions and for the AM and PM peak periods.

7.1.3 Journey times were recorded in 2013 as part of the refresh of the Bracknell Multi Modal Transport Model. These were used as a baseline with the surveys being repeated post implementation in June 2016 to record the impact of the improvements introduced to the corridor. Furthermore, journey times were extracted from the BMMTM 2026 Reference Case model to illustrate the predicted future journey times as a result of the proposed developments within Bracknell.

## 7.2 Analysis of Journey Times

7.2.1 Tables 7.1 and 7.2 illustrate a summary of the journey times recorded in the listed time periods for both the AM and PM peaks. They also illustrate the percentage improvements between 2013 and the post implementation survey undertaken.

Table 7.1 – AM peak Journey Time Comparison

AM Peak	Northbound	Southbound
2013	00:14:29	00:15:52
2016 June	00:13:48	00:12:15
change from 2013	-4.7%	-22.8%

7.2.2 Table 7.1 shows the improvements along the have resulted in a significant improvement in journey times in both the northbound and southbound directions in the AM peak period. This is particularly noticeable in the southbound direction, resulting in an improvement of almost 23%.

Table 7.2 – PM peak Journey Time Comparison

PM Peak	Northbound	Southbound
2013	00:14:27	00:15:46
2016 June	00:13:53	00:14:20
change from 2013	-3.9%	-9.1%

7.2.3 Again, the journey times recorded post implementation illustrates that the improvements to the corridor improve journey times in both the northbound and southbound directions.

## 8.0 Impacts on the Economy

8.1 The economic benefits of the scheme were based on a forecast year of 2026 however as traffic begins to switch back to the A322/A329 corridor this will have a significant positive impact on the other main corridors impacted as a result of traffic management delay over 5 years

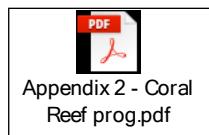
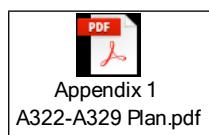
- 8.2 There is significant development due to come forward within Bracknell Forest Borough which requires suitable infrastructure to mitigate any impacts of the development on the road network.
- 8.3 By improving movement at this busy junction and reducing delays we have assisted in reducing carbon emissions and removed a significant barrier to development in the area including the TRL housing project which commenced on site in June 2017 and also the Town Centre regeneration which opened in September 2017.
- 8.4 Benefits will also be felt by neighbouring LEP areas and assist in the overall control and co-ordination of the strategic corridor network within the Borough.

## 9.0 Carbon Impacts

- 9.1 By improving movement at this busy junction and reducing delays we have assisted in reducing carbon emissions. Further improvements along the corridor and overall management of movement using Intelligent Transport Systems will help co-ordinate movement more efficiently with positive impacts to the Air Quality.

## 10.0 Summary and Conclusions

- 10.1 With the benefits of the scheme based on a forecast year of 2026 it is too early to report on the real impact of the scheme, but it is clear that overall movement and capacity at the junction has been improved and forms an important part in the overall management of this busy corridor linking the M3-M4.



## Appendix 2

Guidance for one- and five-year-on monitoring reports for BLTB funded local transport schemes

1. This guidance is for promoters of transport schemes part funded by Berkshire Local Transport Body, and for the BLTB's independent assessors.
2. The BLTB Assurance Framework currently says

*"17. Evaluation (Guidance Paragraphs 76-77): Evaluation post implementation. Evaluation post implementation will be in accordance with DfT guidance. This will be conducted by the LTB's independent assessors. The LTB will publish an initial report based on data collected at least one-year post scheme opening; and a final report based on both 'one year after' data and further data collected approximately five years after scheme opening."*

3. In addition, the LEP's overall Monitoring and Evaluation Plan for the Growth Deal has identified 4 transport schemes to be subject to extended monitoring and evaluation.

2.01 Newbury King's Road Link Road

2.06 Reading Green Park Station

2.08 Slough Mass Rapid Transit

2.14 Reading East Reading Mass Rapid Transit

Further, 2.04 Wokingham Distributor Roads, which is a Department for Transport (DfT) retained scheme is included in the LEP M&E plan

4. In general terms, one- and five-year monitoring reports should follow the DfT guidance which is available at

<https://www.gov.uk/government/publications/monitoring-and-evaluation-framework-for-local-authority-major-schemes>

5. BLTB monitoring reports will focus on the following basic questions about the scheme

- a. did it get built?
- b. was it to plan?
- c. was it on time?
- d. was it to budget?
- e. is it working ok?
- f. what impact has it had?
- g. any learning points?

6. For BLTB schemes we will make a distinction within the DfT's "standard" category (up to £50m scheme cost) for small schemes (less than £5m scheme cost). This will be to ensure that the burden of monitoring reports is proportional to the size of the scheme.

7. For small schemes (up to £5m scheme cost), the scheme promoter will propose a monitoring methodology that is proportional to the small size of the scheme. Where it is appropriate to add to or subtract from the standard monitoring listed in the DfT guidance, the proposed methodology will explain why such changes are necessary.
  8. For larger schemes (greater than £5m scheme cost), the same provisions will apply, but with the expectation that the DfT's "standard" category requirements will be applied.
  9. It is anticipated that for both smaller and larger schemes the methodology will include an introduction to the scheme and its context, including reference to the original justification for the investment, explaining whether this was an economic development reason, or a transport one. It is also anticipated that this introduction will highlight any differences between the relevant monitoring period and the business model forecast period.
10. The role of the independent assessor will be to
- a. review the proposed methodology
  - b. give the scheme promoter any feedback prior to compilation of the monitoring report
  - c. on receipt of the draft monitoring report, check for compliance with the proposed methodology
  - d. give the scheme promoter any feedback prior to the publication of the final report
  - e. notify the LEP of any issues regarding the accuracy, completeness and relevance of the monitoring report.

## Appendix 3



Our Ref: A087383-020-PH3 Your Ref:

Thames Valley Berkshire Local Enterprise Partnership Limited  
100 Longwater Avenue, Green Park  
Reading, RG2 6GP

07 November 2017

Dear Richard Tyndall

### REVIEW OF CORAL REEF 1 YEAR EVALUATION

WYG is of the view that the evaluation reporting should be 'common sense' rather than adhere to any particular guidance.

The Coral Reef 1 year evaluation report contains enough detail to understand the traffic conditions through construction to present.

The objectives of the scheme were to reduce queueing, delays and journey times along the length of the corridor. The journey times presented do this.

It is our view that this is proportionate for the plus-one-year evaluation report for this scheme, with the following suggestions to bear in mind for the future:

- 1) The journey times are presented for the whole corridor: it would be good to see the relevant section for Coral Reef;
- 2) A diagram of the journey time route would be helpful;
- 3) There is no specific survey information presented for the side roads, which are stated in the evaluation as having high delays before the scheme was implemented.

Yours sincerely

A handwritten signature in black ink, appearing to read "Gabriel Davis".

Gabriel Davis Associate  
WYG Environment Planning Transport Limited

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**creative minds safe hands**

## BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

**REPORT TO:** BLTB

**DATE:** 16 November 2017

**CONTACT OFFICER:** Roger Parkin, Chief Executive Slough Borough Council,  
lead Chief Executive to the BLTB

### PART I

#### **Item 8: 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>](#), as amended by Growth Deal 2 ([£10.2 million further support to Thames Valley Berkshire<sup>ii</sup>](#)) with particular reference to the schemes included in the Transport Packages of the [Strategic Economic Plan<sup>iii</sup>](#).
2. In April 2017, the government announced [Growth Deal 3<sup>iv</sup>](#), including six new transport schemes for Thames Valley Berkshire worth a total of £33.826m, taking the headline figure for transport scheme grants to £135.926m. This report provides progress reports on all 25 approved schemes. It includes consideration of an unallocated amount of £3m at paragraphs 16-21.
3. £14.742m was spent on transport schemes in 2015/16 and £16.546m in 2016/17. We are planning to spend £15.055m this year. The remainder has an indicative approval over three future years 2018/19 to 2020/21.

##### ***Recommendations***

4. That you approve Option A - Award Programme Entry status to the next scheme on the 2016 prioritised list for the allocation of the £3m identified in paragraphs 16-21 below.
5. That you note the progress made on the schemes previously given programme entry status, as set out in Appendix 1.

##### ***Other Implications***

###### **Financial**

6. 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.
7. The government has confirmed the allocation of funding for 2017/18 and there is a provisional profile for payments in the financial years 2018/19 - 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	
Less unallocated	- 0.7	
		55.4
Growth Deal 1 “DfT Major Schemes”		24.0
Growth Deal 2		7.5
Growth Deal 3	33.8	
Plus unallocated	0.7	
		34.5
<b>Total</b>		<b>135.9</b>

8. 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
Combined Growth Deal 1, 2, 3 and LTB Allocation <b>approved</b>	<b>14.7</b>	<b>16.5</b>	<b>15.1</b>	-	-	-	<b>46.3</b>
Growth Deal 1 (DfT Major Schemes) <i>indicative</i>	-	-	-	24.0			24.0
Combined Growth Deal 1, 2 and 3 LTB Allocation <i>indicative profile</i>	-	-	-	26.4	14.7	24.5	65.6
<b>Total</b>	<b>14.7</b>	<b>16.5</b>	<b>15.1</b>	89.6			135.9

9. Table 3 sets out the final allocation of scheme finance for 2015/16, 2016/17 and 2017/18 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, 2 and 3 Scheme Funding Profiles

	Scheme Name		Status	15/16	16/17	17/18	18/19	19/20	20/21	£m
2.01	Newbury: King's Rd Link Road	GD 1	On site	-	<b>1.335</b>	<b>1.000</b>	-	-	-	2.335
2.02	Bracknell: Warfield Link Road	GD 1	On site	<b>3.500</b>	-	-	-	-	-	3.500
2.03	Newbury: London Rd Industrial Estate	GD 1	Complete	<b>0.500</b>	<b>1.400</b>	-	-	-	-	1.900
2.04	Wokingham: Distributor Roads	DfT major	Programme entry	-	-	-	-	-	-	-
2.05	Newbury: Sandleford Park	GD 2	Full approval	-	-	-	<b>2.400</b>	<b>0.500</b>	-	2.900

	<b>Scheme Name</b>		<b>Status</b>	<b>15/16</b>	<b>16/17</b>	<b>17/18</b>	<b>18/19</b>	<b>19/20</b>	<b>20/21</b>	<b>£m</b>
2.06	Reading: Green Park Railway Station	GD 1	Full approval	-	-	<b>4.575</b>	4.575	-	-	9.150
2.07	Bracknell: Coral Reef Roundabout	GD 1	Complete	<b>2.100</b>	-	-	-	-	-	2.100
2.08	Slough: Rapid Transit Phase 1	GD 1	On site	<b>3.100</b>	<b>2.500</b>	-	-	-	-	5.600
2.09 .1	Sustainable Transport: NCN 422	GD 1	On site	-	<b>2.100</b>	<b>1.500</b>	0.600	-	-	4.200
2.09 .2	Sustainable Transport: A4 Cycle	GD 1	On site	-	<b>0.483</b>	-	-	-	-	0.483
2.10	Slough: A332 improvements	GD 1	On site	<b>1.267</b>	<b>1.433</b>	-	-	-	-	2.700
2.11	Reading: South Reading MRT Ph 1	GD 1	On site	-	<b>2.970</b>	<b>1.530</b>	-	-	-	4.500
2.12	Reading: South Reading MRT Ph 2									
2.13	Wokingham: Thames Valley Park and Ride formerly Reading: Eastern Reading Park and Ride	GD 1	Full approval	-	-	-	2.000	0.900	-	2.900
2.14	Reading: East Reading MRT Ph1	GD 1	Full approval recommended	-	-	-	3.000	3.000	13.067	19.067
2.25	Reading: East Reading MRT Ph2	GD 3								
2.15	Bracknell: Martins Heron Roundabout	GD 1	On site	-	<b>0.200</b>	<b>2.700</b>	-	-	-	2.900
2.16	Maidenhead: Station Access	GD 1	Full approval recommended	-	-	-	1.275	2.475	-	3.750
2.17	Slough: A355 route	GD 1	Complete	<b>2.275</b>	<b>2.125</b>	-	-	-	-	4.400
2.18	not used	-	-	-	-	-	-	-	-	-
2.19	Bracknell: Town Centre Regeneration Infrastructure	GD 2	Complete	<b>2.000</b>	-	-	-	-	-	2.000
2.20	not used	-	-	-	-	-	-	-	-	-
2.21	Slough: Langley Station Access Improvements	GD 2	Full approval	-	-	<b>1.500</b>	-	-	-	1.500
2.22	Slough: Burnham Station Access Improvements	GD 2	On site	-	<b>2.000</b>	-	-	-	-	2.000
2.23	Reading: South Reading MRT Phases 3-4	GD 3	Full approval recommended	-	-	<b>2.250</b>	5.300	2.598	-	10.148
2.24	Newbury: Railway Station Improvements	GD 3	Programme entry	-	-	-	3.630	0.921	1.500	6.051
2.26	Wokingham: Winnersh Relief Road Phase 2	GD 3	Programme entry	-	-	-	2.848	2.022	1.390	6.260
2.27	Maidenhead Town Centre: Missing Links	GD 3	Programme entry	-	-	-	0.722	0.326	2.000	3.048
2.28	Bracknell: A3095 Corridor Improvements	GD 3	Programme entry	-	-	-	-	2.000	3.519	5.519
2.xx	Unallocated								3.000	3.000
	<b>Grand Total</b>			<b>14.742</b>	<b>16.546</b>	<b>15.055</b>	<b>26.350</b>	<b>14.742</b>	<b>24.476</b>	<b>111.911</b>

## Risk Management

10. The delegation of programme management responsibilities to the LEP/BLTB brings risks. The well-established scrutiny given by both BST(O)F and BLTB meetings is designed to mitigate that risk.
11. 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](#). 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.
12. The risks associated with each scheme are monitored locally and none of the 25 currently has a “red” risk rating. Tables 4, 5 and 6 show the current risk rating of each of the schemes.

Table 4: Completed schemes

	Scheme	Notes
2.02	Bracknell: Warfield Link Road	The road is partly open to the public, but the northern section is currently in use as an access road for housing construction and closed to the public for safety reasons
2.03	Newbury: London Rd Industrial Estate	One year on impact report due summer 2018
2.07	Bracknell: Coral Reef	One year on impact report available elsewhere
2.17	Slough: A355 route	One year on impact report due early 2019
2.19	Bracknell: Town Centre Regeneration	Shopping Centre opened September 2017

Table 5: Risk rating of schemes with a 2015/16 or 2016/17 start

	Scheme	Current status	RAG rating	Notes
2.01	Newbury: Kings Road Link Road	On site	Green	Delay due to additional decontamination works. Completion due December 2019
2.08	Slough: Rapid Transit Phase 1	On site	Green	Completion due December 2017
2.09.1	Sust. Transport: NCN 422	On site	Green	Completion due December 2019
2.09.2	Sust. Transport: A4 Cycle	On site	Green	Completion due December 2019
2.10	Slough: A332 improvements	On site	Green	Completion due November 2017
2.11 and 2.12	Reading: South Reading MRT phases 1 and 2	On site	Green	Completion due December 2017
2.15	Bracknell: Martins Heron	On site	Green	Completion due November 2018
2.22	Slough: Burnham Station Access Improvements	On site	Green	Completion due March 2018

Table 6: Risk rating of schemes with later starts

	Scheme	Current status	RAG rating	Notes
2.04.4	Wokingham Distributor Roads	In development	Amber	DfT assessment process. Funding now 100% to Arborfield Cross Relief Road
2.05	Newbury: Sandleford Park	Due on-site Autumn 2018	Amber	Delay due to re-tendering of associated Primary School construction
2.06	Reading: Green Park Station	Due on-site February 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	Due on-site summer 2018	Green	
2.14 and 2.25	Reading: East Reading Mass Rapid Transit 1&2	Full approval recommended	Amber	Planning permission due Winter 2017/8.
2.16	Maidenhead: Station Access	Full approval recommended	Amber	Reduced scheme now proposed: see detailed report elsewhere
2.21	Slough: Langley Station Access Improvements	Due on-site December 2017	Green	-
2.23	Reading: South Reading MRT Phases 3-4	Full approval recommended	Amber	-
2.24	Newbury: Railway Station Improvements	Detailed scheme in development	Amber	Full Business Case due for presentation in March 2018
2.26	Wokingham: Winnersh Relief Road Phase 2	Detailed scheme in development	Amber	Full Business Case due for presentation in July 2018
2.27	Maidenhead Town Centre: Missing Links	Detailed scheme in development	Amber	Full Business Case due for presentation in March 2018
2.28	Bracknell: A3095 Corridor Improvements	Detailed scheme in development	Amber	Full Business Case due for presentation in March 2018

#### Human Rights Act and Other Legal Implications

13. The [Assurance Framework](#)<sup>vi</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***

14. A case studies featuring completed schemes have been published on the TVB LEP website:  
[2.03 Newbury: London Road Industrial Estate](#)<sup>vii</sup>
15. There is a detailed progress report on each of the programme entry schemes at Appendix 1 to this report.

### ***Unallocated amount***

16. Scheme 2.16 Maidenhead Station was originally allocated £6.75m towards an £8m scheme. In the event the scheme that is recommended for approval elsewhere on today's agenda is a reduced scheme, requiring a £3.75m contribution to the £4.5m scheme cost.
17. The consequence is that the overall programme now has £3m unallocated.
18. The BLTB's [Founding Document](#)<sup>viii</sup>, at Part Two (paragraphs 11-13), sets out a methodology for establishing a programme of schemes to be supported. This describes the process that was followed previously in inviting bids, scoring them against the BLTB factors and establishing a ranked priority list. The call for schemes is not restricted to local authorities, and others, such as train operating companies have responded in the past. However, the document does not set out in detail how to proceed when a scheme does not require all its allocated funding.
19. The working assumption of the Officers' group is that this money will be allocated to the scheme with highest priority that has not yet been awarded Programme Entry status. The last time BLTB made a call for bids was in advance of the Growth Deal 3 allocations in 2016. On that occasion, the first six schemes were taken, leaving Wokingham: Winnersh Parkway as the "next" scheme in line for Programme Entry Status.
20. Colleagues from the Royal Borough of Windsor and Maidenhead have made representations asking that BLTB consider two further options for re-allocating this money:
  - 20.1. Re-allocate the money to the next priority in Windsor and Maidenhead, subject to the usual conditions of an independently assessed Full Business Case. Colleagues have indicated that their next priority would be enabling infrastructure to support the Maidenhead Golf Course Housing Development. This scheme was not at a sufficiently advanced stage to submit a bid for programme entry status at the most recent call for bids. However, significant work has now been undertaken and this scheme is a priority for the Royal Borough of Windsor and Maidenhead which will deliver 2,000 new homes. This option is not consistent with the requirements of the BLTB Founding Document.
  - 20.2. Re-open the priority lists and make a new call for bids from across the TVB area. Then re-allocate the money to the scheme with the highest priority

21. You are asked to consider how to proceed to re-allocate the £3m:

- Option A: Award Programme Entry status to the next scheme on the 2016 prioritised list
- Option B: Award Programme Entry status to the scheme with the highest priority following a new call for bids which will lead to a new priority list of schemes
- Option C: Award Programme Entry status to a scheme to be submitted by the Royal Borough of Windsor and Maidenhead for infrastructure improvements to enable housing development at the Maidenhead Golf Club site.

#### Monitoring and Evaluation

22. The Monitoring and Evaluation Plan for the Thames Valley Berkshire Growth Deal has now been drafted 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, (see detailed report elsewhere on this agenda) there will be requirements to cooperate with the overall monitoring and evaluation plan for the Growth Deal.

23. 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 the scheme proformas. This requirement is less onerous for schemes under £5m Growth Deal contribution, and runs to much more detail for the larger schemes.

24. 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 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 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 will be finalised with government in the next few weeks.

<sup>i</sup>[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)

<sup>ii</sup>[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/399438/Thames\\_Vall\\_e\\_Berkshire\\_Factsheet.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/399438/Thames_Vall_e_Berkshire_Factsheet.pdf)

<sup>iii</sup><http://www.thamesvalleyberkshire.co.uk/documents?page=1&folder=192&view=files>

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<sup>iv</sup>[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/589268/170202\\_Thames\\_Valley\\_Berkshire\\_LEP\\_GD\\_factsheet.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/589268/170202_Thames_Valley_Berkshire_LEP_GD_factsheet.pdf)

<sup>v</sup><http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Programmes/Infrastructure/BLTB/Assurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf?inline-view=true>

<sup>vi</sup><http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Programmes/Infrastructure/BLTB/Assurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf?inline-view=true>

<sup>vii</sup> <http://www.thamesvalleyberkshire.co.uk/news.htm?id=10>

<sup>viii</sup><http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Programmes/Infrastructure/BLTB/Assurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf?inline-view=true>

## Berkshire Local Transport Body – 16 November 2017

### 2.01 Newbury: Kings Road Link Road

Highlights of progress since July 2017
<ul style="list-style-type: none"> <li>• Demolition complete.</li> <li>• Geotechnical and Contamination reports received highlighting increased costs.</li> <li>• Bid to Housing Infrastructure Fund submitted.</li> </ul>

#### 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 2015 and granted approval.
- 2.2. Work on site started on 24<sup>th</sup> October 2016. The demolition works are complete. Geo-environmental Consultants have produced the Remediation Strategy based on results of the geotechnical and contamination reports. The strategy has also been discussed with the Environment Agency who have a strong interest in the site. The outcome of this work and the remediation strategy is that the costs have increased.
- 2.3. Currently the Developer is stating that there is a £1m shortfall for the development. The Council has requested further information and an updated viability assessment. In the meantime, the Council has submitted a bid for £1.5m to the Housing Infrastructure Fund as this site is considered to fit well with the criteria for their Marginal Viability Fund. If successful, the announcements will be made giving priority to those schemes that can start straight away. As work has already commenced this site should be a priority for an early announcement and early release of funds. An updated programme has been provided by the developer and is included in the table in section 5 below.
- 2.4. Network Rail has completed the work to replace the rail bridge adjacent to the redevelopment site. The new bridge was open to traffic at the end of January 2017 following the 12 month replacement programme. Initially there is a traffic light controlled single lane system operating until the redevelopment of the industrial estate is complete and the northern approach to the bridge has been widened. Then the bridge will operate with two lanes and the traffic lights will be removed. This will have a great benefit to the transport network in this area.

#### 3. Funding

- 3.1. The table below sets out the proposed funding profile 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	-	1,340,000	1,000,000	-	-	-	2,340,000
Local contributions from .....							
- Section 106 agreements		40,000	80,000	200,000	180,000	-	500,000
- Council Capital Programme	-	-	180,000	200,000	-	-	380,000
- Other sources public sector	1,010,000	600,000	-	-	1,000,000	-	2,610,000
<b>Total Scheme Cost</b>	<b>1,010,000</b>	<b>1,980,000</b>	<b>1,260,000</b>	<b>400,000</b>	<b>1,180,000</b>		<b>5,830,000</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.	The Council continue to work on a legal agreement that will secure the delivery of the scheme. Ongoing discussions with the developer and liaison with the LEP will help to manage issues and delays.
Escalating costs	Ongoing assessment of costs as further details of the scheme are developed. Opportunities being explored for any additional funding sources. Legal agreement sets out a maximum sum available to the Developer for the delivery of the road from the Council and the LEP.

#### 5. Programme

Task	November 2014 Timescale	October 2017 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	December 2017
Procurement	March / April 2016	Jan- March 2018
Start of construction	May 2016	Demolition complete. Remediation November 2017 – March 2018 Main works commence April 2018
Completion of construction	November 2017	December 2019
One year on evaluation	November 2018	December 2020
Five years on evaluation	November 2022	December 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	2.01 Newbury Kings Road Link Road	October 2017	Q2 17/18	
1. Core Metrics	Planning Numbers	Actual to date	Actual for the quarter	
Inputs				
Expenditure	£5,830,000	£1,730,000		0
Funding breakdown				
Local Growth Deal	£2,340,000	0		0
s.106 and similar contributions	£500,000	£120,000		0
Council Capital Programme	£380,000	0		0
Other Public Sector	£2,610,000	£1,610,000		0
In-kind resources provided	£20,000			£10,000

<b>Outcomes</b>		
Planned Jobs connected to the intervention	150	
Commercial floorspace constructed (square metres)	-	
Housing unit starts	177	
Housing units completed	177	
Number of new homes with new or improved fibre optic provision	177	
<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	
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 floorspace occupied	n/a	
Commercial rental values	n/a	

## 7. Further Information for Summary Reports

The road will support housing delivery and significantly improve access to a key employment area. The scheme went on site in October 2016 and the demolition and preparation works are progressing well. The first of two Growth Deal payments was made in March 2017.

## Berkshire Local Transport Body – 16 November 2017

### 2.02 Bracknell – Warfield Link Road

Highlights of progress since July 2017
Currently two thirds of the road are open and is currently used to serve the new primary school that was opened in Sept 2017 as part of the development.
Early delivery of the Link Road has unlocked the opportunity for further development parcels totalling of over 500 units on either side of the road, with over 149 currently under construction
North section of the road is proposed to remain closed to general traffic until part of this new development is complete in early/mid 2018 and it will serve as a route for construction vehicles in the interim.
Construction of circa 200 dwellings expected to commence within the next year served via the southern section of the link road
So far scheme has unlocked planning approval for nearly 1000 homes and a new Primary School.

#### 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. The scheme was delivered in partnership with the developer, who are a majority land owner. The scheme was finished on programme.
- 2.2. Link road completed but not fully open due to access requirements for additional new development on northern parcels totalling over 500 units. Currently two thirds of the road are open and is currently used to serve the new primary school that was opened in Sept 2017 as part of the development.
- 2.3. Early delivery of the Link Road has unlocked the opportunity for further development parcels totalling of over 500 units on either side of the road, with over 149 currently under construction.
- 2.4. Resolutions to grant planning permissions for land to the east of the link road have occurred and thus circa 200 dwellings will be expected to commence within the next year served via the southern section of the link road. The southern section of the road (up to and including the central roundabout) is expected to become formally adopted in September to enable the development to the east to progress. In relation to the northern section work continues on the completion of housing adjacent and when appropriate to do so this section, at least in part will be open for access. The council will continue to periodically review the extent of the built development with the current developer in order to secure the opening of the entire length of the link road to the wider public as expediently as possible.

#### 3. Funding

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

<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	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

<b>Risk</b>	<b>Management of risk</b>
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 Temporary Traffic Management increasing costs	Liaison with Traffic Management section and 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

<b>Task</b>	<b>November 2014 Timescale</b>	<b>October 2017 Timescale (where changed)</b>
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	October 2017	Q2 17/18
1. Core Metrics		Planning Numbers	Actual to date	Actual for the quarter
<b>Inputs</b>				
Expenditure		£5,200,000	5,200,000	0
Funding breakdown				
Local Growth Deal		£3,500,000	£3,500,000	0
s.106 and similar contributions		£1,700,000	1,700,000	0
Council Capital Programme		-	-	-
Other		-	-	-
In-kind resources provided				£30,000
<b>Outcomes</b>				
Planned Jobs connected to the intervention		0		
Commercial floorspace constructed (sqm)		0		
Housing unit starts		750		303
Housing units completed		2200		104
Number of new homes with new or improved fibre optic provision		2200		104
<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 resurfaced road	complete	
Total length of newly built roads		Approximately 750-1000m of newly built road.	850m	
Total length of new cycle ways		Approximately 750-1000m of new cycleways adjacent to proposed link road.	850m	
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 floorspace occupied		Not applicable		
Commercial rental values		Not applicable		

## 7. Further Information for Summary Reports

This road unlocks 2,200 new dwellings, schools, neighbourhood centre, etc. Started on site in February 2015, 303 housing starts, 104 completions so far. Completion achieved March 2017. Road two-thirds open to public, remainder restricted to construction traffic. Developers bringing forward additional housing starts. All Growth Fund payments made.

**Berkshire Strategic Transport (Officers') Forum – 24 October 2017**  
**Berkshire Local Transport Body – 16 November 2017**

**2.03 Newbury - London Road Industrial Estate**

<b>Highlights of progress since July 2017</b>
The scheme was completed on 27 March 2017.
A case study has been published at <a href="http://www.thamesvalleyberkshire.co.uk/news.htm?id=10">http://www.thamesvalleyberkshire.co.uk/news.htm?id=10</a>

**1. The Scheme and Background**

- 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.
- 1.2. 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.
- 1.3. 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 and Examination period. Both political parties wish to see the redevelopment of this area which this scheme will enable.
- 1.4. 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.

**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. The scheme was successfully completed on 27<sup>th</sup> March 2017.
- 2.4. In terms of the next steps for the development that this scheme unlocks, if everything progresses well there could be an outline planning permission in place within the next 18 months. This is dependent on the outcome of a possible legal appeal in relation to the Council's appointment of development partner St Modwen. The Council won a High Court challenge but whether the challenger has grounds for an appeal of this decision is currently being considered. The Council should hear within the next month whether or not there are grounds for appeal.

**3. Funding**

- 3.1. The following table sets out the funding for the road access scheme on the basis of a provisional funding profile. It has been updated to include some additional money spent on the Challenge Fund works which were managed alongside this project.

<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	£500,000	£1,400,000	-	-	-	-	£1,900,000
Local contributions:							
- Section 106 agreements	£90,000	-	-	-	-	-	£90,000
- Council Capital Programme	£255,000	£945,000	-	-	-	-	£1,200,000
- Challenge Fund (public sector)	-	£1,310,000	-	-	-	-	£1,310,000
<b>Total Scheme Cost</b>	<b>£845,000</b>	<b>£3,655,000</b>					<b>£4,500,000</b>

#### 4. Risks

- 4.1. The scheme is complete.

#### 5. Programme

Task	November 2014 Timescale	October 2017 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	October 2017	Q2 17/18	
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>	<b>Actual for the quarter</b>	
<b>Inputs</b>				
Expenditure	£4,500,000	£4,500,000	0	
Funding breakdown				
Local Growth Deal	£1,900,000	£1,900,000	0	
s.106 and similar contributions	£90,000	£90,000	0	
Council Capital Programme	£1,100,000	£1,100,000	0	
Other (Challenge Fund)	£1,310,000	£1,310,000	0	
In-kind resources provided	£100,000	£100,000		
<b>Outcomes</b>				
Planned Jobs connected to the intervention	1,000		0	
Commercial floorspace constructed (square metres)	14,000		0	
Housing unit starts	300		0	
Housing units completed	300		0	
Number of new homes with new or improved fibre optic provision	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)	400 metres
Total length of newly built roads	400 metres (one lane) plus 70 metres (2 lanes)	400 metres 70 metres
Total length of new cycle ways	390 metres	390 metres
Total length of new footways	390 metres	390 metres
Type of infrastructure	New signalised 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 floorspace occupied	14,000 m <sup>2</sup>	0
Commercial rental values	Not yet known	0

## 7. Further Information for Summary Reports

This scheme will unlock a 10-hectare town centre industrial estate for redevelopment and employment intensification. The scheme went on site in February 2016 and is now complete. The first Growth Deal payment was made in March 2016 and the final Growth Deal payment was made in March 2017.

## Berkshire Local Transport Body – 16 November 2017

### 2.04.4 Wokingham – Arborfield Relief Road

Highlights of progress since July 2017
Planning application for the scheme has been prepared and submitted to Wokingham Borough Council for consideration. The application is expected to go to committed by the end of this year (December 2017)
WSP have been commissions to prepare a revised Appraisal Summary Report (ASR) which will detail the proposed approach to producing the business case and will be used to agree the approach for completing the business case with 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. The preferred line of the scheme was approved by Executive in March 2015 and outline design and field surveys are progressing to support submission of a Planning Application in summer 2017 and consent late 2017. This will lead to a business case submission to DfT in winter 2019.
- 2.2. Negotiations continue with title owners for voluntary acquisition of land and property on the route of the scheme. Title Owners Farley Farms has submitted a Planning Application for mineral extraction within their estate and has a small impact on the route. However, it is considered that the scheme delivery is not disadvantaged or delayed by the existence of the mineral extraction proposals

#### 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	Later years	Total
Amount from LEP Local Growth Deal	-	-	-	580,000	14,000,000	9,420,000	-	24,000,000
Local contributions from .....								
- Section 106 agreements	-	544,360	769,049	901,549	3,621	5,549	1,888,872	4,113,000
- Council Capital Programme	-	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>		<b>544,360</b>	<b>769,049</b>	<b>1,481,549</b>	<b>14,003,621</b>	<b>9,425,549</b>	<b>1,888,872</b>	<b>28,113,000</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
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	Officers will have detailed pre-application discussions to address any

being granted for the scheme.	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

Task	November 2014 Timescale	Oct 2017 Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	Autumn 2015 at the earliest	Q1 2019 (assessment by DfT)
Financial Approval from LTB	Early 2016 at the earliest	Mar 2019 (DfT)
Feasibility work	Complete	
Acquisition of statutory powers	Planning permission required	Dec 2017
Detailed design	Underway in preparation for a planning application	Jul 2018
Procurement	To follow	Nov 2018
Start of construction	2016	Mar 2019
Completion of construction	2019	Oct 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.

Growth Deal Schemes:		Transport scheme		
<b>Thames Valley Berkshire LEP</b>		<b>2.04.4 Wokingham – Arborfield Relief Road</b>	<b>October 2017</b>	<b>Q2 17/18</b>
<b>1. Core Metrics</b>		<b>Planning Numbers</b>	<b>Actual to date</b>	<b>Actual for the quarter</b>
<b>Inputs</b>				
Expenditure		£28,113,000	0	0
Funding breakdown				
Local Growth Deal		£24,000,000	0	0
s.106 and similar contributions		£4,113,000	0	0
Council Capital Programme		0	0	0
Other		-	-	-
In-kind resources provided				-
<b>Outcomes</b>				
Planned Jobs connected to the intervention		To be assessed		-
Commercial floorspace constructed (square metres)		To be assessed		-
Housing unit starts		250		-
Housing units completed		250		-
Number of new homes with new or improved fibre optic provision		4000		-
<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	2.5 km	-
Total length of newly built roads	2.5 km	-
Total length of new cycle ways	2.8 km	-
Type of infrastructure	New road	
Type of service improvement	Enabling housing development	
<b>Outcomes</b>		
Follow on investment at site	Estimate required	-
Commercial floorspace occupied	Estimate required	-
Commercial rental values	Estimate required	-

<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	To be assessed	-
Average AM and PM peak journey time per mile on key routes (journey time measurement)	To be assessed	-
Average AM and PM peak journey time on key routes (journey time measurement)	To be assessed	-
Day-to-day travel time variability	To be assessed	-
Average annual CO2 emissions	To be assessed	-
Accident rate	To be assessed	-
Casualty rate	To be assessed	-
Nitrogen Oxide and particulate emissions	To be assessed	-
Traffic noise levels at receptor locations	To be assessed	-
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	

## 7. Further Information for Summary Reports

This road is one of 4 new roads supporting the development of up to 10,000 new dwellings, schools, neighbourhood centre, etc. This is a retained scheme, and assurance framework matters are being managed by the DfT. Due on site March 2019.

## Berkshire Local Transport Body – 16 November 2017

### 2.05 Newbury – Sandleford Park

<b>Highlights of progress since July 2017</b>
There has been a delay caused by a significant construction cost increase notified to the scheme promoters, resulting in a need to re-tender the part of the contract for the construction of the primary school.
There is a “knock-on” consequence for the road scheme; the release of the land required to build the road is contingent upon securing the school construction contract. The timetable of a start on site for the road in 2017-18 is being reviewed and a reprofiling of the LEP Growth Deal funding is proposed.

#### 1. The Scheme

- 1.1. The purpose of this scheme is to deliver additional accesses to Sandleford Park, a strategic development site that will deliver up to 1,500 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.
- 1.2. The parties involved in the scheme are: the Council, the developers and their agents, Newbury College.

#### 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. The main developer of the site (Bloor Homes) has changed approach and has submitted a further planning application seeking permission for housing on just the land controlled by them (rather than the whole site). This latest application has also highlighted that the total number of dwellings that the whole site is likely to accommodate is 1,500 rather than up to 2,000 which was the previous position.
- 2.3. The Council has notified the LEP of the change to the number of dwellings that this scheme is likely to unlock. An update note was provided explaining the changes and considering the assessment of the scheme in the light of these changes. The update note reviewed by WSP Parsons Brinckerhoff who confirmed that the schedule remained good value for money. The LEP has confirmed that they are satisfied that there is nothing in these changes to indicate that the financial approval should be modified or withdrawn.
- 2.4. The Council is continuing to work with the developers of the site to reach a position where an outline planning permission may be able to be granted for the housing development.
- 2.5. An application is being assessed for the Highwood Copse primary school. This application includes the full extent of the A339 access and road between the A339 and the Sandleford Park development area within its ‘red line’ and therefore seeks detailed permission for the A339 access.
- 2.6. The detailed negotiations with Newbury College over land and contributions have reached a successful conclusion following decisions made by the Newbury College Corporation Board. The matter is now with legal teams to formalise. However, the timetable is now under review.
- 2.7. Newbury College are a partner in this scheme as a result of them being the owners of the land that is needed to build one of the access routes. Their agreement to gift the land that is needed to build one of the access routes will also unlock their land where there is now planning permission to build a Primary School. Newbury College are sponsors of this school.
- 2.8. The Council is building the school. The plan was to open the school in September 2016 with the construction contract being let in August 2017.

- 2.9. The Council has had a contractor working with the College on the design of the school and for the planning stages of the project. It was the intention that the company who had the pre-construction contract with the Council would remain as the contractor for the construction contract. However, the Council received notification from the contractor recently that the costs for the construction had increased significantly (by about 20%). The Council has sought advice in relation to this to have the increase in costs verified and the contractor's position confirmed. The Council has also received advice that states that if they were to go back out to market and re-tender the construction project they should be able to achieve a £500,000 saving on the increased price currently on the table.
- 2.10. Members decided at their Operations Board meeting that they should delay the opening of the school until September 2019 in order to allow for the re-tendering process to take place and lower contract price to be hopefully achieved.
- 2.11. Understandably, the College are not going to sign any agreement in relation to the land for the road until they know that the school is definitely going ahead and a construction contract for the school is being signed at the same time. The signing of a suite of various legal agreements is therefore unlikely to happen until April / May 2018. The Council cannot start work on the road until we have the agreement in place with the College for the land.

### **3. Funding**

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

<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>Total</b>
Amount from LEP Local Growth Deal				2,400,000	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						
<b>Total Scheme Cost</b>			<b>1,460,000</b>	<b>7,500,000</b>	<b>2,000,000</b>	<b>10,960,000</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>
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**

<b>Task</b>	<b>February 2015 Timescale</b>	<b>October 2017 Timescale (where changed)</b>
Programme Entry Status	19 March 2015	

Independent Assessment of FBC	January 2016 ( <i>provisional</i> )	June 2016
Financial Approval from LTB	March 2016 ( <i>provisional</i> )	July 2016
Feasibility work	Spring / Summer 2015 ( <i>provisional</i> )	
Acquisition of statutory powers	Winter 2015/16 ( <i>provisional</i> )	Summer 2017
Detailed design	Summer 2015 ( <i>provisional</i> )	Autumn 2016
Procurement	Autumn / Winter 2015/16 ( <i>provisional</i> )	Summer 2017
Start of construction	April 2017 ( <i>provisional</i> )	Summer 2018
Completion of construction	March 2020 ( <i>provisional</i> )	
One year on evaluation	March 2021 ( <i>provisional</i> )	
Five years on evaluation	March 2025 ( <i>provisional</i> )	

## 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>2.05 Newbury – Sandleford Park</b>	<b>October 2017</b>	<b>Q2 17/18</b>
<b>1. Core Metrics</b>		<b>Planning Numbers</b>	<b>Actual to date</b>	<b>Actual for the quarter</b>
<b>Inputs</b>				
Expenditure		£10,960,000	0	0
Funding breakdown				
Local Growth Deal		£2,900,000	0	0
s.106 and similar contributions		£7,660,000	0	0
Council Capital Programme		400,000	£20,000	0
Other				
In-kind resources provided		£100,000	20,000	
<b>Outcomes</b>				
Planned Jobs connected to the intervention		420		
Commercial floorspace constructed (square metres)		35,500		
Housing unit starts		2,000		
Housing units completed		2,000		
Number of new homes with new or improved fibre optic provision		2,000		
<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		400m		
Total length of newly built roads		450m		
Total length of new cycle ways		750m		
Total length of new footways		850m		
Type of infrastructure		Highway		
Type of service improvement		New highway access routes		

<b>Outcomes</b>		
Follow on investment at site	Not yet known	
Commercial floorspace occupied	Not yet known	
Commercial rental values	Not yet known	

## **7. Further Information for Summary Reports**

These access roads unlock up to 1,500 new dwellings, schools, neighbourhood centre, etc. Developer negotiations not yet complete. Due on site in Summer 2018, completion due March 2020. First of two Growth Fund payments due March 2019.

## Berkshire Local Transport Body – 16 November 2017

### 2.06 Reading Green Park Railway Station

Highlights of progress since July 2017
Design work for the station is being progressed in partnership with Network Rail and GWR, and Balfour Beatty has been appointed for the detailed design and construction contract.
The process of discharging planning conditions for the station and interchange is on-going with both Reading and West Berks planning authorities. It is envisaged that a new planning application may need to be submitted to Wokingham due to a small section of the platforms now extending into their authority area.
The DfT announced that £2.3m had been awarded for the station from the New Stations Fund 2 and a revised programme has been agreed with the DfT given the enhanced scope for the station.

#### 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. The process of discharging planning conditions for the station and interchange is on-going with both Reading and West Berks planning authorities. It is envisaged that a new planning application may need to be submitted to Wokingham due to a small section of the platforms now extending into their authority area.
- 2.3. Design work for the station is being undertaken in partnership with Network Rail and FGW to ensure compliance with the latest railway standards. Balfour Beatty has been appointed by the Council for the detailed design and construction contract.
- 2.4. The proposed design of the interchange has been modified to improve accessibility, passenger safety and security. It is anticipated that works for construction of the interchange will commence on-site in early 2018.
- 2.5. The DfT announced that £2.3m had been awarded for the station from the New Stations Fund 2 and a revised programme has been agreed with the DfT given the enhanced scope for the station.
- 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. Discussions are on-going to identify any opportunities to align implementation of the station with other major upgrade works on the railway. An Interdisciplinary Design Review (IDR) meeting was held in April 2017 to brief all relevant parts of the Network Rail organisation on the detailed plans for Green Park station and interchange so they are fully aware of the impact of the station on other schemes and vice versa.
- 2.8. Liaison with nearby landowners is on-going to ensure coordination with the wider development plans for the area, including the mixed-use Green Park 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 Green Park 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:

<b>Source of funding</b>	<b>Pre-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	-	£4,575,000	£4,575,000	-	-	£9,150,000
Local contributions:						
- S106 agreements	-	-	£2,300,000	£2,300,000	-	£4,600,000
- Council Cap Prog	-	-	-	-	-	-
- Other (Prupim undergrounding)	£1,000,000	-	-	-	-	£1,000,000
- Other sources (New Stations Fund 2)	-	-	-	£2,300,000	-	£2,300,000
<b>Total Scheme Cost</b>	<b>-</b>	<b>£4,575,000</b>	<b>£6,875,000</b>	<b>£4,600,000</b>	<b>-</b>	<b>£16,050,000</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:

<b>Risk</b>	<b>Management of risk</b>
Planning conditions are not discharged ahead of development	Talks are underway with Reading and West Berks to discharge planning conditions ahead of development.
TOC does not agree to stop trains at the new station.	Scheme development is being undertaken in partnership with GWR, 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

<b>Task</b>	<b>November 2014 Timescale</b>	<b>October 2017 Timescale (where changed)</b>
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
Design (GRIP 1-3)	April 2015	December 2017
Procurement	September 2015	October 2017
Start of construction – interchange	October 2015	February 2018
Design (GRIP 4-5)	October 2015	May 2018
Start of construction – station	October 2015	July 2018
Completion of construction	September 2016	April 2019
Open to public	December 2016	May 2019
One year on evaluation	September 2017	May 2020
Five years on evaluation	September 2021	May 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.

Growth Deal Schemes:		Transport scheme		
		2.06 Reading Green Park Railway Station	October 2017	Q2 17/18
<b>Thames Valley Berkshire LEP</b>				
<b>1. Core Metrics</b>		<b>Planning Numbers</b>	<b>Actual to date</b>	<b>Actual for the quarter</b>
<b>Inputs</b>				
Expenditure		£14,750,000	0	0
Funding breakdown				
Local Growth Deal		£9,150,000	0	0
s.106 and similar contributions		£4,600,000	0	0
Council Capital Programme		-		
Other (PRUPIM)		£1,000,000	0	0
Other (New Stations Fund 2)		£2,300,000	0	0
In-kind resources provided		£500,000		
<b>Outcomes</b>				
Planned Jobs connected to the intervention		3,580		0
Commercial floorspace constructed (square metres)		68,000		0
Housing unit starts		735		0
Housing units completed		735		0
Number of new homes with new or improved fibre optic provision		TBC		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		230m		0
Total length of newly built roads		250m		0
Total length of new cycle ways		310m		0
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			0
Commercial floorspace occupied	N/A			0
Commercial rental values	N/A			0

<b>3. ADDITIONAL MONITORING - for specific schemes</b>		
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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	4,109 High Growth 2,143 Low Growth 668 AM Peak 596 PM Peak	0
Bus/light rail travel time by peak period	n/a	
Mode share (%)	8% for rail	0
Pedestrians counts on new/existing routes (#)	New access – no existing count	0
Cycle journeys on new/existing routes (#)	New access – no existing count	0
Households with access to specific sites by mode within threshold times (#)	n/a	

## 7. Further Information for Summary Reports

The scheme will develop a new category C railway station on the Reading – Basingstoke line. Due on site in February 2018, with completion due May 2019. First of two Growth Fund payments due March 2018.

## Berkshire Local Transport Body – 16 November 2017

### 2.07 Bracknell – Coral Reef Roundabout

#### Highlights of progress since July 2017

The scheme is complete and working well.

12-month assessment of scheme has been carried out 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 co-ordination 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. The project progressed well and was completed 6 months ahead of schedule
- 2.2. The Coral Reef project was delivered through a Principal Contractor (the Council's Highways Term Contract) which significantly streamlined the procurements process.

#### 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
LEP Local Growth Deal	£2,100,000	-	-	-	-	-	£2,100,000
Local contributions							
- Section 106 agreements	-	£270,000	-	-	-	-	£270,000
- Council Capital Prog	-	£640,000	-	-	-	-	£640,000
<b>Total Scheme Cost</b>	<b>£2,100,000</b>	<b>£910,000</b>					<b>£3,010,000</b>

#### 4. Risks

The scheme is complete.

#### 5. Programme

Task	November 2014 Timescale	September 2017 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		
<b>Thames Valley Berkshire LEP</b>		<b>2.07 Bracknell – Coral Reef Roundabout</b>	<b>October 2017</b>	<b>Q2 17/18</b>
<b>1. Core Metrics</b>		<b>Planning Numbers</b>	<b>Actual to date</b>	<b>Actual for the quarter</b>
<b>Inputs</b>				
Expenditure		£3,010,000	£3,010,000	0
Funding breakdown				
Local Growth Deal		£2,100,000	£2,100,000	0
s.106 and similar contributions		£270,000	£270,000	0
Council Capital Programme		£640,000	£640,000	0
Other		-	-	-
In-kind resources provided			£100,000	
<b>Outcomes</b>				
Planned Jobs connected to the intervention		0		0
Commercial floorspace constructed (sm)		0		0
Housing unit starts		0		0
Housing units completed		0		0
Number of new homes with new or improved fibre optic provision		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 roundabout and realignment of the carriageway.		Complete	
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			
Commercial floorspace occupied	0			
Commercial rental values	0			

## 7. Further Information for Summary Reports

The Coral Reef junction has been successfully converted from roundabout to signal controls. It finished ahead of time and on budget in April 2016. One-year-on monitoring report due autumn 2017. First and only Growth Fund payment made March 2016.

## Berkshire Local Transport Body – 16 November 2017

### 2.08 Slough: Rapid Transit Phase 1

Highlights of progress since July 2017
Eastern section complete. Western section - signals work under progress at the Tuns junction. Approaching completion.

#### 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 in place to meet the LEP and Local Authority spend profile.
- 2.4. Civil works co-ordinated with the A355/A332 schemes in order to meet the programme schedule.
- 2.5. Widening works between Upton Court Road and High Street, Langley and works near trading estate started in mid-October 2016.
- 2.6. Eastern section complete. Western section - signals work under progress at the Tuns junction and approaching completion.

#### 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	£,700,000	£1,000,000	£900,000	-	-	-	£2,600,000
<b>Total Scheme Cost</b>	<b>£4,400,000</b>	<b>£3,800,000</b>	<b>£900,000</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

Risk	Management of risk	Status
Higher than expected costs arising post-business case approval.	Manage scheme costs and benchmark against similar schemes.	Green

Utilities alterations greater than expected.	Early consultations with Statutory Authorities.	Green
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## 5. Programme

Task	November 2014 Timescale	October 2017 Timescale (where changed)
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	Complete
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.

Growth Deal Schemes:	Transport scheme		
Thames Valley Berkshire LEP	2.08 Slough: Rapid Transit Phase 1	November 2017	Q2 17/18
<b>1. Core Metrics</b>	Planning Numbers	Actual to date	Actual for the quarter
<b>Inputs</b>			
Expenditure	£9,100,000	£8,625,000	£475,000
Funding breakdown			
Local Growth Deal	£5,600,000	£5,600,000	0
s.106 and similar contributions	£900,000	£900,000	0
Council Capital Programme	£2,600,000	£2,125,000	£475,000
Other	-	-	-
In-kind resources provided	£110,000	£110,000	
<b>Outcomes</b>			
Planned Jobs connected to the intervention	2,460		0
Commercial floorspace constructed (square metres)	108,700		0
Housing unit starts	3,120		0
Housing units completed	3,120		0
Number of new homes with new or improved fibre optic provision	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	1500m
Total length of newly built roads	150m	110m
Total length of new cycle ways	2850m (bus lane)	2140m
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 floorspace 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 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	Data for 3 sections of A4: • Bath Rd • Wellington Rd • London Rd	0
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)	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 • 'Series 7' Heathrow bus services; • Boardings in A4 Bath Rd and A4 London Rd	0
Bus/light rail travel time by peak period	Data for end-to-end and intermediate bus travel	0

	times for A4 Bath Rd services	
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

## 7. Further Information for Summary Reports

The Mass Rapid Transit scheme will provide a segregated bus link from M4 Junction 7 to Heathrow Airport. Phase 1 covers a section from the Trading Estate via the station and town centre to M4 Junction 5. Started on site in December 2015, completion due December 2017. First Growth Fund payment made March 2016, second and final payment made March 2017.

## Berkshire Local Transport Body – 16 November 2017

### 2.09.1 Sustainable Transport NCN 422

Highlights of progress since July 2017
<ul style="list-style-type: none"><li>• In Wokingham, works are still on site to deliver on carriageway and off carriageway cycle way linking the west of the borough to the town centre. These should be completed by this autumn, subject to the progress of the overall resurfacing contract.</li><li>• The design process is underway to provide the Wokingham eastern link to Coppid Beech junction to meet up with works in Bracknell.</li><li>• In Bracknell the sections linking the town centre with the train station alongside the old 'Ring', and alongside Bull Lane and Millennium Way are now fully open.</li><li>• This is complemented by over new 350 cycle parking places in and around the Lexicon Centre, which opened Thursday 7 September.</li><li>• The Coppid Beech section of the route is being completed by Bellway Homes as part of their Amen Corner North development. The earthworks have started now on the foot / cycleway, and should be complete by the end of 2017.</li><li>• In Reading the Phase 1 delivery programme along Bath Road continues to progress well. Footway improvements near New Lane Hill commenced mid-September, followed by traffic signal updates at Liebenrood Road and Southcote Road in late October</li><li>• Phase 2 Design work linking Bath Road to London Road via the town centre is now complete and delivery is expected to commence from November</li><li>• Phase 3 route, between Watlington Street/London Road and Three Tuns, is currently being developed.</li><li>• In West Berks consultation is about to start regarding Phase 1 on the West Berks scheme Newbury to Thatcham.</li></ul>

#### 1. The Scheme

- 1.1. There have been changes to the scheme as originally set out in the Major Scheme Business Case, as the Royal Borough of Windsor and Maidenhead declined to take any further part in the scheme. However despite this setback the NCN can still largely achieve its original ambitions in joining a number of economic centres across Berkshire as a new National Cycle Route.
- 1.2. The route will start in Newbury and will follow the A4 to Thatcham and then in a line onto Theale, central Reading, Wokingham and to Bracknell, with the end of the NCN in Ascot.
- 1.3. It will still be possible to follow a route towards LEGOLAND Windsor as there is an existing route via Ascot and Windsor Great Park.
- 1.4. However the route through the park is closed at night, the Park Ranger has agreed that cyclists can use it during daylight hours.

#### 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. Work has been undertaken in Reading, Wokingham and Bracknell to develop new cycle facilities.
- 2.3. The works in Reading have included:
  - Two raised tables have been constructed on Honey End Lane and Southcote Road
  - Four key junctions have benefitted from crossing improvements and entry treatments, including imprinting across junctions to improve visibility
  - Approximately 1,500 metres of footway converted to shared-use following reconstruction and widening of footways
  - Street furniture has been relocated or upgraded to reduce obstructions along the shared-use route and maximise the footway width, including the removal of 100 metres of guard rail

- Installation of regulatory signing complimented by official NCN branding and supplementary considerate use signing.

2.4. The works in Bracknell have included:

- New 3m – 4m wide shared footway / cycleway alongside The Ring (or what is otherwise known as ‘The Canyon’) with a crossing to newly landscaped ‘Station Green’, using existing crossing outside Bracknell Rail Station, and linking to the existing network at Station roundabout
- Delivery of 3 new signalised crossing points
- New raised table crossing, adjacent to Station Green and Bracknell Bus Station
- Introduction of new permanent cycle counters
- Delivery of 350 new cycle parking spaces at the Lexicon shopping centre

2.5. The works in Wokingham have included:

- Removal of pedestrian islands in the centre of the A329 which cause pinch points for cyclists
- Two new mandatory on-carriageway lanes
- Significant kerb realignment
- New traffic calming measures on Holt Lane (near Holt School)
- Introduction of a new Toucan crossing point
- Resurfacing some parts of the carriageway, subject to progress of overall resurfacing contract

### 3. Funding

- 3.1. There have been some minor changes to funding for the scheme. This has resulted from greater clarity regarding in year budgets as they progress and requirements dictated by the phased delivery programme.
- 3.2. The two tables below set out the latest funding profile for the scheme based on allocation of LEP funds to NCN partners and the level of local support that can be generated alongside the LEP allocation.

	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
<b>Total</b>	<b>1,100,000</b>	<b>1,200,000</b>	<b>1,050,000</b>	<b>850,000</b>	<b>0</b>	<b>£4,200,000</b>

**LEP funding table with contributions**

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	£1,250,000	-	-	-	£2,450,000
- Reading Council Capital Programme		*	£100,000	-	-	-	£100,000*
- West Berkshire Capital Programme	-		£50,000	£50,000	-	-	£100,000*
- Bracknell Forest Capital Programme	-	£50,000	£50,000	-	-	-	£100,000*
<b>Total Scheme Cost</b>	<b>£600,000</b>	<b>£2,750,000</b>	<b>£2,950,000</b>	<b>£650,000</b>	<b>-</b>	<b>-</b>	<b>£6,950,000*</b>

#### 4. Risks

- 4.1. Now that the project is being delivered the risks for completion have changed to reflect the problems of construction and delivery. The risk table has been updated to reflect this.

Risk	Management of risk
Booking Road Space	<p>The cycleway is being delivered in phases and to a yearly budget allocation, however getting the phases costed, designed, consulted and agreed is problematic as the scheme needs to be able to delivered on the highway in the time and space available.</p> <p>There are significant other works taking place on the highway in Reading, Wokingham and Bracknell and programme time and space on the highway is congested. This can lead to delays in starting works in time.</p>
Integrating with development	<p>There are a number of new housing developments being delivered to the West of Wokingham and to the east of Bracknell, where the cycleway passes new planned junctions and altered highways layout</p> <p>There are risks that new planned housing developments with new junctions on the A329 corridor. There are risks that their designs do not reflect the ambition to deliver the cycleway and add significant extra cost to the project.</p>
Funding	<p>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.</p>
Political support	<p>As portfolio holders at partners change, so does the level of support for cycling. This project has experienced this issue previously with reduced political support from one partner.</p>

#### 5. Programme

- 5.1. This is the second finical year of the NCN422 project and the scheme is starting to come together.
- 5.2. Reading Borough Councils work will be delivered in three phases. The Phase 1 delivery programme along Bath Road. Footway improvements near New Lane Hill are due to commence mid-September 2017, followed by traffic signal updates at Liebenrood Road and Southcote Road in late October 2017. The 2.2 km route provides a cycle route to three secondary schools, local retail and leisure facilities and links to Arlington Business Park and Calcot Superstore in West Berkshire via existing cycle facilities
- 5.3. The design work for Phase 2 linking Bath Road to London Road via the town centre is complete (September 2017) and delivery is expected to commence from November 2017. The 3.3 km section will link east and west Reading via riverside routes connecting to the town centre and enhance the existing National Cycle Network 4 and branded cycle routes. The programme will consist of better signing through the Oracle Shopping Centre, junction improvements throughout including along the alternative route via Mill Lane and crossing enhancements at Bridge Street and London Street.
- 5.4. The 2.6 km Phase 3 route, between Watlington Street/London Road and Three Tuns, is currently being developed. This section of the route will directly serve three schools: Alfred Sutton Primary School, University Technical College and Maiden Erlegh Reading; with Cemetery Junction and Wokingham Road local centre, leisure facilities at Palmer Park and Royal Berkshire Hospital. Other destinations, including University of Reading and Reading College, will be served indirectly by wider branded cycle routes. This will be delivered in 2018/19.
- 5.5. Bracknell have completed the works need to connect the Lexicon Centre up with the remainder of the cycleway network in the town. This has created links to the Station and has also provided 350 new cycle parking spaces.
- 5.6. Work is also underway to deliver the link between John Nike Way and Coppid Beech roundabout. The developer of Amen Corner, Bellway homes is providing a new 3m shared facility which will provide the missing link between Wokingham and Bracknell.
- 5.7. West Berkshire is developing plans for the first section of the Newbury end of the route during 2017/18. Section 1 for West Berkshire runs from Newbury to Thatcham. The consultation works needed to progress this scheme are now underway.
- 5.8. During 2018/19 West Berkshire will complete two further stages which will see work take place in Theale and the rural section of the route addressing Thatcham to Theale via Brimpton, Woolhampton, Aldermaston Wharf and Lower Padworth.

Task	November 2014 Timescale	October 2017 Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	Complete	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	Progress is being delivered in stages across a number of years. Programmed sections complete in Reading and Bracknell. West Berks and Wokingham have works on going	Design work for 2017/18 stages in progress with works programmed and works to be complete during 2018/19
Procurement	Term Contractors undertaking works	Supported by developer schemes, such as Bellway Homes and The Lexicon redevelopment
Start of construction	November 2016	January 2017
Completion of construction	End of 2019	
One year on evaluation	End of 2020	
Five years on evaluation	End of 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	October 2017	Q2 17/18
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>	<b>Actual for the quarter</b>
<b>Inputs</b>			
Expenditure	£6,175,000	£2,750,000	£0
Funding breakdown			
Local Growth Deal	£4,200,000	£2,100,00	£0
s.106 and similar contributions	£1,675,000-	£600,000	£0
Council Capital Programmes	£300,000	£50,000	£0
Other	-		
In-kind resources provided	Estimate required		
<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
Number of new homes with new or improved fibre optic provision	-		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		1.1km
Total length of newly built roads		N/A
Total length of new cycle ways		4.9 km
Type of infrastructure	Cycleway	
Type of service improvement	Cycling	
<b>Outcomes</b>		
Follow on investment at site	To be assessed	0
Commercial floor space occupied	To be assessed	0
Commercial rental values	To be assessed	0

## 7. Further Information for Summary Reports

NCN 422 will form part of the National Cycle Network. The route runs from Theale in West Berkshire through Reading, Wokingham and Bracknell to Ascot. Started on site in January 2017, completion due in 2019. First Growth Fund payment made in March 2017, second of three due in March 2018.

## Berkshire Local Transport Body – 16 November 2017

### 2.09.2 Sustainable Transport A4 Cycle Route with Bucks

Highlights of progress since July 2017
Junction work now rescheduled for early 2018.

#### 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 has decided not to take up this scheme and has returned the funds allocated for the Maidenhead section of the scheme.
  - 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.
- 2.3. Junction work now rescheduled for early 2018.

#### 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							
- 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>£397,000</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

- 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
Utilities alterations greater than expected.	Early consultations with Statutory Authorities.

#### 5. Programme

Task	Original Timescale	October 2017 Timescale (where changed)
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	February 2017
Completion of construction	December 2016	March 2018
One year on evaluation	December 2017	March 2019
Five years on evaluation	December 2021	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		
<b>Thames Valley Berkshire LEP</b>		<b>2.09.2 Sustainable Transport A4 Cycle with Bucks</b>	<b>November 2017</b>	<b>Q2 17/18</b>
<b>1. Core Metrics</b>		<b>Planning Numbers</b>	<b>Actual to date</b>	<b>Actual for the quarter</b>
<b>Inputs</b>				
Expenditure		£2,658,600	£900,000	£100,000
Funding breakdown				
Local Growth Deal		£483,000	£483,000	0
s.106 and similar contributions		£50,000	£0	0
Council Capital Programmes		£397,000	£350,000	£100,000
Other		£1,728,600	£0	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		-
Number of new homes with new or improved fibre optic provision		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	2.4 km*	1.8
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 floorspace occupied	0	-
Commercial rental values	0	-

\* excludes section within Buckinghamshire

## 7. Further Information for Summary Reports

The A4 Cycle scheme is coordinated with works in South Bucks and the arrival of Crossrail services at Taplow (Bucks) and Burnham (Slough) stations. Started on site in February 2017, completion due March 2018. First and only Growth Fund payment was made in March 2017.

## Berkshire Local Transport Body – 16 November 2017

### 2.10 Slough: A332 Improvements

Highlights of progress since July 2017
Work approaching completion.

#### 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 commenced December 2015 and main civil works started January 2017 with completion due September 2017.
- 2.5. Some civil works were started early in order to utilise downtime at other sites the contractor is working on (Slough Rapid Transit/A355 Improvements).
- 2.6. Work approaching completion.

#### 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							
- Section 106 agreements	£250,000	-	-	-	-	-	£250,000
- Council Capital Programme	-	-	£2,050,000	-	-	-	£2,050,000
- Other sources	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>	<b>£1,516,667</b>	<b>£1,433,333</b>	<b>£2,050,000</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
Utilities alterations greater than expected.	Early consultations with Statutory Authorities.	Amber
Changes to design after commencing construction.	Fully complete design prior to commencing construction/ allow for contingency provision.	Green

## 5. Programme

Task	Original Timescale	October 2017 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	November 2017
One year on evaluation	June 2017	November 2018
Five years on evaluation	June 2021	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	2.10 Slough: A332 Improvements	November 2017	Q2 17/18
<b>1. Core Metrics</b>	Planning Numbers	Actual to date	Actual for the quarter
<b>Inputs</b>			
Expenditure	£5,000,000	£5,000,000	£2,050,000
Funding breakdown			
Local Growth Deal	£2,700,000	£2,700,000	0
s.106 and similar contributions	£250,000	£250,000	0
Council Capital Programme	£2,050,000	20500000	£2,050,000
Other	-		
In-kind resources provided	£90,000		£90,000
<b>Outcomes</b>			
Planned Jobs connected to the intervention	2,150		0
Commercial floorspace constructed (square metres)	79,150		0
Housing unit starts	2,995		0
Housing units completed	2,995		0
Number of new homes with new or improved fibre optic provision	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	375
Total length of newly built roads	500m of additional traffic lane	375
Total length of new cycle ways	350m	265
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 floorspace occupied	To be determined	-
Commercial rental values	To be determined	-

## 7. Further Information for Summary Reports

- 7.1. The scheme includes 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. Start on site was December 2015 and it is due to finish in November 2017. The first Growth Fund payment was made in March 2016, the second and final payment was made in March 2017.

## Berkshire Local Transport Body – 16 November 2017

- 2.11 Reading: South Reading MRT phase 1**  
**2.12 Reading: South Reading MRT phase 2**

<b>Highlights of progress since July 2017</b>
Construction works are on-going with the following sections of bus lane complete and currently being used by buses: <ul style="list-style-type: none"><li>• Southbound bus lane between Imperial Way and Basingstoke Road.</li><li>• Southbound bus lane between Basingstoke Road and M4 junction 11.</li><li>• Southbound bus lane between Island Road and Bennet Road.</li></ul>
Works for the remaining sections are in progress with the full scheme due to be completed in December 2017.

### **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 will 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 WYG regarding the need to update elements of the Reading Transport Model, therefore an updated model of the A33 corridor was used to prepare the 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 2016 to provide information about this element of the MRT scheme and proposals for future phases.
- 2.5 Construction works are on-going with the following sections of bus lane complete and currently being used by buses:
  - Southbound bus lane between Imperial Way and Basingstoke Road (Dec 2016).
  - Southbound bus lane between Basingstoke Road and M4 junction 11 (Dec 2016).
  - Southbound bus lane between Island Road and Bennet Road (Aug 2017).
- 2.6 Works for the remaining sections are in progress with the programme for the construction over for the majority of the calendar year with completion scheduled for December 2017.
- 2.7 A revised design for phase 2 of the scheme has been prepared due to uncertainties regarding the Southside development site, with an outbound bus lane parallel to the existing carriageway to be constructed as part of the phase 2 works. In addition an inbound bus lane alongside the development site has been included within phases 3 and 4 of the scheme.
- 2.8 A phased construction programme for the overall MRT 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.
- 2.9 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.

### 3. Funding

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

<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	-	£2,970,000	£1,530,000	-	-	-	£4,500,000
Local contributions from:							
- Section 106 agreements	-	-	£1,120,000	-	-	-	£1,120,000
- Council Capital Programme	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>		<b>£2,970,000</b>	<b>£2,650,000</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:

<b>Risk</b>	<b>Management of risk</b>
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

<b>Task</b>	<b>Original Timescale</b>	<b>October 2017 Timescale (where changed)</b>
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 - March 2017
Start of construction	August 2016	Phase 1 - August 2016 Phase 2 - April 2017
Completion of construction	November 2017	December 2017
One year on evaluation	November 2018	December 2018
Five years on evaluation	November 2022	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.

Growth Deal Schemes:	Transport scheme		
<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>October 2017</b>	<b>Q2 17/18</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>	<b>Actual for the quarter</b>
<b>Inputs</b>			
Expenditure	£5,620,000	£3,826,702	£187,419
Funding breakdown			
Local Growth Deal	£4,500,000	£3,826,702	£187,419
s.106 and similar contributions	£1,120,000	£0	£0
Council Capital Programme	-		
Other	-		
In-kind resources provided	£350,000		
<b>Outcomes</b>			
Planned Jobs connected to the intervention	2,424		TBC
Commercial floorspace constructed (square metres)	44,016		TBC
Housing unit starts	527		TBC
Housing units completed	527		TBC
Number of new homes with new or improved fibre optic provision	TBC		TBC
<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	1,000m (Phase 1) 390m (Phase 2)	210m (Phase 1) 390m (Phase 2)	
Total length of newly built roads	1,900m (Phase 1) 1,360m (Phase 2)	300m (Phase 1) 500m (Phase 2)	
Total length of new cycle ways	2,000m (Phase 1) 200m (Phase 2)	100m (Phase 1) 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 floorspace occupied	N/A		
Commercial rental values	N/A		

## 7. Further Information for Summary Reports

The South Reading MRT, when complete, will provide segregated bus lanes from Mereoak Park and Ride south of Junction 11 of the M4 to Reading Station. Phases 1 and 2 extend from J11 to Island Road. Started on site July 2016 and due to complete December 2017. First of two Growth Fund payments made March 2017.

## Berkshire Local Transport Body – 16 November 2017

### 2.13 Wokingham: Thames Valley Park and Ride

previously called 2.13 Reading: Eastern Park and Ride

Highlights of progress since July 2017
The business case has been completed and assessed by WYG with a recommendation to give financial approval to the scheme. This financial approval was formal granted by BLTB on the 20 July 2017.
Following the approval, the scheme has now moved into the detailed detail and implementation stage. A project manager has been appointed to take responsibility for the scheme delivery and commenced duties on 18 September 2017.

#### 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.
- 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	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	-	£250,000	£450,000	-	-	£700,000
- Council Capital Programme	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-
<b>Total Scheme Cost</b>		<b>£250,000</b>	<b>£2,450,000</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

Risk	Management of risk
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.
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

Task	Original Timescale	October 2017 Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	September 2015	October 2016 (submit first draft FBC)
Financial Approval from LTB	November 2015	July 2017
Feasibility work	March 2014	
Acquisition of statutory powers	September 2015	November 2016
Detailed design	September 2015	Winter 2017
Procurement	March 2016	Spring 2018
Start of construction	April 2016	Summer 2018
Completion of construction	September 2017	Autumn 2019
One year on evaluation	September 2018	2020
Five years on evaluation	September 2022	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	2.13 Wokingham: Thames Valley Park and Ride previously 2.13 Reading: Eastern Park and Ride	October 2017	Q2 17/18
1. Core Metrics	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£3,600,000	0	0
Funding breakdown			
Local Growth Deal	£2,900,000	0	0
s.106 and similar contributions	£700,000	0	0
Council Capital Programme	-		
Other	-		
In-kind resources provided			
Outcomes			
Planned Jobs connected to the intervention	To be assessed		-
Commercial floorspace constructed (square metres)	To be assessed		-
Housing unit starts	none		-

Housing units completed	none	-
Number of new homes with new or improved fibre optic provision	none	-
<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	none	-
Total length of newly built roads	50 meters	-
Total length of new cycle ways	50 meters	-
Type of infrastructure	Highways	
Type of service improvement	Park and Ride site	
<b>Outcomes</b>		
Follow on investment at site	To be completed	-
Commercial floorspace occupied	To be assessed on scheme completion	-
Commercial rental values	To be assessed on scheme completion	-

## 7. Further Information for Summary Reports

This Park and Ride site will serve Thames Valley Park and the A329(M). It will complement the planned East Reading MRT scheme. Awaiting full business case approval in July 2017, then due on site in summer 2018 and completion in autumn 2019. First Growth Fund payment due March 2019.

## Berkshire Local Transport Body – 16 November 2017

- 2.14 Reading: East Reading Mass Rapid Transit (MRT) Phase 1**  
**2.25 Reading: East Reading Mass Rapid Transit (MRT) Phase 2**

<b>Highlights of progress since July 2017</b>
The planning application for the scheme was submitted in early July, following pre-application discussions with Reading BC, Wokingham BC and statutory consultees including the Environment Agency. It is anticipated that a decision on planning consent will be made in the new year.
Preparation of the full business case for the scheme (phases 1 and 2) is complete demonstrating that the scheme represents high value for money in line with central Government guidance. The business case has been approved by the LEP's independent assessors.

### **1. The Scheme**

- 1.1 East Reading Mass Rapid Transit (MRT) Phases 1 and 2 is a proposed 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 promoted by Reading Borough Council (RBC) in partnership with Wokingham Borough Council (WBC).

### **2. Progress with the scheme**

- 2.1 Feasibility work and outline design is complete. Phase 1 of the scheme was granted programme entry status by the BLTB in July 2014, followed by phase 2 in March 2017.
- 2.2 Preparation of the full business case for the scheme (phases 1 and 2) is complete demonstrating that the scheme represents high value for money in line with central Government guidance. The business case has been approved by the LEP's independent assessors.
- 2.3 The EIA scoping opinion has been agreed with both planning authorities and significant work has been undertaken in order to mitigate the environmental, flooding, landscaping and visual impact aspects of the scheme.
- 2.4 The planning application for the scheme was submitted in early July, following pre-application discussions with Reading BC, Wokingham BC and statutory consultees including the Environment Agency. It is anticipated that a decision on planning consent will be made in the new year.
- 2.5 Informal consultation including a public exhibition was undertaken during July 2016 which has informed development of the scheme. Statutory consultation is being undertaken through the planning process, including further public exhibitions in July 2017.
- 2.6 An Early Contractor Involvement (ECI) feasibility report has been completed highlighting potential areas of added value to be investigated through the detailed design of the scheme.
- 2.7 Negotiations are on-going with third party landowners in order to acquire the land needed for the scheme.
- 2.8 The scheme programme has been updated to reflect implications resulting from the delays associated with the requirement to update the Reading Transport Model prior to preparation of the full business case for the scheme, and longer than anticipated timescales required to complete the full business case and planning application.
- 2.9 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.
- 2.10 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.
- 2.11 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.

### 3. Funding

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

<b>Source of funding</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	-	-	£3,000,000	£3,000,000	£13,067,000	£19,067,000
Local contributions ...						
- Section 106 agreements	-	-	-	£3,900,000	£900,000	£4,800,000
- Council Capital Programme	-	-	-	-	-	-
<b>Total Scheme Cost</b>			<b>£3,000,000</b>	<b>£6,900,000</b>	<b>£13,967,000</b>	<b>£23,867,000</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>
Environmental consents / mitigation	Subject to planning and consultation process - a rigorous site option assessment process has been undertaken and significant mitigation measures identified.
Planning permission is not granted / objections through the planning process	Robust scheme development and planning application documentation has been prepared.
A Public Inquiry is called by the Planning Inspectorate.	Robust scheme development and planning application documentation has been prepared.
Land availability	Land constraints have been identified, elements of land within local authority ownership, and negotiations ongoing 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

- 5.1. Delays to the original scheme programme have resulted from the need to update the Reading Transport Model, and longer than anticipated timescales required to complete the full business case and planning application.

<b>Task</b>	<b>Original Timescale</b>	<b>October 2017 Timescale (where changed)</b>
Programme Entry Status	July 2013	
Feasibility work	March 2014	
Independent Assessment of FBC	September 2015	September 2017
Financial Approval from LTB	November 2015	November 2017
Acquisition of statutory powers	September 2015	January 2018
Procurement (Design & build contract)	March 2016	January 2018
Detailed design	September 2015	October 2018
Start of construction (including utility diversions)	April 2016	January 2019
Completion of construction	September 2017	March 2021
One year on evaluation	September 2018	March 2022
Five years on evaluation	September 2022	March 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>2.14/2.25 Reading: East Reading Mass Rapid Transit</b>	<b>October 2017</b>	<b>Q2 17/18</b>
<b>1. Core Metrics</b>		<b>Planning Numbers</b>	<b>Actual to date</b>	<b>Actual for the quarter</b>
<b>Inputs</b>				
Expenditure		£23,867,000	0	0
Funding breakdown				
Local Growth Deal		£19,067,000	0	0
s.106 and similar contributions		£4,800,000	0	0
Council Capital Programme		-		
Other		-		
In-kind resources provided		£500,000		
<b>Outcomes</b>				
Planned Jobs connected to the intervention		1,236		0
Commercial floorspace constructed (square metres)		29,600		0
Housing unit starts		356		0
Housing units completed		356		0
Number of new homes with new or improved fibre optic provision		TBC		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		1,870m		0
Total length of new cycle ways		1,870m		0
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		TBC		0
Commercial floorspace occupied		TBC		0
Commercial rental values		TBC		0
<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				
Average AM and PM peak journey time per mile on key routes (journey time measurement)				
Average AM and PM peak journey time on key routes (journey time measurement)				
Day-to-day travel time variability				

Average annual CO2 emissions		
Accident rate		
Casualty rate		
Nitrogen Oxide and particulate emissions		
Traffic noise levels at receptor locations		
Annual average daily and peak hour passenger boardings	745,000 per annum; Circa 2,050 per day; 423 AM Peak; 281 Inter-peak	0
Bus/light rail travel time by peak period	Time saving of 4 minutes	0
Mode share (%)		
Pedestrians counts on new/existing routes (#)		
Cycle journeys on new/existing routes (#)		
Households with access to specific sites by mode within threshold times (#)		

## 7. Further Information for Summary Reports

When complete, the East Reading MRT scheme will create segregated bus lanes between Reading Station and Thames Valley Park and the proposed Park and Ride site. The full business case will be presented in November 2017, and it is due on site in January 2019, with completion in March 2021. The first Growth Fund payment is due in March 2019.

## Berkshire Local Transport Body – 16 November 2017

### 2.15 Bracknell: Martins Heron Roundabout

Highlights of progress since July 2017
Scheme has started on site and phase 1 of 4 has been completed. Phase 2 to commence January 2018 to align with utility diversions required as part of the scheme.

#### 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. The scheme started on site in April 2017 and will be completed in 2018/19.  
 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	-	£200,000	£2,700,000	-	-	-	£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>£200,000</b>	<b>£2,700,000</b>	<b>£900,000</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 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)

## 5. Programme

Task	Original Timescale	October 2017 Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	April 2016	Nov 2016(conditional)
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	April 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>24 Oct 2017</b>	<b>Q2 17/18</b>
<b>1. Core Metrics</b>		<b>Planning Numbers</b>	<b>Actual to date</b>	<b>Actual for the quarter</b>
<b>Inputs</b>				
Expenditure		£3,800,000	£500,000	£250,000
Funding breakdown				
Local Growth Deal		£2,900,000	£500,000	£250,000
s.106 and similar contributions		£450,000	0	0
Council Capital Programme		£450,000	0	0
Other		-		
In-kind resources provided		Surveys – Topographical and turning counts	£10000	
<b>Outcomes</b>				
Planned Jobs connected to the intervention		0		
Commercial floorspace constructed (square metres)		0		
Housing unit starts		0		
Housing units completed		0		
Number of new homes with new or improved fibre optic provision		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 750m – 1000m	330m	
Total length of newly built roads		Approximately 100m where the existing roundabout is to be	Phase 2 start Jan 18	

	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.	Phase 3 and 4 Start March 18
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 floorspace occupied	Not applicable	
Commercial rental values	Not applicable	

## 7. Further Information for Summary Reports

The Martins Heron Junction is being converted from roundabout to signal controls. The start on site was achieved in March 2017 and completion is due in November 2018. The first of two Growth Fund payments was made in March 2017.

## Berkshire Local Transport Body – 16 November 2017

### 2.16 Maidenhead: Station Access

Highlights of progress since July 2017	
	The business case has been completed; approved by Royal Borough Members and submitted to the Local Transport Body to secure sign-off at the 16 November meeting. The business case delivers an NPV of 2.35 with overall value for money rated as 'Very High'.
	Design options for the station forecourt and the crossing were presented to Cabinet Regeneration Sub-committee on 5 September. Members subsequently asked for additional optioneering work around bridge solutions for the crossing between the station and town centre. These included integrating the bridge with the proposed Landing Development and taking the bridge into the station forecourt. However, subsequent discussions with the developer of The Landing and Network Rail confirmed that these options were not feasible.
	Modelling work has been completed for two surface crossing options. The modelling shows that these options can be progressed with only minor impacts on traffic. A scheme featuring improved surface crossings with a banned right turn out of Queen Street is now being progressed as the preferred option. Additional modelling work has shown that there are significant traffic benefits associated with making Broadway two-way between the Nicholson's car park and A308 Frascati Way. This has been incorporated into the scheme and works will be coordinated with the replacement of the Nicholson's Centre Car Park.
	A meeting was held with rail industry partners on 15 September to resolve any outstanding issues and agree the forecourt scheme details. Minor amendments have been incorporated into the scheme design as a result. Network Rail and GWR have both expressed support for the scheme in principle subject to Asset Protection Approvals and detailed design.
	The original value of the project was estimated at £8 million and the LEP provisionally allocated £6.75 million of Local Growth Deal Funding to the scheme. This was based on the inclusion of a bus interchange within the scope of the project. However, this has now been shown to be unviable and so the value of the cost of the scheme has reduced to £4.5 million for which £3.75 million of Growth Deal funding is being sought.

#### 1. The Scheme

##### 1.1. The scheme has four 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 for rail commuters, shoppers, visitors and employees.
- iv) Traffic management improvements (converting Broadway to two-way operation).

#### 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 the Elizabeth Line (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 the Elizabeth Line. Unfortunately, the 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.
- 2.8. 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 the Elizabeth Line and other planned improvements, are likely to significantly increase the demand for parking in the vicinity of the rail station.
- 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. Regardless of which option is pursued, additional car parking will be required to accommodate weekday demand.
- 2.10. The council adopted its Parking Strategy in October 2016, which set out the policies and principles that will govern future parking provision in the borough. A draft implementation plan has been developed and was taken to Cabinet for approval in January 2017.
- 2.11. The latest version of the implementation plan contains proposals to provide a range of temporary and permanent parking solutions in Maidenhead town centre, including 125 spaces within an additional deck to be constructed on the existing Stafferton Way multi-storey car park. This will accommodate all long-stay parking that will be lost from the station forecourt, as well as providing some additional capacity to serve the town centre. Work is currently programmed for Q3 of 2018/19.
- 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 – a cross-party group with representation from the business sector as well as local civic and community groups.
- 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 the King Street / Queen Street / Grenfell Road junction. An outline 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 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 and so additional land would be needed for the bus interchange.
- 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 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. However, even the lowest cost option could not be progressed with the funding available. Also, it was found that the bus interchange would potentially limit the potential for the adjacent office buildings to be redeveloped.
- 2.17. An alternative option was developed minus the bus interchange. A high level value for money (VfM) assessment was carried out for this scheme. This found that the scheme costs

outweighed the benefits by a significant margin. Many of the scheme benefits cannot be quantified using traditional webTAG methodologies or have a low monetary value (e.g. the environmental enhancements and taxi feeder lane). This option is not being progressed.

- 2.18. Also, redesigning the King Street / Queen Street / A308 junction to provide an Oxford Circus style crossing was found to have a negative impact on traffic congestion, while re-providing car parking off-site would have negative impacts in terms of increased walking distances.
- 2.19. Further design and junction modelling work has been undertaken for four separate options for the crossing between the station and the town centre, including two surface and two bridge options. These were presented to Cabinet Regeneration Sub-Committee on 5 September 2017.
- 2.20. Modelling shows that a surface option would be viable with impacts on traffic being minimal and localised to the town centre road network. Feasibility work shows that a bridge link could be delivered within the constraints of public highway and Council owned land.
- 2.21. Members subsequently asked for additional optioneering work around bridge solutions for the crossing between the station and town centre. These included integrating the bridge with the proposed Landing development and taking the bridge into the station forecourt. However, subsequent discussions with the developer of The Landing and Network Rail confirmed that these options were not feasible.
- 2.22. A scheme featuring improved surface crossings with a banned right turn out of Queen Street is now being progressed as the preferred option. Additional modelling work has shown that there are significant traffic benefits associated with making Broadway two-way between the Nicholson's car park and A308 Frascati Way. This has been incorporated into the scheme and works will be coordinated with the replacement of the Nicholson's Centre Car Park.
- 2.23. A costed proposal for the station forecourt has been developed. This includes:
  - Landscaped pedestrian area with seating in front of the ticket office
  - Widened pedestrian route between the station and the crossing
  - New cycle hub with spaces for 300 bikes
  - Improved taxi rank layout with holding area
  - Extended disabled parking
  - Short stay parking for passenger set-down / pick up
  - Provision for business park shuttles
  - Parking spaces for rail contractors
  - Provision for servicing of the existing retail unit
  - Provision of a new bus stop within the station forecourt
  - Provision for rail replacement bus services.
- 2.24. A meeting was held with rail industry partners on 15 September to resolve any outstanding issues and agree the forecourt scheme details. Minor amendments have been incorporated into the scheme design as a result. Network Rail and GWR have both expressed support for the scheme in principle subject to Asset Protection Approvals and detailed design. Network Rail has also indicated that the scheme should not have to go through the formal GRIP process and that they will work with the council to accelerate the processes to secure all necessary technical approvals.
- 2.25. Crossrail is looking to enhancing the station's southern access to extend the ticket gate line to accommodate the additional passengers that are forecast to use this entrance.
- 2.26. Long-stay parking that is currently on the forecourt is regulated by the Office for Road and Rail and any parking that is lost must be reprovided nearby. This will be delivered in Stafferton Way as part of the Council's parking plan for the town.
- 2.27. The business case is being progressed as planned in order to secure sign-off at the November meeting of the Local Transport Body. The original value of the project was estimated at £8 million and the LEP provisionally allocated £6.75 million of Local Growth Deal Funding to the scheme. This was based on the inclusion of a bus interchange within the scope of the project. However, this has now been shown to be unviable and so the cost of the scheme has reduced to £4.5 million for which £3.75 million of Growth Deal funding is being sought.

### 3. Funding

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

<b>Source of funding</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	-		1,275,000	2,475,000	-	3,750,000
Local contributions:						
- Section 106 agreements	-	125,000		625,000	-	750,000
- Council Capital Programme	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-
<b>Total Scheme Cost</b>		<b>125,000</b>	<b>1,275,000</b>	<b>3,100,000</b>		<b>4,500,000</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.

<b>Risk</b>	<b>Management of risk</b>
Insufficient scheme budget	Apply high level of contingencies at outset and ensure BCR includes optimism bias
Office of Rail and Road does not give regulatory approval for relocation of forecourt parking to Stafferton Way	Hold early meetings with ORR and secure support of Network Rail / Great Western Railway
Objections from stakeholders	Hold early discussions with key stakeholders (e.g. Network Rail, GWR, bus / taxi operators, cycle forum, access advisory forum)
Unable to agree to parking charge reimbursements	Hold early discussions with GWR and ensure support for project at business case stage. Develop detailed plan in conjunction with GWR
Network Rail fees more than expected	Hold early discussions with NR to obtain cost estimate and keep costs under regular review as project progresses
The tender prices received from the contractors exceed the available budget to construct	Cost estimate is based on an outline bill of quantities with appropriate allowances for optimism bias and risk
Delays in construction programme resulting in increased contract administration costs	Ensuring design, investigations, programme and procurement are robust, reducing likelihood of construction delays reduced
Increases in statutory undertakers apparatus diversion costs to that assumed at bid stage.	Apply legally for C3 notices for cost update.
Long lead times for permanent service diversions	Early liaison with utilities companies to ensure stats get diverted before the construction programme begins.
Changes to design (after construction has commenced).	Detailed design for the contract tender documents will provide as much detail as possible on the site conditions and methods of construction; so as to avoid questions about "buildability".
Unknown services struck during construction works incurring delays to programme	Digging of trial holes and CAT scans
Health and Safety accident on/off site; near miss triggering a Health and Safety Executive investigation - or closure of site. Sections of the car park will still be in operation during the works and that this could put the general public at risk of conflict with the works and injury.	Health and safety is an important part of the PQQ and tender evaluation process. Clear and effective H&S information part of tender documents. Programme to allow enough time for contractor to plan works effectively and safely.

## 5. Programme

Task	Original Timescale	November 2017 Timescale (where changed)
Programme Entry Status	24 July 2014	
Feasibility / outline design	March 2015	August 2017
Selection of preferred option		September 2017
Preparation of FBC		October 2017
Independent Assessment of FBC	March 2016	October 2017
Financial Approval from LTB	July 2016	November 2017
Detailed design		September 2018
Acquisition of statutory powers	March 2015	September 2018
Procurement	March 2016	December 2018
Start of construction	April 2017	January 2019
Completion of construction	March 2017	March 2020
One year on evaluation	October 2018	March 2021
Five years on evaluation	October 2022	March 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.

Growth Deal Schemes:		Transport scheme		
Thames Valley Berkshire LEP		2.16 Maidenhead: Station Access	November 2017	Q2 17/18
<b>1. Core Metrics</b>		Planning Numbers	Actual to date	Actual for the quarter
<b>Inputs</b>				
Expenditure		£4,500,000	£0	£0
Funding breakdown				
Local Growth Deal		£3,750,000	£0	£0
s.106 and similar contributions		£750,000	£0	£0
Council Capital Programme		-	£5,000	£0
Other		-	£132,000	
In-kind resources provided		£60,000		£60,000
<b>Outcomes</b>				
Planned Jobs connected to the intervention		2,080*		0
Commercial floor Space constructed (square metres)		29.000*		0
Housing unit starts		212*		0
Housing units completed		50*		0
Number of new homes with new or improved fibre optic provision		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; 125 space extension to existing multi-storey car park		

Type of service improvement	Improved interchange between journeys made on foot, bicycle, bus, train, taxi and car with associated public realm enhancements; improved crossing between the station and town centre; and 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*	-

\* Figures based on existing outline planning application for The Landing. These are subject to change as a new application will be submitted in 2018.

\*\*Additional monitoring requirements are not applicable because less than £5m public funding is allocated to the scheme

## 7. Further Information for Summary Reports

Maidenhead Station will be served by Elizabeth Line services from December 2019, and this scheme is designed to improve the capacity of the forecourt area to cope with the anticipated increase in pedestrian traffic. The scheme is coordinated with capacity improvements inside the station. A start on site is due in January 2019 and completion in March 2020. The first of two Growth Fund payments is due in March 2019.

## Berkshire Local Transport Body – 16 November 2017

### 2.17 Slough: A355 Route

Highlights of progress since July 2017
Scheme complete.

#### 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. Scheme complete

#### 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							
- 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

The scheme is complete

#### 5. Programme

Task	November 2014 Timescale	October 2017 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	Completed Feb 17
One year on evaluation	June 2017	February 2018
Five years on evaluation	June 2021	February 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		
<b>Thames Valley Berkshire LEP</b>		<b>2.17 Slough: A355 Route</b>	<b>November 2017</b>	<b>Q2 17/18</b>
<b>1. Core Metrics</b>		<b>Planning Numbers</b>	<b>Actual to date</b>	<b>Actual for the quarter</b>
<b>Inputs</b>				
Expenditure		£5,800,000	£5,800,000	0
Funding breakdown				
Local Growth Deal		£4,400,000	£4,400,000	0
s.106 and similar contributions		£700,000	£700,000	0
Council Capital Programme		£700,000	£700,000	0
Other		-	-	-
In-kind resources provided		£90,000		
<b>Outcomes</b>				
Planned Jobs connected to the intervention		1,260		-
Commercial floorspace constructed (square metres)		48,000		-
Housing unit starts		600		-
Housing units completed		600		-
Number of new homes with new or improved fibre optic provision		600		-
<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		550m
Total length of newly built roads		500m of additional traffic lane		500m
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 floorspace occupied		To be determined		-
Commercial rental values		To be determined		-

## 7. Further Information for Summary Reports

The scheme improves traffic flow on the strategic north-south A355 route that links the M4, Slough Trading Estate. The scheme involved the remodelling of the Copthorne roundabout, signal and junction upgrades and selected road widening. The start on site was in December 2015 and completion was achieved in February 2017. The first Growth Fund payment was in March 2016; the second and final payment was made in March 2017.

## Berkshire Local Transport Body – 16 November 2017

### 2.19 Bracknell: Town Centre Regeneration Infrastructure Improvements

Highlights of progress since July 2017
LEP funded works complete and Town Centre Regeneration “The Lexicon” opened 7 Sept
642 housing starts recorded, of which 181 now complete

#### 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. Local Growth Deal funding elements have been completed.
- 2.2. The Lexicon Town Centre regeneration opened for business on 7<sup>th</sup> Sept and represents one of the biggest town centre regenerations in the UK. In addition to 70 new shops and restaurants, the project also encompasses improvements to the existing High Street buildings and a new 1,300 space multi-storey car park.

#### 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 contribution	-	-	-	-	-	-	
Council Capital Prog	1,000,000	3,382,000	-	-	-	-	4,382,000
<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 scheme is complete.

#### 5. Programme

Task	Original Timescale	October 2017 Timescale (where changed)
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	Sept 2017
One year on evaluation	April 2018	September 2018
Five years on evaluation	April 2022	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.

Growth Deal Schemes:		Transport scheme	
Thames Valley Berkshire LEP	2.19 Bracknell: Town Centre Regeneration Infrastructure Improvements	October 2017	Q2 17/18
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>	<b>Actual for the quarter</b>
<b>Inputs</b>			
Expenditure	£6,382,000	£6,832,000	0
Funding breakdown			
Local Growth Deal	£2,000,000	£2,000,000	0
s.106 and similar contributions			
Council Capital Programme	£4,382,000	£4,382,000	0
Other			
In-kind resources provided			
<b>Outcomes</b>			
Planned Jobs connected to the intervention	3,540	Data still being collected	
Commercial floorspace constructed (square metres)	270,000	270,000	
Housing unit starts	1,000	642	
Housing units completed	1,000	181	
Number of new homes with new or improved fibre optic provision	1,000	181	
<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	3000m of resurfaced road	Complete	
Total length of newly built roads	50m of newly built road.	Complete	
Total length of new cycle ways	700m of new cycleways adjacent to link road.	Complete	
Type of infrastructure	Improved accessibility to new development		
Type of service improvement	Unlocking proposed development.		
<b>Outcomes</b>			
Follow on investment at site	Work underway to determine value		0
Commercial floorspace occupied	Work underway to determine figures		0
Commercial rental values	Work underway to determine value		0

## 7. Further Information for Summary Reports

This project has funded several necessary junction modifications and other works associated with the major redevelopment of Bracknell Town Centre. The Lexicon Centre is opened on 7 September 2017. The first and only Growth Fund payment was made in March 2016.

## Berkshire Local Transport Body – 16 November 2017

### 2.21 Slough: Langley Station Access Improvements

Highlights of progress since July 2017
Detailed design in progress. In consultation with Network Rail/MRT Crossrail

#### 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. Detailed design in progress. In consultation with Network Rail/MRT Crossrail.

#### 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	-	-	210,000	-	-	-	210,000
- Other sources	-	-	3,500,000	-	-	-	3,500,000
<b>Total Scheme Cost</b>	<b>-</b>	<b>-</b>	<b>5,260,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,260,000</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
Higher than expected costs	Financial and project management.	Amber
Delays in procurement process	Programme allows sufficient time for process.	Amber

## 5. Programme

Task	November 2014 Timescale	October 2017 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	October 2017
Procurement	Autumn 2016	November 2017
Start of construction	January 2017	December 2017
Completion of construction	March 2018	March 2018
One year on evaluation	March 2019	March 2019
Five years on evaluation	March 2023	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		
<b>Thames Valley Berkshire LEP</b>		<b>2.21 Slough: Langley Station Access Improvements</b>	<b>November 2017</b>	<b>Q2 17/18</b>
<b>1. Core Metrics</b>		<b>Planning Numbers</b>	<b>Actual to date</b>	<b>Actual for the quarter</b>
<b>Inputs</b>				
Expenditure		£5,260,000	£400,000	£400,000
Funding breakdown				
Local Growth Deal		£1,500,000	£400,000	£400,000
s.106 and similar contributions		£50,000	0	0
Council Capital Programme		£210,000	0	0
Other		£3,500,000	0	0
In-kind resources provided		£130,000		
<b>Outcomes</b>				
Planned Jobs connected to the intervention		-	-	-
Commercial floorspace constructed (square metres)		-		-
Housing unit starts		500		0
Housing units completed		500		0
Number of new homes with new or improved fibre optic provision		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		400m		-
Total length of newly built roads		0		0

Total length of new cycle ways	400m	-
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 floorspace occupied	To be determined	-
Commercial rental values	To be determined	-

## 7. Further Information for Summary Reports

Crossrail Services are due to serve Langley station from December 2019 and this scheme is designed to improve the facilities in anticipation of an increase in pedestrian numbers. The scheme is now due to start on site in November 2017 with completion in March 2018. The first Growth Fund payment is due in March 2018. Detailed designs have been prepared and presented to Network Rail/MRT Crossrail. Construction end date likely to be adjusted.

## Berkshire Local Transport Body – 16 November 2017

### 2.22 Slough: Burnham Station Access Improvements

Highlights of progress since July 2017
Work on the Five Points section almost complete. Burnham roundabout complete soon. Station approach works to follow. Network Rail's 'Access for All' works need to take place first.

#### 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. Work on Five Points section and Burnham roundabout complete. Station road drainage work in progress.
- 2.4. Work on car park to take place in new year 2018. Station approach works to follow. Network Rail's 'Access for All' works need to take place first.

#### 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	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						
- S106 agreements	-	-	-	-	-	-
- Council Cap Prog		£100,000				£100,000
- Other sources	4,150,000	-	-	-	-	£4,150,000
<b>Total Scheme Cost</b>	<b>6,150,000</b>	<b>100,000</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
Additional car parking could require substantial earthworks and vehicular access could prove difficult.	Detailed engineering investigations and exploration of alternative options.	Amber
Objections to proposed traffic management measures.	Early engagement with stakeholders to address likely issues.	Green
Higher than expected costs.	Financial and project management.	Amber

#### 5. Programme

Task	November 2014 Timescale	November 2017 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	January 2017
Completion of construction	March 2017	March 2018
One year on evaluation	March 2018	March 2019
Five years on evaluation	March 2022	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	2.22 Slough: Burnham Station Access Improvements	October 2017	Q2 17/18
1. Core Metrics	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£6,250,000	£1,625,000	£1,225,000
Funding breakdown			
Local Growth Deal	£2,000,000	£1,525,000	£1,125,000
s.106 and similar contributions			
Council Capital Programme	£100,000	£100,000	£100,000
Other	£4,150,000	0	0
In-kind resources provided			
Outcomes			
Planned Jobs connected to the intervention	1050		-
Commercial floorspace constructed (square metres)	40,000sqm		-
Housing unit starts	0		-
Housing units completed	0		-
Number of new homes with new or improved fibre	0		

optic provision		
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport Outputs</b>		
Total length of resurfaced roads	600m	-
Total length of newly built roads	none	-
Total length of new cycle ways	600m	-
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 floorspace occupied	To be determined	-
Commercial rental values	To be determined	-

## 7. Further Information for Summary Reports

Crossrail Services are due to serve Burnham station from December 2019 and this scheme is designed to improve the facilities in anticipation of an increase in pedestrian numbers. The scheme started on site in January 2017 with completion in March 2018. The first and only Growth Fund payment was made in March 2017.

## Berkshire Local Transport Body – 16 November 2017

### 2.23 Reading: South Reading MRT Phases 3 and 4

Highlights of progress since July 2017
Programme entry status for the scheme was granted by the BLTB in March 2017.
Preparation of the full business case for the scheme is complete demonstrating that the scheme represents high value for money in line with central Government guidance. The business case has been approved by the LEP's independent assessors.
Outline scheme design is complete and detailed designs are being prepared. A programme for procurement has been agreed to enable construction to commence this financial year in line with the financial profile for the scheme.

#### 1. The Scheme

- 1.1 South Reading Mass Rapid Transit (MRT) Phases 3 and 4 will provide a series of bus priority measures on the A33 between Rose Kiln Lane and Bennett Road, and connecting routes in Reading town centre. The scheme will reduce congestion and journey times, improving public transport reliability on the main corridor into Reading.

#### 2. Progress with the scheme

- 2.1 Feasibility work is complete and programme entry status for the scheme was granted by the BLTB in March 2017.
- 2.2 Preparation of the full business case for the scheme is complete demonstrating that the scheme represents high value for money in line with central Government guidance. The business case has been approved by the LEP's independent assessors.
- 2.3 Outline scheme design is complete and detailed designs are currently being prepared. A programme for procurement has been agreed to enable construction to commence this financial year in line with the financial profile for the scheme. This work is being progressed in line with the latest land-use development proposals for the A33 corridor and discussions are on-going with the developer of the Southside site to acquire the third party land needed for the scheme.
- 2.4 A public exhibition was held in June 2016 for the full South Reading MRT scheme and statutory consultation for Phases 3 and 4 will be undertaken through a Traffic Regulation Order.
- 2.5 A phased construction programme for the full 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. The latest phasing plan for the scheme is shown at Appendix A.
- 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.

#### 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	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	-	£2,250,000	£5,300,000	£2,598,000	-	£10,148,000
Local contributions from:						
- Section 106 / CIL	-	-	£1,268,000	£1,268,000	-	£2,536,000
- Council Cap Prog	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-
<b>Total Scheme Cost</b>		<b>£2,250,000</b>	<b>£6,568,000</b>	<b>£3,866,000</b>		<b>£12,684,000</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 of highway land.	The MRT route has been safeguarded for this purpose and negotiations with land owners are being undertaken.

#### 5. Programme

Task	Original Timescale	October 2017 Timescale (where changed)
Feasibility work	May 2016	
Programme Entry Status	March 2017	
Independent Assessment of FBC	May 2017	September 2017
Financial Approval from LTB	July 2017	November 2017
Acquisition of statutory powers	September 2017	January 2018
Detailed design	September 2017	December 2017
Procurement	January 2018	
Start of construction	March 2018	
Completion of construction	March 2020	
One year on evaluation	March 2021	
Five years on evaluation	March 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.

Growth Deal Schemes:	Transport scheme		
Thames Valley Berkshire LEP	2.23 Reading: South Reading MRT phases 3 and 4	October 2017	Q2 17/18
1. Core Metrics	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£12,684,000	0	0
Funding breakdown			
Local Growth Deal	£10,148,000	0	0
s.106 and similar contributions	£2,536,000	0	0
Council Capital Programme	-	-	-
Other	-	-	-
In-kind resources provided	£300,000		
Outcomes			
Planned Jobs connected to the intervention	TBC		0
Commercial floorspace constructed (square metres)	TBC		0

Housing unit starts	TBC	0
Housing units completed	TBC	0
Number of new homes with new or improved fibre optic provision	TBC	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	300m (Phase 3) 1050m (Phase 4)	0
Total length of newly built roads	550m (Phase 3) 600m (Phase 4)	0
Total length of new cycle ways	N/A	-
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 floorspace occupied	N/A	-
Commercial rental values	N/A	-

## 7. Further Information for Summary Reports

The South Reading MRT, when complete, will provide segregated bus lanes from Mereoak Park and Ride south of Junction 11 of the M4 to Reading Station. Phases 3 and 4 extend from Rose Kiln Lane and Bennett Road. Programme Entry awarded in March 2017. Start on site due March 2018 and due to complete March 2020. First of three Growth Fund payments due March 2018.

## Berkshire Local Transport Body – 16 November 2017

### 2.24 Newbury – Railway Station Improvements

Highlights of progress since July 2017
Work on developing the Full Business Case is continuing. WBC has commissioned a feasibility study regarding the public footbridge element of the project.

#### 1. The Scheme

- 1.1 This scheme plans to enhance and improve multi-modal transport interchange at Newbury Railway station including upgrade and improvement of station buildings. This will work alongside, and help to deliver, the Market Street housing-led development and also help to deliver the Sandleford Park strategic housing site, through enhanced connectivity for bus passengers, rail passengers, cyclists and pedestrians. The scheme will allow Newbury Railway Station to cope with anticipated increases in passengers with corresponding increases in demand for travel and car parking.
- 1.2 The scheme is promoted jointly by West Berkshire Council and Great Western Railway. It seeks to deliver 4 to 5 start-up incubator business units within rail land to the south of Newbury Railway Station and 2 new retail outlets on the station (north and south) with an additional 8 to 10 jobs created within these retail outlets. New and enhanced cycle facilities, ticket hall and waiting areas will be created.
- 1.3 The scheme will deliver a new multi-modal interchange with rail to the south of Newbury Railway Station along with a new multi-storey car park, station forecourt, and pedestrian/cycle link to the town centre to the north of Newbury Railway Station as part of the Market Street redevelopment.
- 1.4 A new public pedestrian footbridge between Station Road in the South and the Market Street development in the north will reduce severance for existing residents of deprived areas to the south of the station and also provide connectivity for residents of the Market Street redevelopment and town centre uses to the multi-modal interchange to the south of the station.
- 1.5 The proposal will complement the investment being made in delivering electrification of the Berks and Hants line from Newbury to Reading as part of the wider Great Western electrification project.

#### 2. Progress with the scheme

- 2.1 A feasibility study was conducted by WSP / Parsons Brinckerhoff which was completed in October 2015. It examined the opportunities to provide an improved interchange at Newbury Railway Station and considered various options recommending the one that provides the most effective benefits.
- 2.2 A Project Team has been set up which consists of representatives from West Berkshire Council and Great Western Railway (both as scheme promoters) and also involves Network Rail. Other organisations will be involved in the Project Team as required and as the project progresses.
- 2.3 Flooding in and around Newbury Railway Station is a significant problem. The Project Team needs to be confident that there are plans in place to reduce or solve this problem before work is commissioned to improve the Station as part of this scheme. As a result the Project Team has linked with a group which is looking to address the flooding issues and come up with short, medium and long term proposals that will significantly improve the situation. This group is Chaired by Thames Water and involves GWR, NR and WBC.
- 2.4 An Options Assessment Report has been sent to WYG as the first stage of the Full Business Case assessment.
- 2.5 The Market Street housing development with which this scheme closely links was approved by the Council's Planning Committee in November 2016 and the S106 agreement is being finalised.

- 2.6. The scheme is gained Programme Entry status following the announcement on Growth Deal 3 and a decision from the Berkshire Local Transport Body in March.
- 2.7. Detailed design and assessment work is needed to firm up costs and other aspects needed to feed into planning applications and the business case. This work is being planned and funding of it being considered.
- 2.8. WBC have commissioned a feasibility study to look at the public footbridge element of the project that will connect Station Road to the new multi-storey car park being built as part of the Market Street development.
- 2.9. The funding profile has been redrawn to lessen the draw on LEP funding for 2019/20.

### **3. Funding**

- 3.1. The following table sets out the funding for the scheme on the basis of provisional funding allocations. The profile is yet to be confirmed for expenditure for this scheme.

<b>Source of funding</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			3,630,000	921,000	1,500,000	6,051,000
<b>Local contributions:</b>						
GWR (SCPF) - Public			1,890,000			1,890,000
GWR (NSIP) - Public			125,000	125,000		250,000
Network Rail - Public		2,500,000				2,500,000
S106 Agreements / CIL			225,000	225,000		450,000
Market St Devt (Grainger) - Private			2,610,000	1,400,000		4,010,000
Other sources (ATO) - Private		26,000				26,000
<b>Total Scheme Cost</b>	<b>2,526,000</b>		<b>8,480,000</b>	<b>2,671,000</b>	<b>1,500,000</b>	<b>15,177,000</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>
Delay / inability to secure Network Rail maintenance depot relocation.	Network Rail has provided a letter of support for the proposal including provision of its professional services to secure the scheme. The maintenance depot area is proposed for car parking, subject to relocation of the access to this area and acceptance of reduced parking, it would be possible to implement the remainder of the scheme without this area. Network Rail is already progressing a maintenance depot rationalisation investigation for this area.
Difficulty in achieving foot bridge connectivity with proposed Market Street multi-storey and station footbridge.	Grainger (the developer for the Market Street development) has provided a letter of support. The initial WSP designs currently drawn-up consider the designed position of the multi-storey and permitted position of the new station foot bridge. These accord well and clearance to Network Rail infrastructure has been shown to be greater than that required by Network Rail for operational and maintenance purposes. All levels, clearances, tolerances, structural ability for connection etc. will be checked throughout the detailed design process and kept as an ongoing item on the Risk Register.
Changes to funding for bus services	The current design drawn up by WSP closely aligns to the current demand for bus services with relatively little spare capacity. Any reduction in bus services would simply provide more tolerance for changes in bus timings, alternative services etc.
Timing of Market Street development	A planning application for the proposed bus interchange at The Wharf has been approved and it is proposed to begin construction by Autumn 2017. The Market Street scheme has been approved by the planning committee and the S106 is being negotiated. Grainger's draft programme of works includes construction of the multi-storey car park as an early development operation, giving confidence that this will be complete by the time the footbridge is ready for construction. Grainger holds regular meetings with West Berkshire Council, Network Rail and Great Western Railway.
Withdrawal of Vodafone buses to another location.	Vodafone have Travel Plan commitments to operate their bus services and links to Newbury Station form a key part of ensuring that staff travel by sustainable modes, avoiding breaching planning conditions in relation to car parking on their site. Vodafone are currently re-committing to this bus service through Reading Buses for the next few years. In the very unlikely event that Vodafone buses were routed elsewhere, the stops anticipated for Vodafone buses could be re-used for College shuttle, taxis, parking, drop-off/pick-up on another relevant purpose for the interchange at low cost.

Cost escalation	Investigation works will continue in-house at West Berkshire Council and in conjunction with the Market Street developers (Grainger), Network Rail and Great Western Railway to ensure that as many factors as possible can be considered to reduce the likelihood and severity of cost escalation. This will include: consideration of utilities; consideration of GWR building fabric; obtaining as much detail as possible about Network Rail's proposed new footbridge and Grainger's proposed multi-storey car park; liaison with stakeholders including WBC asset management, WBC car parking, taxi-operators, bus operators etc. One initial element will be a detailed feasibility of the public access bridge over the railway as this is the part of the scheme which is likely to be vulnerable to escalating costs due to the complexity of design and delivery.
Buried services / utilities	A full search of utilities across the whole scheme area will be undertaken prior to detailed design work being undertaken to ensure that the design can mitigate against the need to divert or relocate services. Some initial utilities searches have already been undertaken by West Berkshire Council. These indicate that there are no significant utilities issues which are likely to prevent the project from proceeding as planned or which cannot be accommodated in the design.
GWR/NR building fabric and asbestos	The re-working, demolition and replacement of buildings and structures on the station owned and managed by GWR/NR may detect the presence of asbestos. Accordingly, all building fabric will be examined prior to undertaking works and suitable certified contractors will be used to undertake the works and remove asbestos appropriately should it be discovered.
Surface water drainage	Whilst it is accepted that Newbury station is low-lying and has flooded in the past, much of the existing area for the scheme is already hard-surfaced. Any new areas for surfacing will require SUDS principles to be applied. Any re-working of existing hard-surfaced areas may give the opportunity to introduce SUDS or other drainage improvement measures to provide an overall betterment over the existing situation. The Project Team are will also work closely with a group set up to address the flooding issues at the station.
Timing of Sandleford development	The timing of bus services for Sandleford will have negligible impact on the proposed interchange design. The timing of contributions could require West Berkshire Council to bridge the timing of contributions to ensure that the scheme can be delivered in the required time frame. The Project Team is well linked to the Council's Officers working on the Sandleford Housing Site so will be aware of the challenges of timing.

## 5. Programme

Task	January 2017 Timescale	October 2017 (where different)
Programme Entry Status	March 2017	
Independent Assessment of FBC	September / October 2017	January / February 2018
Financial Approval from LTB	November 2017 (provisional)	March 2018
Feasibility work	Second Phase Feb –May 2017	
Acquisition of statutory powers	Tbc	
Detailed design	Tbc	
Procurement	Tbc	
Start of construction	September 2018 (Tbc)	
Completion of construction	March 2020 (tbc)	March 2021
One year on evaluation	March 2021 (Tbc)	March 2022
Five years on evaluation	March 2025 (tbc)	March 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. *To be completed*

Growth Deal Schemes:		Transport scheme		
Thames Valley Berkshire LEP		2.24 Newbury – Railway Station Improvement	October 2017	Q2 17/18
1. Core Metrics		Planning Numbers	Actual to date	Actual for the quarter
<b>Inputs</b>				
Expenditure		15,177,000	0	0
Funding breakdown				
Local Growth Deal		6,051,000	0	0
s.106 and similar contributions		4,486,000	0	0
Council Capital Programme		-	-	-
Other Public sector		4,640,000	0	0
In-kind resources provided		-		

<b>Outcomes</b>		
Planned Jobs connected to the intervention	Tbc	
Commercial floorspace constructed (square metres)	Tbc	
Housing unit starts	0	0
Housing units completed	0	0
Number of new homes with new or improved fibre optic provision	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	250m	
Total length of newly built roads	0	
Total length of new cycle ways	0	
Total length of new footways	0	
Type of infrastructure	Railway station and interchange	
Type of service improvement	Public transport	
<b>Outcomes</b>		
Follow on investment at site	0	
Commercial floorspace occupied	0	
Commercial rental values	tbc	

<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 by peak/non peak periods	n/a	
Average AM 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	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	

## 7. Further Information for Summary Reports

The Newbury Station Improvements will enhance and improve multi-modal transport interchange at Newbury Railway station including upgrade and improvement of station buildings. Programme Entry was in March 2017. Start on site due Summer 2018 and due to complete March 2021. First Growth Fund payment due March 2019.

## Berkshire Local Transport Body – 16 November 2017

### 2.26 Wokingham: Winnersh Relief Road (Phase 2)

Highlights of progress since July 2017
Preliminary designs have been completed to assess the feasibility of the scheme.
A public exhibition is to be held in the Winnersh Area from 12 September for a week and then will be held at the council offices for a period of 21 days after that.
Work to complete the planning application is ongoing and is due to be submitted in December/January.

#### 1. The Scheme

- 1.1. The full project will deliver a new relief road to the west of Winnersh, avoiding the current Winnersh Crossroads junction.
- 1.2. The work will be delivered in two phases. The first phase is currently under construction and being delivered by a Bovis / Persimmon.
- 1.3. The second phase will be delivered by Wokingham Borough Council and will provide a new junction on the A329 Reading Road and will dual the section of Lower Earley Way (B3270).

**Figure 1:** Location of Winnersh Relief Road (All Phases) and Lower Earley Way Widening,



- 1.4. The route requires funding to deliver new infrastructure that is essential to facilitate planned housing and economic growth locally.
- 1.5. The full scheme when joined with the Wokingham Northern Distributor Road will offer an alternative route around the centre of Wokingham and avoiding Winnersh Crossroads.

## **2. Progress with the scheme**

- 2.1. The BCR for the FULL Winnersh Relief Road scheme is 2.2 (including the funding provided by the developer Bovis.). Considering only the elements to be funded from the LEP the BCR rises to 3.3
- 2.2. The route alignment has been agreed and features in a number Wokingham Borough Councils plans such as the Core Strategy and LTP
- 2.3. Planning permission has been granted for Phase 1 of the scheme, this includes the Lower Earley Way junction portion of the scheme as well as the section to be delivered by Bovis Persimmon (including the phase 1 junction on Kings Street Lane)
- 2.4. Lawful Development approval has been granted for phase 2a (dualling of Lower Earley Way) but full planning permission for phase 2b (King Street Lane to Reading Road) will be sort in due course, although all the land needed to deliver phase 2b is already in control of Wokingham Borough Council, this reduces the risks associated with planning applications.
- 2.5. Wokingham Borough Council do not require any further partnership working to complete the scheme and will tendering the scheme in due course to seek maximum value.

## **3. Funding**

- 3.1. The following table sets out the funding for the full scheme (includes Phase 1 & Phase 2) on the basis of our unapproved funding profile.

<b>Source of funding</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			£2,848,000	£2,022,000	£1,390,418	£6,260,000
Private sector contributions(Developer delivery of Phase 1)		£6,500,000				£6,500,000
- Other sources (private sector)	£438,000	-		-	-	£438,000
<b>Total Scheme Cost</b>	<b>£438,000</b>	<b>£6,825,000</b>	<b>£2,848,000</b>	<b>£2,022,000</b>	<b>£1,390,418</b>	<b>£13,198,000</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>
Design & Delivery	Project will be managed and designed by Wokingham Borough Council and this will reduce the risk of delivering the junctions as issues can be internalised.
Developer fails to finish Phase 1 to time and satisfaction	Developer's progress is being overseen by Wokingham Borough Council including the delivery against agreed plans.
Flooding	The land on which the relief road is being constructed, floods, but that has been mitigated by using flood analysis data and the associated construction techniques.
Political support	There is strong political support for the scheme as it's seen as part of wider package of measures to support the growth of Wokingham Borough
Land ownership	Land constraints identified, elements of land within local authority ownership.

## **5. Programme**

- 5.1. Design work for phase 2 has been undertaken to preliminary stage.
- 5.2. Public consultation will also take place during 2017 leading to the submission of a planning application for phase 2b

- 5.3. Planning will be secured in late 2017 to ensure that the risks to scheme delivery are minimised
- 5.4. Planning will require a number of studies such as Environmental Impact Assessment and review of the flood model.
- 5.5. Detailed design will be completed in 2018 with essential programme elements such as procurement and construction methodologies being finalised during 2018 in preparation for onsite works to commence.
- 5.6. Scheme should be open to the public in 2020.

<b>Task</b>	<b>March 2017 Timescale</b>	<b>October 2017 Timescale (where changed)</b>
Programme Entry Status	March 2017	
Independent Assessment of FBC	Spring 2018	
Financial Approval from LTB	July 2018	
Feasibility work	Complete. (2015-2016)	
Acquisition of statutory powers	November 2017	March 2018
Detailed design	May 2018	August 2018
Procurement	November 2018	
Start of construction	January 2019	
Completion of construction	August 2020	March 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>2.26 Wokingham: Winnersh Relief Road</b>	<b>October 2017</b>	<b>Q2 17/18</b>
<b>1. Core Metrics</b>		<b>Planning Numbers</b>	<b>Actual to date</b>	<b>Actual for the quarter</b>
<b>Inputs</b>				
Expenditure		13,198,000	0	0
Funding breakdown				
Local Growth Deal		6,260,000	0	0
s.106 and similar contributions		6,500,000	0	0
Council Capital Programmes				
Other		438,000	0	0
In-kind resources provided				
<b>Outcomes</b>				
Planned Jobs connected to the intervention		To be assessed -		-
Commercial floor space constructed (square metres)		To be assessed -		-
Housing unit starts		433		0
Housing units completed		433		0
Number of new homes with new or improved fibre optic provision		433		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	770 meters	0
Total length of newly built roads	770 meters	0
Total length of new cycle ways	770 meters	0
Type of infrastructure	Highways	
Type of service improvement	New carriageway	
<b>Outcomes</b>		
Follow on investment at site	To be completed	-
Commercial floor space occupied	To be assessed on scheme completion	-
Commercial rental values	To be assessed on scheme completion	-

## 7. Further Information for Summary Reports

A new relief road to the west of Winnersh, avoiding the current Winnersh Crossroads junction and completing the developer-funded Phase 1. Programme Entry awarded March 2017. The scheme is due on site in January 2019 with completion in August 2020. The first of three Growth Fund payments is due in March 2019.

## Berkshire Local Transport Body – 16 November 2017

Highlights of progress since July 2017
A design has been prepared for Oldfield Bridge, including landscaping of the approaches. RBWM is seeking approval of the design from the Environment Agency. Slow worms that have been found within the construction site are being rehomed. Construction is planned by the end of 2017/18.
Initial plans have been prepared by Countryside PLC (the council's joint venture partner) for the redevelopment of major development sites at York Road, West Street, Saint-Cloud Way and Reform Road. The proposals include the construction of a new bridge link over the A4 to connect West Street and Kidwells Park.
A three-day public exhibition was organised by Countryside and the Royal Borough on 14-16 September so residents could view the plans, discuss them with the developers and their architects, and make representations.
An internal working group is being established to review the initial plans and guide the ongoing development of the designs.
It is now expected that the business case will be submitted to the Local Transport Body for approval at the March 2018 meeting.

### 1. The Scheme

- 1.1 The purpose of this scheme is to complete the 'missing links' between planned major development areas in and around Maidenhead and to improve their connectivity to the town centre and surrounding residential areas and local facilities.
- 1.2 A new 'inner-ring' is proposed for pedestrians and cyclists, which will be tied into new / enhanced crossings over the A4, including a pedestrian / cycle bridge. The routes will tie into the infill public realm areas in the town, which will in turn trigger a review of the core town centre road network.

### 2. Progress with the scheme

- 2.1. The project directly supports and strengthens the regeneration plans for Maidenhead. The Maidenhead Town Centre Area Action Plan sets a clear vision for economic growth, designating six 'opportunity areas' for regeneration, including: Maidenhead Station; Broadway; West Street; Chapel Arches; York Road; and Stafferton Way. Since then, a further two major development sites have been identified, namely St Clouds Way to the north of the A4 and Reform Road to the east of the town centre.
- 2.2. Cumulatively, this regeneration will result in:
  - 2.2.1. Up to 4,870 new dwellings
  - 2.2.2. Over 65,000 m<sup>2</sup> of new office space
  - 2.2.3. An enhanced retail offer
  - 2.2.4. An improved leisure offer, with new cafes and restaurants
  - 2.2.5. Public realm enhancements
- 2.3. These will be in addition to the recent developments at Boulter's Meadow and Kidwells Park to the north of the town centre. It is important to ensure that all new development is integrated with the wider town centre and the surrounding urban area, with continuity in public realm and high quality walking and cycling networks.
- 2.4. The Maidenhead Waterways project is integral to the regeneration of the town centre – restoring and enlarging the waterways that run through the town centre. When complete, this will allow continuous navigation by small boats. It will also enhance the setting of the Chapel Arches development. In addition, the towpaths will provide a valuable recreation resource, and will improve access to the town centre for pedestrians and cyclists. In order to be effective these towpaths will need to be linked to wider walking and cycling networks.
- 2.5. Aspirations for continuous and cohesive walking and cycling networks and public realm cannot be delivered by these developments alone. If walking and cycling access is left solely to the developers of each Opportunity Area, then financial and land constraints will lead to disjointed and incomplete networks serving individual developments rather than the wider town centre and North Maidenhead area.

- 2.6. The Maidenhead Town Centre Area Action Plan identifies the need to enhance entrance points into the town centre with high quality public realm. It also includes an objective to improve the quality of existing public spaces, with a specific focus on the train station, High Street, King Street and Queen Street. Some sections will be delivered as part of the regeneration of the Opportunity Sites, but gaps will remain.
- 2.7. The Royal Borough has also developed a draft Cycling Action Plan, which identifies an ‘inner ring’ route, which will connect the major development sites and link them to employment and retail opportunities in Maidenhead town centre and Maidenhead Station. The ring will also improve links to surrounding residential areas, local schools and the Waterway towpaths. This will help to increase the proportion of local trips made on foot and by bike, delivering congestion and air quality benefits.
- 2.8. Some sections of the ‘inner ring’ will be provided as part of the regeneration of the Opportunity Areas and as part of the Station Interchange Scheme. These include: remodelling of the King Street / Queen Street / A308 junction to improve pedestrian / cycle crossings; and provision of a new link through the St Clouds Way site. Additional works are required to join up these disparate links, including a new bridge link across the A4 between West Street and Kidwells Park and replacing the existing footbridge over Strand Water with a new shared use facility. An additional footbridge is proposed to provide a link to Oldfield School to the south of the town centre.
- 2.9. The regeneration activity will also impact on traffic flows around the town centre, prompting a review of the existing road network, including directional flow, changes in terms of one / two way operation and changes to the pedestrianised areas / public open space.
- 2.10. The project steering group has been established with the project inception meeting taking place on 13 January 2017.
- 2.11. The council invited potential joint venture partners to submit proposals for the regeneration of four major development sites, including: West Street; St Cloud Way; York Road; and Reform Road. Shortlisted developers were subsequently invited to present their proposals for the West Street and St Cloud Way sites over two dates at the end of January. The proposals included improvements to pedestrian and cycle access to and through the sites, including a new bridge link over the A4 between West Street and Kidwells Park.
- 2.12. The proposals went to Cabinet Regeneration Sub-Committee for noting on 16 March and to Council on 30 March where the decision was made to appoint Countryside PLC as the joint venture partner.
- 2.13. Initial plans have been prepared by Countryside and a three-day public exhibition was organised by Countryside and the Royal Borough on 14-16 September so residents could view the plans, discuss them with the developers and their architects, and make representations.
- 2.14. An internal working group is being established to review the initial plans and guide the ongoing development of the designs.
- 2.15. The Council has recently met with Countryside PLC to advise them of the Maidenhead Missing Links Project and ensure that works are coordinated with the regeneration activities. As part of a separate exercise, suppliers are being invited to provide costed proposals for an upgraded bridge link between Holmanleaze and Town Moor, and the Council’s consultant has provided a fee proposal for a feasibility study, which will determine if new foundations will be needed and to present outline designs for options to replace the existing pedestrian bridge with a shared use pedestrian / cycle bridge. This will improve cycle access to the town centre and the proposed St Cloud Way development site from North Maidenhead. This will be progressed independently of the joint venture proposals.
- 2.16. A design has been prepared for Oldfield Bridge, including landscaping of the approaches. Since this bridge crosses a main river, RBWM needs to secure approval of the design from the Environment Agency – discussions are on-going. A number of slow worms have been found within the proposed construction site. These are currently being rehomed within the adjacent Braywick Park site. Construction of the bridge is planned by the end of 2017/18.

### 3. Funding

- 3.1. The following table sets out the funding for the scheme on the basis of our unapproved funding profile. The Royal Borough may wish to take the opportunity to review the profile to ensure that it is realistic given the delay in confirming the Growth Deal Settlement.

<b>Source of funding</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	-	-	£722,000	£326,000	£2,000,000	£3,048,000
Local contributions:						
- Section 106 agreements	-	£155,000	£250,000	£250,000	£345,000	£1,000,000
- Council Capital Programme	-		£100,000	£200,000	£405,000	£705,000
- Other sources	-	-	-	-	-	-
<b>Total Scheme Cost</b>						<b>£4,753,000</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>
Construction Cost Increase	Scheme design and material specs will need to be amended to reduce project costs or the Council will need to provide additional funding
Planning Consent	If the A4 bridge scheme were to not receive planning consent then a key section of the scheme would be missing. Subject to the reasons for refusal there may be scope to resubmit a revised scheme, which will add delay and cost. Seeking consent earlier than required would limit the risk or highlight issues at a much earlier stage to allow time for mitigation.
Cost of Utilities Protection/Diversion	Early engagement with the utility companies and knowledge of their requirements and locations is key to seeking to reduce this risk
Land Ownership	Although the majority of the scheme is within public highway land or RBWM property, there is always a risk that small sections of private land may impact on the buildability of the scheme. The Council will seek records and legal deeds during design stage and clarify their impact on the scheme and redesign accordingly to limit any need for 3rd party land.
Ecological	Where the 'Inner Ring' crosses the waterways, park or moorland, the ecology of these areas may be impacted by the scheme and suitable measures may be needed to mitigate the impact. Early investigation is key to removing the need for mitigation or seeking cost effective measures to address any issues.

### 5. Programme

<b>Task</b>	<b>Original Timescale</b>	<b>October 2017 Timescale (where changed)</b>
Programme Entry Status	January 2017	-
Feasibility / outline design	April 2017	January 2018
Preparation of FBC	September 2017	January 2018
Independent Assessment of FBC	October 2017	February 2018
Financial Approval from LTB	November 2017	March 2018
Procurement	December 2017	-
Start of construction	January 2018	-
Completion of construction	March 2021	-
One year on evaluation	March 2022	-
Five years on evaluation	March 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.

Growth Deal Schemes:		Transport scheme		
Thames Valley Berkshire LEP		2.27 Maidenhead Town Centre: Missing Links	November 2017	Q2 17/18
1. Core Metrics		Planning Numbers	Actual to date	Actual for the quarter
<b>Inputs</b>				
Expenditure		£4,753,000	0	0
Funding breakdown				
Local Growth Deal		£3,048,000	0	0
s.106 and similar contributions		£1,000,000	0	0
Council Capital Programme		£705,000	£26,000	0
Other		-		
In-kind resources provided		£150,000		£2,000
<b>Outcomes</b>				
Planned Jobs connected to the intervention		8,000		0
Commercial floor Space constructed (square metres)		65,404		0
Housing unit starts		1,986		0
Housing units completed		2,884		0
Number of new homes with new or improved fibre optic provision		2,884		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		0.33km		0
Total length of newly built roads		0		0
Total length of new cycle ways		0.8km		0
Type of infrastructure		New / upgraded pedestrian / cycle bridge links at Holmanleaze, A4 and Oldfield School		
Type of service improvement		Active travel investments		
<b>Outcomes</b>				
Follow on investment at site		tbc*		-
Commercial floor space occupied		3,637		-
Commercial rental values		tbc*		-

\* Numbers will be determined as part of feasibility work

## 7. Further Information for Summary Reports

A central Maidenhead ‘inner-ring’ is proposed for pedestrians and cyclists, which will be tied into enhanced crossings over the A4, including a pedestrian and cycle bridge. Programme Entry achieved March 2017. The scheme is due on site in early 2018 with completion in March 2021. The first Growth Fund payment is due in March 2019.<sup>2</sup>

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<sup>2</sup> Construction of Oldfield bridge will start prior to business case being approved – this will be 100% locally funded.

## Berkshire Local Transport Body – 16 November 2017

### 2.28 Bracknell – A3095 Corridor Improvements

Highlights of progress since July 2017
Concept scheme developed and economic assessment carried out in early 2016.
Combined BCR for all improvements along the corridor is High

Financial Business Case currently being developed for full financial approval

#### 1. The Scheme

- 1.1. This project delivers significant improvements to one of the key highway corridors in the Thames Valley Berkshire. The project will significantly help in terms of accommodating movements and reducing congestion between the M4 (J8/9/10) and M3 (J4) and between Maidenhead, Reading, Wokingham, Bracknell, and Camberley/Blackwater Valley and beyond. This work would also assist in unlocking housing delivery at TRL and Broadmoor that will provide 1415 new houses and enhance urban connectivity.

#### 2. Progress with the scheme

- 2.1. Options appraised and final designs set and assessed on economic impacts  
 2.2. Modelling shows improved journey times and a positive BCR of 3.2  
 2.3. The project will be supported by local contributions from nearby developments including TRL

#### 3. Funding

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

Source of funding	2016/17	2017/18	2018/19	2019/20	2020/21	Total
LEP Local Growth Deal	-	-	-	£2,000,000	£3,518,800	£5,518,800
Local contributions						
- Section 106 agreements	-	-	-	-	£2,500,000	£2,500,000
<b>Total Scheme Cost</b>				<b>£2,000,000</b>	<b>£6,018,800</b>	<b>£8,018,800</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)

#### 5. Programme

Task	January 2017 Timescale	October 2017 timescale (where changed)
Programme Entry Status	January 2017	
Independent Assessment of FBC	April 2017	
Financial Approval from LTB	July 2017	
Feasibility work	April 2016	

Acquisition of statutory powers	None required	
Detailed design		
Procurement	Term contractor	
Start of construction	April 2019	
Completion of construction	November 2021	
One year on evaluation	November 2022	
Five years on evaluation	November 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.

Growth Deal Schemes:		Transport scheme		
<b>Thames Valley Berkshire LEP</b>		<b>2.28 Bracknell A3095 Corridor improvements</b>	<b>October 2017</b>	<b>Q2 17/18</b>
<b>1. Core Metrics</b>		<b>Planning Numbers</b>	<b>Actual to date</b>	<b>Actual for the quarter</b>
<b>Inputs</b>				
Expenditure		£8,018,800	0	0
Funding breakdown				
Local Growth Deal		£5,518,800	0	0
s.106 and similar contributions		£2,500,000	0	0
Council Capital Programme		-	-	-
Other		-	-	-
In-kind resources provided			£15,000	
<b>Outcomes</b>				
Planned Jobs connected to the intervention		0		0
Commercial floorspace constructed (square metres)		0		0
Housing unit starts		1000		0
Housing units completed		1000		0
Number of new homes with new or improved fibre optic provision		1000		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 2500 m of resurfacing		0
Total length of newly built roads		Approximately 5700m following removal of the roundabout and realignment of the carriageway.		0
Total length of new cycle ways		Existing cycleway network runs adjacent to the junction and is unaffected by the works		0
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 floorspace occupied	0	0
Commercial rental values	0	0

## 7. Further Information for Summary Reports

This project will support the development of 1,415 new houses along the A3095 south of Bracknell. An outline case has been prepared, and the full business case is due in November 2017. The first Growth Fund payment is due in March 2020.

**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)****REPORT TO:** BLTB**DATE:** 16 November 2017**CONTACT OFFICER:** Roger Parkin, Chief Executive Slough Borough Council,  
lead Chief Executive to the BLTB**PART I****Item 9: Transport for the South East – Subscription Report*****Purpose of Report***

1. At your meeting in July 2017, a report on the progress towards constituting Transport for the South East indicated that there would be a subscription request in due course.
2. This report seeks agreement to a BLTB subscription of £20,000 for 2017/18 and £58,000 for 2018/19, both amounts to be split 6 ways between the constituent authorities.

***Recommendation***

3. You are recommended to
  - 3.1. Note the budgets set for 2017/18 and 2018/19
  - 3.2. Note the method of apportionment between the 16 authorities in TfSE
  - 3.3. Agree the request for £20,000 in 2017/18 and £58,000 in 2018/19 from BLTB
  - 3.4. Agree to collect the subscription by equal shares between the 6 constituent authorities of BLTB

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

4. At its meeting on 29 September 2017, the shadow TfSE Board agreed the following budgets:

**2017/18 Budget**

<b>Income</b>	
Standing Balance	£80,000
Local Transport Authority contributions	£200,000
<b>Total Income</b>	<b>£280,000</b>
<b>Confirmed Expenditure</b>	
Room Hire, etc	£1,819
Facilitator costs	£3,500
Strategy Route map	£15,000

<b>Total</b>	<b>£20,319</b>
<b>Expected Expenditure</b>	
Room Hire	£6,000
Transport Forum - expenses	£5,000
Economic Narrative	£100,000
Events / Communications	£25,000
<b>Total</b>	<b>£136,000</b>
<b>Balance</b>	<b>£123,681</b>

### 2018/19 Budget

<b>Estimated Expenditure</b>	
Communications Activity	£35,000
Statutory Order Development	£30,000
Strategy Development	£537,000
Room Hire, etc	£10,000
Transport Forum - expenses	£7,000
<b>Total</b>	<b>£619,000</b>
<b>Estimated Income</b>	
Potential carry forward	£123,681
Local Transport Authority contributions	£496,000
<b>Total</b>	<b>£619,681</b>
<b>Balance</b>	<b>£681</b>

5. It further agreed to ask Berkshire Local Transport Body to contribute £20,000 in 2017/18 and £58,000 in 2018/19. Each County Council (having one vote each, the same as BLTB) was asked to contribute the same share. A reduced share (£30,000 for 2018/19) was agreed for each Unitary Council having its own vote.
6. In its role as accountable body for the Berkshire Local Transport Body, Slough BC will collect contributions from BLTB members and pass the subscriptions to East Sussex County Council, the accountable body for TfSE.

### Risk Management

7. In November 2015, the DfT published [proposals as part of its devolution agenda](#)<sup>1</sup> to establish sub-national transport bodies on a statutory basis. It gave [Transport for the North](#)<sup>2</sup> and [Midlands Connect](#)<sup>3</sup> as examples.

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<sup>1</sup> <https://www.gov.uk/government/news/regions-to-be-offered-legal-powers-to-transform-transport>

<sup>2</sup> <http://www.transportforthenorth.com/>

<sup>3</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/482247/midlands-engine-for-growth.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/482247/midlands-engine-for-growth.pdf)

8. The risk for the Thames Valley Berkshire area is that by not engaging with the government's policy to promote sub-national transport bodies, it will harder to fund infrastructure proposals that are significant at the sub-national scale.
9. The risk associated with participating in these arrangements is that time, resources and energy will be devoted to the new arrangements which fail to deliver any tangible benefits.
10. At the March 2017 meeting you agreed that the BLTB should join the new arrangements, as opposed to the six individual unitary authorities, as response to these risks. The logic of the proposal is that the six unitary councils have a shared interest at the sub-national scale, and that our participation can be safely streamlined through joint participation.
11. Having agreed to join the organisation, it is appropriate to contribute to its costs.

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

12. Section 21(1) of the Cities and Local Government Devolution Act 2016<sup>4</sup> amended Part 5 of the Local Transport Act 2008 as follows,  
*"The Secretary of State may by regulations establish a sub-national transport body for any area in England outside Greater London."*  
The Act goes on to describe further the regulations for a sub-national transport body should be made.
13. Slough Borough Council will provide legal support for the BLTB should any questions arise on the application of this enabling legislation to the arrangements for the proposed Transport for the South East.

#### ***Supporting Information***

14. At the March 2017 meeting of the BLTB, you received a presentation from Mark Valleley of East Sussex County Council, currently working in the programme office of TfSE. Having agreed to join TfSE, you received a progress report at the July 2017 meeting. The meeting will again receive a presentation from Mark Valleley, who will also take questions on the proposed financial arrangements and work programme.
15. Attached at Appendix 1 of this report is the budget report that was considered by the TfSE Shadow Board on 29 September 2017.
16. You will note that the report anticipated a sizeable financial contribution from the DfT. The meeting was informed that this was very unlikely to be forthcoming in 2018/19.

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<sup>4</sup> <http://www.legislation.gov.uk/ukpga/2016/1/section/21/enacted>

### ***Conclusion***

17. The Shadow Board for 'Transport for the South East' is now established and a programme of activity has been set out with aim of converting to properly designated sub-national transport body during 2019.

### ***Background Papers***

18. Correspondence between LEPs and briefing notes supplied by the TfSE shadow project team.

## Appendix 1

To: **Transport for the South East - Shadow Partnership Board**

Date: **29 September 2017**

Title of report: **Transport for the South East Budget and Resources**

Purpose of report: **To set out the proposed budget for Transport for the South East in 2018/19 and the level of contribution from the relevant authorities**

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### **Recommendations:**

The Shadow Partnership Board is recommended to:

- i) agree the tiered approach for contributions from the Constituent Authorities; and
  - ii) agree the current budget position for 2017/18 set out in Appendix A and draft budget proposals for 2018/19 set out in Appendix B.
- 

### **1. Introduction**

- 1.1 Transport for the South East (TfSE) will require a budget to support operational costs, including staff, strategy development and communications activity.
- 1.2 This paper sets out the current budget situation and a budget proposal for 2017/18 and 2018/19, including the likely level of contribution from the relevant authorities. It is proposed that a more detailed three year business plan is submitted to the Board for consideration in December 2017.

### **2. Current Budget Position**

- 2.1 Each of the Local Transport Authorities, as the relevant authorities, have been asked to make a contribution to the initial set up of TfSE. The contribution for each voting member was agreed at £20,000, which would be split between the relevant authorities where the vote is shared (for example, Portsmouth and Southampton; and the six Berkshire unitaries).
- 2.2 To date, initial £20,000 contributions have been received from nine Local Transport Authorities. A contribution has not yet been collected from the Berkshire Local Transport Body (BLTB) as they were invited to join TfSE after the SE7 Authorities had agreed to make an initial contribution of £20,000. The current budget position for 2017/18 and proposal 2018/19 are set out in this paper showing the current and forecast expenditure against these contributions. A request for the initial £20,000 contribution from BLTB will be sent once the Shadow Partnership Board agrees the current and forecast budget position set out in Annex A.
- 2.3 The 2017/18 budget has supported the running costs of TfSE, which have mainly related to room hire charges for Senior Officer Group and Shadow Partnership Board meetings, facilitator costs for workshops and the recently commissioned Transport Strategy "route map". Anticipated costs for the

remainder of the financial year relate to the development of the Economic Connectivity Review for the Transport Strategy, communications activity and day to day running costs.

- 2.4 There have not been any staff costs associated with TfSE for 2017/18. Support has been provided “in kind” through East Sussex County Council and Surrey County Council, with additional support from officer groups for Transport Strategy, Communications and Governance. However, as TfSE becomes more established it will require dedicated officer support.
- 2.5 The current budget position is summarised in Annex A.

### **3. Draft Budget for 2018/19**

- 3.1 Given the early stage of TfSE, it is difficult to calculate a full operational budget for 2018/19. However, given the budget setting timescales for the relevant authorities, we need to give an indication of the likely level of contribution needed for 2018/19 so that it can be built into budgets at an early stage.
- 3.2 Some likely costs for the operation of TfSE have been estimated, including the staffing costs, strategy development and communications activity. These are set out in Annex B. These figures give a high level indication of likely spend, but will be firmed up through discussions with key partners over the next few months. The intention is to have a three year business plan, including a firm budget proposal and proposed staff structure, for the TfSE Shadow Partnership Board in December 2017.

#### *Staffing assumptions*

- 3.3 The staffing assumptions for TfSE have been based upon research from other sub-national partnership bodies. Research has shown that Transport for the North has a sizable staff structure (around fifty officers) covering various different roles and responsibilities, whereas Midlands Connect has used consultancy support to provide its considerable officer support. England’s Economic Heartlands has a smaller, but still substantial officer structure (around 7 FTEs) covering key issues, such as communications, project management, digital connectivity and rail.
- 3.4 It is envisaged that a number of roles are needed for TfSE to take forward the work streams. It is not proposed to develop a large secretariat function. It is proposed that TfSE has approximately 6 FTEs. This will include a senior officer role, along with dedicated posts for programme management, strategy development and communications. Further posts will cover key topics including technology (such as smart ticketing) and rail/roads. A staffing paper with a proposed structure will be presented at the next Shadow Partnership Board meeting.

#### *Strategy Development, Communications and Drafting the Order*

- 3.5 The other costs outlined in the proposed budget include:
  - Communications – TfSE will be required to undertake a number of consultation exercises on the development of the Transport Strategy and

- the Draft Order. The proposed consultation costs will cover this activity, including any related events;
- Development of the Draft Order – discussions with other STBs have highlighted that external legal advice is valuable during the drafting of the Order;
- Transport Strategy – the estimated costs for the development of the Transport Strategy will be developed in more detail following the completion of the Roadmap. The costs could include the development of work associated with the impact of digital technology, commissioning further research into the freight sector, etc.

#### **4. Contributions from Local Authorities**

- 4.1 The budget proposal for 2018/19 includes contributions from the relevant Authorities named in the legislation. This means that the total contribution to TfSE will be split between 10 voting seats.
- 4.2 The estimated costs have been used to calculate a potential overall budget, which can then be used to calculate the potential costs for the relevant Authorities. Under the draft budget proposals set out in Appendix B the relevant Authorities will provide collective funding of £496,000.
- 4.3 It is proposed that a tiered approach to contributions is adopted for 2018/19:
  - County Councils will contribute £58,000 each;
  - Authorities with shared votes (i.e. Berkshire Local Transport Body and Southampton & Portsmouth) will contribute £58,000 per vote;
  - Unitary authorities (where the vote is not shared) will contribute £30,000.
- 4.4 It is not proposed at this point to seek formal contributions from the LEPs, although we are keen to discuss with the LEPs how we can access in-kind and financial support for discrete work packages, such as events and specific studies to support the delivery of the Transport Strategy. The overall approach to contributions will be revisited when the three-year business plan is presented to the Shadow Partnership Board in December 2017.

#### **5. DfT Funding**

- 5.1 Based upon discussions with other emerging STBs, we expect to negotiate with Department for Transport (DfT) for funding to support the development of the Transport Strategy. We have made a working assumption that funding to support the development of the Transport Strategy may initially be forthcoming.
- 5.2 The initial discussions with DfT are planned for September 2017. The successful operation of TfSE is dependent upon support from DfT and we will need to make a business case to secure investment. Planned meetings with Rt Hon Chris Grayling MP, Secretary of State for Transport, will also be used to make the case for initial investment in TfSE, with a view to developing a three- year business plan for submission to DfT to secure long-term funding.

- 5.3 It is recognised that the draft budget includes a substantial risk with the assumption of funding from DfT. In the event that TfSE was unable to secure DfT match funding, it is proposed that the staff budget would be reduced and there would be an increased reliance on in-kind support from partner organisations. The timescale for the development of the Transport Strategy would be increased and the scope would be reduced. This will be informed by the current work on the Transport Strategy Route Map.
- 5.4 An oral update on the discussions with DfT will be provided at the Shadow Partnership Board meeting.

[NB It was reported to the meeting that the DfT had indicated that it was very unlikely that a revenue contribution would be forthcoming. A revised version of Annexes A and B was tabled reflecting this changed assumption. The amended Annexes are attached to this report.]

**Rupert Clubb**  
**Director of Communities, Economy and Transport**  
**East Sussex County Council**

**Updated Budget position to reflect ongoing discussions with DfT**

**Annex A: Current Position 2017/18 Budget**

<b>Income</b>	
Standing Balance	£80,000
LTA contributions	£200,000
<b>Total Income</b>	<b>£280,000</b>
<b>Confirmed Expenditure</b>	
Room Hire, etc	£1,819
Facilitator costs	£3,500
Strategy Route map	£15,000
<b>Total</b>	<b>£20,319</b>
<b>Expected Expenditure</b>	
Room Hire	£6,000
Transport Forum - expenses	£5,000
Economic Narrative	£100,000
Events / Communications	£25,000
<b>Total</b>	<b>£136,000</b>
<b>Balance</b>	<b>£123,681</b>

(N.B. Staff recruitment costs for 2017/18 removed)

**Annex B: Draft Budget proposal for 2018/2019**

**Option A – Assumes DfT contribution**

<b>Estimated Expenditure</b>	
Staff costs (including on-costs)	£430,000
Communications Activity	£75,000
Statutory Order Development	£75,000
Strategy Development	£1,000,000
Room Hire, etc	£15,000
Transport Forum - expenses	£7,000
<b>Total</b>	<b>£1,602,000</b>
<b>Estimated Income</b>	
Potential carry forward	£123,681
LTA Contributions	£496,000
DfT Contribution	£1,000,000
<b>Total</b>	<b>£1,619,681</b>
<b>Balance</b>	<b>£17,681</b>

This approach would enable the commissioning of the Transport Strategy by the end of 2018/19. It would also ensure that a staffing structure would be fully operational.

### **Option B – Assumes no contribution from DfT**

<b>Estimated Expenditure</b>	
Communications Activity	£35,000
Statutory Order Development	£30,000
Strategy Development	£537,000
Room Hire, etc	£10,000
Transport Forum - expenses	£7,000
<b>Total</b>	<b>£619,000</b>
<b>Estimated Income</b>	
Potential carry forward	£123,681
LTA Contributions	£496,000
<b>Total</b>	<b>£619,681</b>
<b>Balance</b>	£681

This approach would enable TfSE to progress with the Transport Strategy, but timescales would be extended. It is proposed that the two thematic studies on the role of technology and the freight and logistics sector would be completed and that work could start on a limited number of the area/corridor studies as well as on initial elements of the main strategy coordination and development work package.

Additional area / corridor studies and the work on the bulk of the strategy coordination and development would need to be delayed until 2019/2020.

Recruitment of staff resources would not be undertaken under this approach, which may have a further impact on ability to deliver within proposed timescales.

**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**

**REPORT TO:** BLTB

**DATE:** 16 November 2017

**CONTACT OFFICER:** Roger Parkin, Chief Executive Slough Borough Council,  
lead Chief Executive to the BLTB

**PART I**

**Item 10: Airports National Policy Statement – Second Consultation Response**

***Purpose of Report***

1. To report on the timetable and content of the government's Airports National Policy Statement (NPS) second consultation. This second consultation was launched on 24 October and runs for 8 weeks to 19 December 2017.
2. The revised draft Airports NPS sets out the impact of changes arising from:
  - updated noise analysis
  - a new air quality plan
  - government policy changes
  - consideration to date of the responses to the first consultation.
3. The consultation document says (see page 27), "*If you responded to the first consultation, you do not need to repeat points made previously, as we are considering these in full.*"
4. This report suggests that the new information contained in the revised draft Airports NPS does not require a full or detailed response from BLTB or TVB LEP. It suggests a high-level restatement of our position, including the need for appropriate conditions and enforcement should Heathrow expansion proceed.

***Recommendation***

5. You are asked to endorse the draft response set out in Paragraphs 13 and 14.

***Other Implications***

**Financial**

6. There are no direct financial implications of this report for Berkshire Local Transport Body.

**Risk Management**

7. There are limited risks for Berkshire Local Transport Body associated with the government's Airports National Policy Statement consultation process. It is a public process, and it is open to anyone and everyone to respond. The responsibility for a final decision on airport capacity expansion rests with the government. Even if the National Policy Statement identifies Heathrow as the

preferred site, Heathrow Airport Limited will embark on a two-year process to secure a Development Consent Order. This process is itself subject to public consultation and examination-in-public.

#### Human Rights Act and Other Legal Implications

8. Slough Borough Council will provide legal support for the BLTB, should any questions arise.
9. In the event that legal challenges to the Airports National Policy Statement arise, it will be the government whose decision is challenged.

#### ***Supporting Information***

10. The government published its [draft Airports National Policy Statement](#)<sup>1</sup> on 2 February 2017. The consultation period ran for 16 weeks and closed on 25 May.
11. The government published its [revised draft Airports National Policy Statement](#)<sup>2</sup>, a [supporting document explaining the changes and additions](#)<sup>3</sup>, along with a [summary of the 70,000+ written responses](#)<sup>4</sup> on 24 October 2017.
12. This report suggests a draft response to the second consultation. The process for the second consultation invites a response to the following question:

*“Do you have any comments on the revised draft Airports NPS or any of the documents set out in the [table at appendix 1]?”*
13. The new and revised information published by the government does not appear to have changed in respect of the main issues that were the subject of the response to the first consultation.
14. You are recommended to approve a response to the second consultation as follows:
  - A. TVB LEP continues to identify the key role of aviation in general and airport capacity in particular in supporting the vibrancy of the TVB economy, especially the 945 foreign-owned companies who have chosen to locate in the TVB area
  - B. We continue to support the conclusion of the Airports Commission that expansion of runway capacity in the South East is necessary, and that none of the options considered were bad options.

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<sup>1</sup> <https://www.gov.uk/government/consultations/heathrow-expansion-draft-airports-national-policy-statement>

<sup>2</sup> <https://www.gov.uk/government/publications/revised-draft-airports-national-policy-statement>

<sup>3</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/653966/consultation-on-revised-draft-airports-nps-web.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/653966/consultation-on-revised-draft-airports-nps-web.pdf)

<sup>4</sup> <https://www.gov.uk/government/consultations/heathrow-expansion-draft-airports-national-policy-statement#feedback-received>

- C. We identify a preference for expansion at Heathrow citing the evidence in “[London Heathrow Economic Impact Study](#)<sup>5</sup>” September 2013 by Regeneris for “Western Wedge” LEPs.
- D. We urge the government to ensure that any expansion plans include appropriate and enforceable mitigation of, or compensation for, adverse impacts, including detailed responses on the assessment, monitoring and enforcement of surface access proposals.
- E. We suggest that some care will need to be taken in defining the phrases “*additional transport requirements generated by airport expansion*” (draft NPS para 5.15) and “*where a transport scheme is not solely required to deliver airport capacity*” (5.18, 5.19) in order to distinguish between:
  - the demands already in the wider economy of London and the “Western Wedge”;
  - the likely increase in demand from general economic growth; and
  - the likely increase in demand created by airport expansion.
- F. We restate our support for the Western Rail Link to Heathrow scheme on the basis of a 2-runway airport; and also our support for Southern Rail Access to Heathrow and Slough’s proposed MRT link.
- G. We declare our membership of and support for the work of the Heathrow Strategic Planning Group as an appropriate body to represent the concerns of LEPs and Local Authorities potentially adversely impacted by expansion, and as an appropriate “Duty to Cooperate” alliance of planning bodies.
- H. We argue for monitoring and enforcement to be trusted to one or more local authorities with enforcement powers, capacity and experience.

### **Conclusion**

- 15. As noted above the [government’s second consultation](#)<sup>6</sup> remains open until 19 December 2017.

### **Background Papers**

- 16. The source papers used in compiling this report have been referenced in the text.

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<sup>5</sup><http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Programmes/Infrastructure/Heathrow/Heathrow%20Economic%20Impact%20Assessment%20-%20Final%20Report%20September%202013.pdf?inline-view=true>

<sup>6</sup><https://www.gov.uk/government/publications/revised-draft-airports-national-policy-statement>

## Appendix 1

Document	Purpose	Revised version published?
Draft Airports NPS	The draft Airports NPS sets out the Government's policy on the need for a Northwest Runway at Heathrow Airport. This document sets out policies against which any application will be assessed by the Secretary of State before he considers whether to grant development consent, which would allow construction to begin	Yes – revised draft Airports NPS Table documenting old and new text published
Appraisal of Sustainability (including topic level appendices)	The Appraisal of Sustainability examines the likely social, economic and environmental impacts which could arise as a result of the designation of the draft Airports NPS, including assessing alternatives to the Heathrow Northwest Runway scheme. The Appraisal of Sustainability complies with the requirements of the Strategic Environmental Assessment Directive (2001/42/EC). This document also highlights options for avoiding or mitigating adverse impacts from the development. Preparing an Appraisal of Sustainability in parallel with the draft Airports NPS is a statutory requirement as set out in the Planning Act 2008	Yes – revised Appraisal of Sustainability (including topic level appendices) Table documenting old and new text published
Appraisal of Sustainability non-technical summary	This document is a non-technical summary of the Appraisal of Sustainability. It has been produced to ensure that information in the main Appraisal of Sustainability document is easily accessible	Yes – revised Appraisal of Sustainability non-technical summary Table documenting old and new text published
Appraisal of Sustainability scoping report	This document outlines how the Government prepared to undertake an Appraisal of Sustainability, including its objectives. The Government consulted on its approach to the Appraisal of Sustainability with a number of environmental bodies, and the scoping report includes the response to that consultation	No Refer to February 2017 version
Habitats Regulations Assessment	This document assesses the impact of airport expansion on protected European sites <sup>2</sup> of importance to nature conservation, and recommends options for mitigating adverse effects caused by proposed development	Yes – revised Habitats Regulations Assessment, Appendix A long list alternatives considered under habitats regulations and Appendix B appropriate assessment of shortlist alternatives Table documenting old and new text published
Health Impact Analysis	This document assesses the positive and negative impacts of airport expansion on health, and recommends options for mitigating adverse effects	Yes – Revised Health Impact Analysis Table documenting old and new text published
Equality Impact Assessment	This document assesses the impact of airport expansion on equality protected groups, and recommends options for mitigating adverse effects	Yes – Revised Equality Impact Assessment Table documenting old and new text published

**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)****REPORT TO:** BLTB**DATE:** 16 November 2017**CONTACT OFFICER:** Roger Parkin, Chief Executive Slough Borough Council,  
lead Chief Executive to the BLTB**PART I****Item 11: Assurance Framework*****Purpose of Report***

1. At your meeting in November 2013, you approved amendments to the BLTB's "[Founding Document](#)<sup>1</sup>", and this has served as the procedural guide for the BLTB since that date.
2. This report sets out the conclusion of a review held this summer which was conducted as part of the ongoing review of the LEP's overall Assurance Framework. It includes a new provision for public speaking on scheme financial approval items.

***Recommendation***

3. You are recommended to approve the BLTB Assurance Framework as set out in Appendix 1

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

4. There are no direct financial implications of this report

**Risk Management**

5. The government requires all LEPs to have Assurance Frameworks which set out governance arrangements and financial procedures because they are custodians of public funds. The BLTB has operated successfully for over four years on its current "Founding Document". Following revised guidance from the government, there has been a review of all LEP procedures, including those operated by the BLTB on behalf of the LEP.
6. The proposed Assurance Framework puts in place clear guidance on the principles and procedures that should be followed in conducting BLTB business. In this regard it serves a different purpose to the Founding Document and is an appropriate response to managing the risks inherent in the BLTB role and function.

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<sup>1</sup><http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Programmes/Infrastructure/BLTB/Assurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf?inline-view=true>

### Human Rights Act and Other Legal Implications

7. Slough Borough Council will provide legal support for the BLTB should any questions arise on the application of the proposed Assurance Framework.

### ***Supporting Information***

8. During 2017 a working group reviewed the BLTB's Founding Document and the latest government guidance on LEP and LTB Assurance Frameworks. The group included:
  - Cllr Jeanette Clifford – BLTB member and West Berkshire Councillor
  - Stuart Atkinson – LEP business member of BLTB
  - Philippa Roles – Chair of the LEP Nominations and Governance Committee
  - Nicholas Pontone – Slough Democratic Services and clerk to BLTB
  - Richard Turl – Cities and Local Growth Unit
  - Tim Smith – LEP Chief Executive
  - Richard Tyndall – LEP Business Consultant
9. The main difference in the new version is the inclusion of a provision for members of the public to address meetings of the BLTB when financial approval for capital schemes is being considered. The provision is closely modelled on the current practice in local government meetings where planning applications are being determined.
10. Attached at Appendix 1 of this report is the group's proposals for an Assurance Framework for BLTB

### ***Conclusion***

11. The revised Assurance Framework has taken on board recent experiences and revised guidance.

### ***Background Papers***

12. The revised government guidance.

## **BERKSHIRE LOCAL TRANSPORT BODY - ASSURANCE FRAMEWORK**

**November 2017 – DRAFT**

Contact: Richard Tyndall, [richard@thamesvalleyberkshire.co.uk](mailto:richard@thamesvalleyberkshire.co.uk), 07880-787007

### **STATUS**

This Assurance Framework has been developed from the Berkshire Local Transport Body Founding Document, which was adopted by Thames Valley Berkshire Local Enterprise Partnership and the Berkshire Leaders' Group in November 2013. This Assurance Framework was approved by the BLTB on [insert date here].

### **PREAMBLE**

The Local Enterprise Partnership (LEP), the six local transport authorities<sup>1</sup>, the Department for Transport (DfT), Network Rail, Highways England, Heathrow Airport Limited, and some train and bus operating companies have developed a forum for discussion and consultation on matters of mutual interest relating to strategic transport issues in Thames Valley Berkshire. We call this body the "Berkshire Strategic Transport Forum" (BSTF). It operates at two levels: one with elected members<sup>2</sup> and business representatives<sup>3</sup>; the other with senior transport officers. The Berkshire Chief Executives' Group has recognised the importance of these arrangements by nominating one of their number<sup>4</sup> to chair the officers' meeting and liaise with the LEP and the members.

These arrangements were adapted in 2013 to conform to the DfT guidance for establishing Local Transport Bodies. They were reviewed on the publication of the Local Enterprise Partnership national assurance framework by DCLG & BEIS in November 2016.

Our Local Transport Body is known as Berkshire Local Transport Body (BLTB). The BSTF will continue to meet and only those parts of its business that relate to the operation of the BLTB will be subject to this Assurance Framework.

On 18 July 2014, the LEP Forum endorsed the BLTB as the competent body to a) prioritise and b) implement transport capital schemes on its behalf. In practice, the LEP will accept any BLTB recommendations or refer them back but will not substitute its own recommendations.

### **PART ONE: PURPOSE, STRUCTURE AND OPERATING PRINCIPLES**

1. Name: the Local Transport Body for Thames Valley Berkshire will be known as "Berkshire Local Transport Body" (BLTB).
2. Status: BLTB is constituted as a Joint Committee of Bracknell Forest, Reading, Slough, West Berkshire, Windsor and Maidenhead and Wokingham Councils.
3. Geography: the BLTB will comprise the Local Enterprise Partnership area of Thames Valley Berkshire, which covers the six-council area.
4. Membership and Voting: there will be 12 members of the BLTB, nominated as follows: six business representatives nominated by Thames Valley Berkshire LEP (6); one Councillor nominated each by

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<sup>1</sup> Bracknell Forest, Reading, Slough, West Berkshire, Windsor and Maidenhead and Wokingham Councils

<sup>2</sup> 6 councillors, usually the relevant Lead/Cabinet/Executive Member for Strategic Transport

<sup>3</sup> 6 business people nominated by the LEP

<sup>4</sup> Currently the Chief Executive of Slough Borough Council

Bracknell Forest; Reading; Slough; West Berkshire; Windsor and Maidenhead; and Wokingham Councils (6, each with a named substitute who will be the only permitted deputy). There shall be appointed a Chair from among the local authority members and a Deputy Chair from among the LEP members.

Each member shall have one vote. In the event of an equality of votes on any matter, a second and casting vote shall be given to the Chair of the meeting. This vote shall not be cast for the view supported by a minority of local authority votes.

If there is a majority (in the 12) for a scheme to proceed but not a majority amongst the six local authority members for the same, there will be a review of the circumstances leading to such an outcome. Once concluded, and if there is no change to the likely outcome of a further vote, the scheme will be referred to the LEP Forum and to Berkshire Leaders' Group for further consideration before being brought back to the LTB.

The membership and functioning of the LTB will be kept under review by the LEP Forum and by the Berkshire Leaders' Group, and amendments and alterations made when the need arises.

5. Conflicts of Interest, Gifts and Hospitality: a role description at [Appendix 1](#) makes clear that when conducting the business of the BLTB all members are expected to serve the interests of the Thames Valley Berkshire area.

As BLTB is a joint committee of the local authorities, the expectations for the declaration and management of personal, financial and other interests, and on the treatment of any gifts or hospitality relating to BLTB business will be set by local authority requirements. These expectations will apply equally to local authority and LEP members and be administered by Slough Borough Council, acting as the Accountable Body for the BLTB.

BLTB recognises that on occasion there may be a conflict between the interests of a member's nominating authority (or in the case of a business member nominated by the LEP, a member's own interests) and the overall interests of the Thames Valley Berkshire area. It will be a principle of the BLTB that the interests of the Thames Valley Berkshire area will take precedence.

6. Status and Role of BLTB Accountable Body: Slough Borough Council will be the Accountable Body for the BLTB. It will:

- ensure that the decisions and activities of the BLTB conform with legal requirements regarding equalities, environmental, EU issues and other matters
- ensure that an official record of BLTB proceedings is maintained
- ensure that the BLTB Assurance Framework is being adhered to
- ensure that the BLTB proceedings and documents are accurately recorded and kept, and that all BLTB documents are accessible to the press and public
- be legally responsible for the decisions of the BLTB, and will receive any legal proceedings involving the BLTB as respondent.

7. Status and Role of the LEP Accountable Body: the Royal Borough of Windsor and Maidenhead is the Accountable Body for the LEP. It will:

- hold Local Growth Funds (LGF) or other devolved major scheme funding
- make payments to delivery bodies at the request of the LEP

- account for LGF or other devolved major scheme funding so that it is separately identifiable from the Accountable Body's own funds
  - provide financial statements to the LEP and the BLTB as required
  - through the Section 151 Officer, ensure that LGF or other devolved major scheme funds are used appropriately as detailed above
8. Strategic Objectives and Purpose: The BLTB is a publicly accountable Joint Committee of the six Berkshire Authorities. It straddles the strategic, technical and operational, and thus makes a significant contribution to the formation and implementation of the Strategic Economic Plan and its associated Growth Deal/s and successor documents. It will have the following objectives:

#### Managing Local Growth Funds:

- To manage an investment programme of LGF for developing and improving the transport infrastructure within the Thames Valley Berkshire area
- To establish and keep under review a prioritised list of local major transport schemes within the available budget
- To assess and evaluate the relative merit of competing schemes, and to subject all proposals to independent scrutiny
- To ensure value for money is achieved from individual schemes and the overall investment programme, and to review the impact of completed schemes
- To monitor the progress of scheme delivery and spend
- To oversee the management of the devolved budget and programme such that it responds to changing circumstances
- To make decisions on individual scheme approvals

#### Responding to Government and Other Consultations

- To consider and co-ordinate joint responses to government and other consultations about transport matters affecting the Thames Valley Berkshire area

#### Sub National Transport Bodies

- To arrange for representatives to attend and contribute to any sub national transport body established to cover the Thames Valley Berkshire area

9. Support and Administration Arrangements: The Accountable Body for BLTB will supply appropriate support and administration to fulfil the responsibilities on meeting management, legal and procedural advice.

The six councils will support the work of the BLTB with professional advice on transport matters. This advice will include the identification and promotion of individual schemes for support from the BLTB, with appropriate officer liaison via the BSTF Officers' group and advice and support to councillors and LEP nominees who are members of the BLTB. This contribution will be in the form of the officer time of relevant senior officers (or retained consultants), as is commensurate with the resources available to each of the councils.

The BSTF Officers' group will continue to be the primary forum for discussing, sharing, evaluating and preparing formal business for the BLTB. The Berkshire Chief Executives' Group has identified this as an

important group, and has nominated one of their number<sup>5</sup> to chair the group, which is also actively supported by the LEP, DfT, Network Rail, Highways England, Heathrow Airport Limited and transport operators.

10. Working Arrangements and Meeting Frequency, Transparency and Local Engagement: The BLTB has a schedule of at least three meetings a year. The Accountable Body for the BLTB will set the meeting dates at least a year ahead according to the planning cycle of the municipal year, and the meetings will be included in the formal calendar of meetings for that council. The arrangements for advertisement of meetings, the publication and circulation of papers, response to FOI and EIR<sup>6</sup> requests, dealing with complaints and whistleblowing arrangements, compliance with the Code of Recommended Practice for Local Authorities on Data Transparency, and other similar codes of practice will be a matter for the Accountable Body, and will conform to the operating practices of the Accountable Body.

BLTB, through its Accountable Body, and with the assistance of the LEP and the constituent councils as proposers of individual schemes, will publish meeting papers and minutes, scheme business cases and evaluation reports, funding decision letters with funding levels and conditions indicated, and regular programme updates on delivery and spend against budget.

For meetings of the BLTB, the publication of papers will allow five clear working days between the day of the publication of the papers and the day of the meeting. In order to promote openness and transparency, the LEP encourages scheme promoters to conduct appropriate stakeholder consultation in their own area, and publicise the details of the schemes they are promoting as soon as they are available. These details include scheme summaries as well as detailed appraisals, impact statements and other reports which may or may not be part of the full business case submission.

The meetings of the BLTB will be followed immediately by meetings of the Berkshire Strategic Transport Members' Forum. There will be regular meetings of officers, and the papers, proposals, and other relevant documents for the BLTB will be circulated to this group for comment and advice. This group includes colleagues from DfT, Network Rail, Highways England and other transport interests.

## PART TWO: PRIORITISATION

11. Development and Maintenance of Programme of Schemes: The BLTB will establish and maintain a Programme of Capital Transport Schemes. The "Unapproved" or "Long List" of schemes will be generated by a periodic invitation (known as a call for schemes) to the members of the Berkshire Strategic Transport Forum to submit proposals.
12. Call for Schemes: The BLTB will issue a call for capital schemes, including eligibility criteria
  - a minimum threshold value in order to encourage major schemes
  - a minimum level of detail in order to be able to establish the nature, purpose and content of the scheme
  - a minimum matching funding percentage in order to ensure local commitment to the scheme

Schemes which do not meet the eligibility criteria may be refused entry to the programme, or referred back to the promoter for further development.

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<sup>5</sup> Currently the Chief Executive of Slough Borough Council

<sup>6</sup> Freedom of Information Act and Environmental Information Regulations

13. The eligible schemes will then be subject to a simple (3-level High-Medium-Low) assessment against each of the six criteria described below. The scoring and preliminary evaluation will be moderated by the BSTF Officers' Group, and this will form a recommended list for consideration by the BLTB and the LEP as a basis for agreeing a prioritised long-list of unapproved schemes.
14. BLTB has adopted a methodology for the prioritisation of schemes using the following criteria (or suitable proxies):

- 14.1. Maximum strategic impact
- 14.2. Economic impact
- 14.3. Value for money
- 14.4. Deliverability
- 14.5. Environmental impact
- 14.6. Social/distributional impact

This methodology, including the relative weightings and detailed scoring criteria, will be reviewed and refreshed as appropriate prior to each new call for schemes. The result of each new call for schemes will be a prioritised long-list of unapproved schemes.

### PART THREE: PROGRAMME MANAGEMENT AND INVESTMENT DECISIONS

15. Scheme Assessment and Approval: The BLTB will operate a stepped system of scheme assessment and approval:

Step 1: Unapproved or Long List of schemes. This will be the prioritised list of schemes which have met the eligibility criteria according to the evaluation process set out at paragraphs 11-14 above.

Step 2: Programme Entry Stage. Schemes will be moved from the unapproved (or long-list) and given Programme Entry Status in the priority order established at Step 1 as funds become available. Programme Entry Status signifies that funds are available and that the scheme promoter should develop a [Full Business Case](#) in line with current DfT guidance.

Step 3: When completed, the Full Business Case together with a VfM Statement and an independent assessment report and any contributions from the public will be reported to the BLTB. Where a scheme can demonstrate high value for money and receive a positive assessment, and have this validated by the independent assessor, a report will be made to BLTB recommending approval.

Step 4: After considering the reports supplied at Step 3, BLTB may:

- a) give Conditional Financial Approval (with the conditions and the delegated authority for releasing them being made explicit), or
- b) give Full Financial Approval, or
- c) refer a scheme back for further development and retain its place in the Programme

In addition, after considering routine progress reports BLTB may:

- d) delete the scheme from the Programme.

Step 5: Approved schemes will be subject to formal agreement by way of a capital grant letter issued by the LEP. This will set out the roles, responsibilities, reporting and auditing arrangements between the LEP and the organisation promoting the scheme.

16. TVB LEP has appointed consultants to perform the role of independent assessor. The draft report of the independent assessor will first be made available to the promoting authority, and an opportunity will be provided for the promoter to make a response to the assessment. Before any scheme is recommended for financial approval, the independent assessor's report and any response from the promoter will be reported in full to the LTB, and through the publication of LTB meeting papers, to the wider public.
17. External View on Business Case: At Step 3, all promoters seeking full financial approval for a scheme will arrange for their full business cases to be published at least five clear working days in advance of the relevant meeting of the BLTB. This is the minimum publication requirement that must be met by the scheme promoter. The LEP encourages scheme promoters to conduct appropriate stakeholder consultation in their own area, and publicise the details of the schemes they are promoting as soon as they are available. These details include scheme summaries as well as detailed appraisals, impact statements and other reports which may or may not be part of the full business case submission. Any comments from interested parties or the public should, where possible, be made to the LEP in time to be included in the papers for the BLTB.
18. Public Speaking at BLTB: Prior to making a decision on financial approval for a scheme, members of the public may address the BLTB meeting during the item considering each scheme for a maximum of four minutes. Members of the public may only speak on a financial approval agenda item if they have registered with the clerk at least three working days prior to the meeting. A total of four minutes per financial approval item will be allocated to hear the views of all interested parties. The time limit remains the same if more than one interested party registers to speak and members of the public will be encouraged to make a joint presentation, or appoint a spokesperson, to make best use of the time available. The Chair of the BLTB can, in exceptional circumstances, extend the four-minute time limit. The Chair's decision about what is an exceptional circumstance will be final. Public speaking rights only apply to the consideration of scheme financial approval items and not to any other matters being considered by the BLTB.
19. Evaluation: Evaluation post implementation. The scheme promoter will publish one- and five- year impact reports post scheme opening. These reports will be reviewed by the independent assessor and reported to the BLTB.
20. Release of Funding, Cost Control and Approval Conditions: As outlined above, all Schemes that receive BLTB approval will be subject to formal agreement about roles, responsibilities, reporting and auditing between the LEP and the scheme promoter. This agreement, the capital grant letter, will cover timing and triggers for payments, any conditions about contributions from other funders, the consequences of scheme delay or failure to meet conditions, and formal audit and clawback provisions.
21. This process is summarised at Appendix 2, *How we work*.

## **Appendix 1**

Role Description for private sector members of the Berkshire Local Transport Body

### ***Role description***

We are looking for business representatives from the private sector who have an interest in the transport infrastructure and its impacts in the Thames Valley Berkshire LEP area. We want you to present your views as users of the transport infrastructure, both on behalf of the movement of goods and supplies, and the movement of staff and customers. There is no requirement to have specialist knowledge of the transport industry.

This role will be as a **volunteer** to represent the views and interests of businesses in Thames Valley Berkshire. You will have the opportunity to work with the Berkshire Strategic Transport Officers' Forum to support and encourage appropriate levels of consultation with the business community and others.

To maintain the balance of the Berkshire Local Transport Body it is an essential requirement that sector representatives must live or work in Berkshire. The successful candidate will have experience/understanding of the issues facing Thames Valley Berkshire businesses in relation to transport infrastructure.

### ***Principles and fundamentals of the Berkshire Local Transport Body***

We have adopted the following principles:

**Principle 1** The membership of the Berkshire Local Transport Body will be an equal number of business representatives and elected councillors.

**Principle 2** We will try to achieve a spread of business representatives from all parts of the Thames Valley Berkshire area.

**Principle 3** We will rotate the membership of the Berkshire Local Transport Body, and appointments will be for a minimum of three years, renewable once for a second two-year term.

**Principle 4** The business representative appointments are personal, and not transferable. There will be restricted provisions for substitutes or alternate members.

**Principle 5** We expect business representatives to adhere to the LEP's Governance Code (provided on appointment)

And the following fundamentals:

- 1. Leadership** Members should demonstrate the qualities of leadership in relation to promoting a strategy for transport in Thames Valley Berkshire.
- 2. Activities** Members should ensure that they can devote sufficient time (about a day every quarter) to supporting the activities of the Berkshire Strategic Transport Forum and the Berkshire Local Transport Body, which will include a range of events outside the formal meetings.
- 3. Information** Members should encourage the free flow of information within Thames Valley Berkshire, in the spirit of openness and transparency.

- 4. Representation** Members should respect their representative role, and the need to contribute on behalf of wider business interests rather than the narrow interest of their own organisation.
- 5. Business Rules** As Members of the Berkshire Local Transport Body, you will be expected to follow the same rules on declaration of business interests and related matters as the local authority members. In particular there are two rules that will need to be observed:
  - We maintain a regime of open declaration of business interests, and where there may be a conflict with your own or your employer's interests, you will be expected to withdraw from the relevant discussion;
  - Membership is personal to you, and does not entitle you to invite additional or alternative attendees. In exceptional circumstances and with the permission of the Chair, substitutes can be authorised.

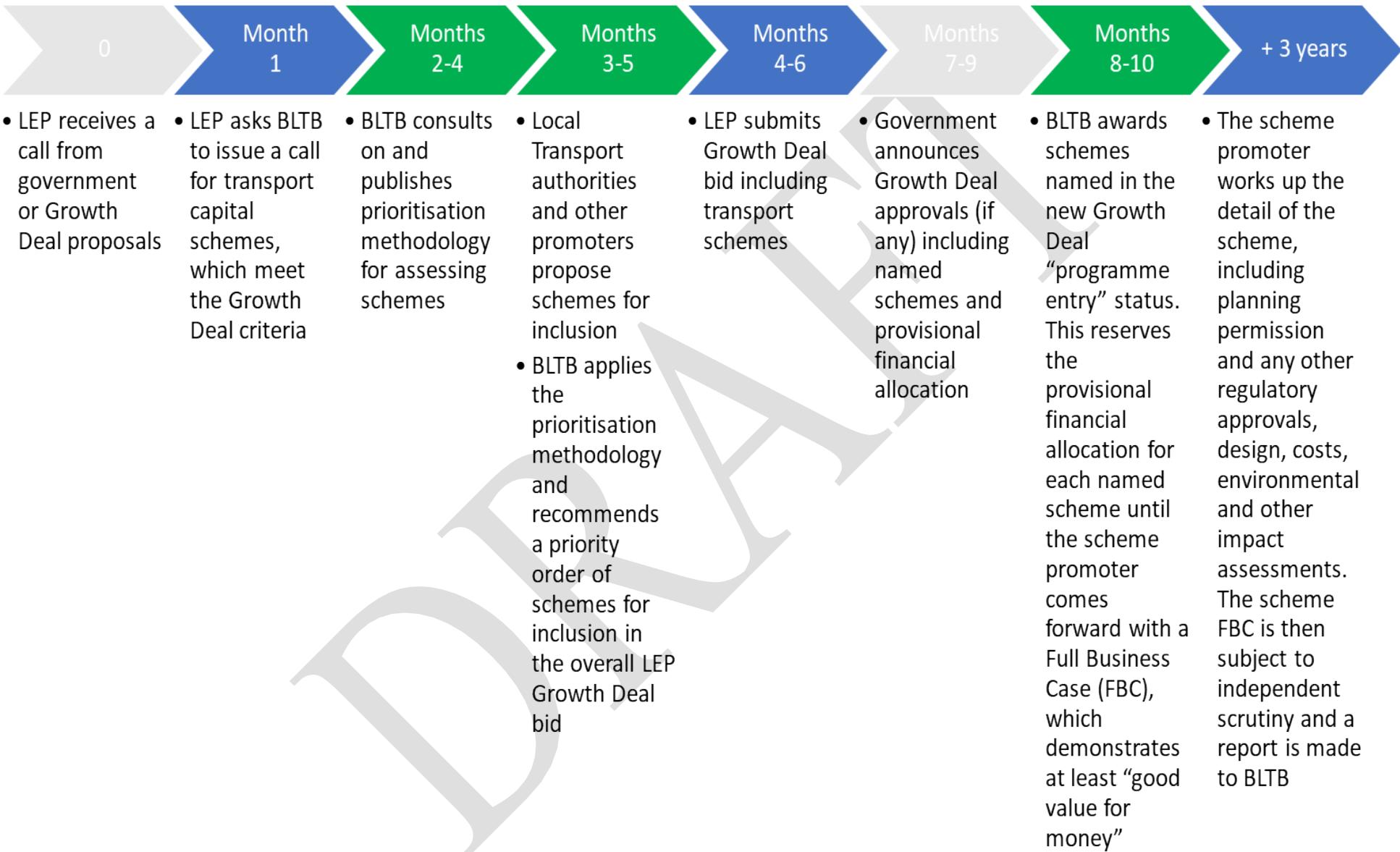
## Appendix 2

### How we work

#### **Thames Valley Berkshire Local Enterprise Partnership (TVB LEP) and the Berkshire Local Transport Body (BLTB) – investing in local transport schemes**

This briefing note is intended to set out the way TVB LEP works with BLTB to invest Local Growth Funds in transport schemes.

1. TVB LEP is a business-led organisation responsible for determining the key funding priorities to which Local Growth Funds (LGF) and other public resources are directed in order to implement a Strategic Economic Plan (SEP) and meet its commitments in the TVB Growth Deals. As a company limited by guarantee (registered at Companies House No. 07885051) it operates according to its Articles of Association, which comply with the Companies Act 2006. As a publicly-funded body it behaves in accordance with an Assurance Framework, which determines the practices and standards necessary to provide assurance to government and local partners that decisions over (all government) funding are proper, transparent and deliver value for money. **[LEP Assurance Framework (AF) January 2017]**
2. BLTB consists of six elected members (usually the lead member for transport or related portfolio), and six private sector representatives recruited and appointed by the LEP. **[LEP AF 1.11]**. It is a Joint Committee of the six unitary authorities in Berkshire and its constitution is set out in its [Founding Document](#).
3. TVB LEP recognises BLTB as “the competent body to a) prioritise and b) implement transport capital schemes on its behalf. In practice the LEP will accept any BLTB recommendations or refer them back but will not substitute its own recommendations.” **[LEP AF 1.12]**
4. The process established by government for making Growth Deals is to invite LEPs to submit competitive proposals, and after due consideration to make awards based on all or part of a LEP bid. To date TVB LEP has agreed three Growth Deals. Each of these has included, among other things, the award of capital funds for individual transport schemes that were prioritised in the TVB LEP bid and named in the Growth Deal settlement.
5. TVB LEP works with its partners to identify and prioritise suitable schemes. It is a lobbying organisation, and, via Growth Deals, a joint-funder of selected schemes promoted by (usually, but not always) a local transport authority. **[BLTB Founding Document (FD) 11-13]**
6. BLTB requires promoters to develop each scheme in accordance with current WebTAG guidance published by DfT. In order to receive financial approval from BLTB, the Full Business Case must be subject to independent assessment and a positive recommendation about value for money. **[BLTB FD 14-16]**
7. The scheme promoter is responsible for all aspects of the design, risk management, insurance, procurement, construction and implementation of the scheme, including their responsibilities as highway and planning authorities, any other statutory duties, and any financial or other liabilities arising from the scheme. **[BLTB FD 18]**
8. The time taken between an initial government call for bids and the final announcement of a new Growth Deal can be in excess of a year. TVB LEP (together with BLTB for transport schemes) must go through a number of steps to respond to a government call for bids. Similarly, a transport scheme promoter also must go through several steps:



## BLTB Forward Plan 2018

15 <sup>th</sup> March 2018	
<i>Deadline for final reports:</i> 5 <sup>th</sup> March	<ul style="list-style-type: none"><li>• Financial approval for 2.24 Newbury Station Improvements</li><li>• Financial approval for 2.27 Maidenhead Town Centre: Missing Links</li><li>• Financial approval for 2.28 Bracknell: A3095 Corridor Improvements</li><li>• Progress reports</li><li>• Forward Plan</li></ul>
<i>Agenda published:</i> 7 <sup>th</sup> March	
19 <sup>th</sup> July 2018	
<i>Deadline for final reports:</i> 9 <sup>th</sup> July	<ul style="list-style-type: none"><li>• Financial approval for 2.26 Wokingham Winnersh Relief Road Phase 2</li><li>• Progress reports</li><li>• Forward Plan</li></ul>
<i>Agenda published:</i> 11 <sup>th</sup> July	
15 <sup>th</sup> November 2018	
<i>Deadline for final reports:</i> 5 <sup>th</sup> November	<ul style="list-style-type: none"><li>• Progress reports</li><li>• Forward Plan</li></ul>
<i>Agenda published:</i> 7 <sup>th</sup> November	

### Other items

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

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