

Date of issue: Wednesday, 7 March 2018

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|-------------------------------------------------------------------|---------------------------------------------------------------|-----------------------------|
| MEETING | BERKSHIRE LOCAL TRANSPORT BODY | |
| | Member | Authority |
| | Councillor Bicknell | RBWM |
| | Councillor Brunel-Walker | Bracknell Forest Council |
| | Councillor Carter | Slough Borough Council |
| | Councillor Clifford | West Berkshire Council |
| | Councillor Lee | Wokingham 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 |
| DATE AND TIME: | THURSDAY, 15TH MARCH, 2018 AT 4.00 PM | |
| VENUE: | THE CURVE - WILLIAM STREET, SLOUGH, BERKSHIRE, SL1 1XY | |
| DEMOCRATIC SERVICES OFFICER: (for all enquiries) | NICHOLAS PONTONE 01753 875120 | |

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.



NIGEL PALLACE
Interim Chief Executive

AGENDA

PART 1

| <u>AGENDA ITEM</u> | <u>REPORT TITLE</u> | <u>PAGE</u> |
|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| | Apologies for absence. | |
| 1. | Declarations of Interest <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> <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> <i>The Chair will invite any member representing a local authority seeking financial approval for a scheme to declare that interest.</i> | |
| 2. | Minutes of the Meeting held on 16th November 2017 | 1 - 8 |
| 3. | Briefing Note - TVB LEP/ BLTB 'How We Work' - To Note | 9 - 10 |
| 4. | Business Rates Retention Pilot - Process | 11 - 18 |
| 5. | Thames Valley Berkshire Local Growth Deal 2015/16 - 2020/21 | 19 - 112 |
| 6. | Major Roads Network - proposed consultation response | 113 - 126 |
| 7. | Heathrow Airport Expansion - proposed consultation response | 127 - 130 |
| 8. | Mayor of London's Draft Transport Strategy - report back from 2017 consultation | 131 - 146 |
| 9. | Forward Plan | 147 - 148 |
| 10. | Date of Next Meeting Thursday 19 th July 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, 16th November, 2017.

| | | |
|------------------|----------------------------------------------|-----------------------------|
| Present:- | 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 |
| | Ingrid Fernandes | Thames Valley Berkshire LEP |
| | Peter Howe | Thames Valley Berkshire LEP |
| | Councillor Lee (from 4.06pm) | Wokingham Borough Council |
| | Councillor Matloob | Slough Borough Council |
| | Councillor Sleight (deputising until 4.06pm) | Wokingham Borough Council |
| | Matthew Taylor | Thames Valley Berkshire LEP |

Apologies for Absence:- Graeme Steer

PART 1

11. Declarations of Interest

Councillor Page declared that he was the councillor representing Reading Borough Council which was the project sponsor for the East Reading MRT Phases 1 & 2 (item 4) and South Reading MRT Phases 3 & 4 (item 6).

Councillor Bicknell declared that he was the councillor representing the Royal Borough of Windsor & Maidenhead which was the project sponsor for the Maidenhead Station scheme (item 5) and was seeking supporting for unallocated funds under TVB Local Growth Deal (item 8).

Councillor Sleight (deputising for Councillor Lee at the commencement of the meeting) declared that he was representing Wokingham Borough Council which was the project sponsor for schemes related to Thames Valley Park & Ride.

Matthew Taylor declared that he worked for Stewarts Coaches, which provided services to East Reading Park & Ride (item 8) and East Reading MRT (item 4).

Charles Eales declared that he worked for Microsoft based near to the Thames Valley Park Park & Ride scheme.

12. Minutes of the Meeting held on 20th July 2017

Resolved – That the minutes of the Berkshire Local Transport Body (BLTB) held on 20th July 2017 be approved as a correct record.

13. Briefing Note - TVB LEP / BLTB 'How We Work' - To Note

Members noted a briefing note that summarised the process by which Thames Valley Berkshire LEP and the Berkshire Local Transport Body operated in investing in local transport schemes. The purpose of the note was to set out the process, roles and responsibilities. It would be a standing item on future agendas.

Resolved – That the BLTB 'How we work' briefing note be noted.

(Councillor Lee joined the meeting)

14. Financial Approval 2.14 and 2.25 Reading: East Reading MRT Phases 1 & 2

A report was considered that sought to give financial approval to schemes 2.14 and 2.25 Reading: East Reading MRT Phases 1 and 2 which would create a new public transport link between central Reading and the proposed new Thames Valley Park Park & Ride site.

Representations from a member of the public, Mr John Sharpe, had been received and were circulated to the LTB for consideration. The points raised in the representation were noted and Members were given the opportunity to ask questions of the scheme promoter on any of the issues raised. A deferment had been requested in the representations, however, the LTB noted that its decision to give financial approval to the business case would in any event be dependent on the scheme securing planning consent.

The scheme promoter outlined the key aspects of the proposal which sought £19.07m towards a total cost of £23.87m. The scheme had a high value for money score taking into account the benefit cost ratio and wider benefits. The linkages to the separate Thames Valley Park P&R scheme were noted, however, it was emphasised that the MRT scheme would deliver wider benefits. Members discussed a number of aspects of the scheme and welcomed the fact it would promote modal shift and would help tackle congestion.

After due consideration, the LTB unanimously agreed the recommendation to give full financial approval to the schemes.

Resolved – That schemes 2.14 and 2.25 Reading: East Reading MRT Phases 1 and 2 be given 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 of the report.

15. Financial Approval 2.16 Maidenhead Station

A report was considered that sought to give full financial approval to scheme 2.16 Maidenhead Station which would support improvements to connections,

links to the town centre, environmental enhancements, car parking and traffic management.

The LTB welcomed the progress that had been made to bring the scheme to the point of seeking financial approval and it was noted that it was a reduced version of the original proposal. The options for the use of the unallocated sum that would be released by proceeding with the lower cost scheme would be considered elsewhere on the agenda.

Members unanimously agreed to give the scheme full financial approval.

Resolved – That scheme 2.16 Maidenhead Station be given 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 of the report.

16. Financial Approval 2.23 Reading: South Reading MRT Phases 3 & 4

A report was considered that sought full financial approval for scheme 2.23 Reading: South Reading MRT Phases 3 and 4 which would support a new public transport link between central Reading and Mere oak Park and Ride.

The scheme would expand on the existing bus priority measures in the A33 corridor. Phase 1 had been completed and Phase 2 was currently being constructed.

It was unanimously agreed that full financial approval be given to the scheme.

Resolved – That scheme 2.23 Reading: South Reading MRT Phases 3 and 4 be given 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 of the report.

17. 2.07 Bracknell Coral Reef - One Year Impact Report

A report was considered that provided a one-year impact report on scheme 2.07 Bracknell: Coral Reef.

The scheme had received £2.1m to improve the Coral Reef junction and the initial assessment was that the scheme had been successful in providing increased capacity in a very busy corridor between the M3 and M4. There was significant growth in the area and it was considered that the scheme had had a positive impact. A question was asked about plans to tackle congestion elsewhere in the corridor and it was responded that the highway authority would continue to look to tackle pinchpoints.

At the end of the discussion, the impact report was noted.

Resolved – That the reports from the scheme promoter and the independent assessor be noted.

18. 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 which set out the status of approved schemes, updated financial profile and identified risks. It was noted that excellent progress was being made overall. Updates were provided by scheme promoters on each of the approved schemes:

2.01 Newbury: Kings Road Link Road – update noted. The scheme was underway, however, there had been an increase in costs due following geotechnical and contamination reports. Discussions were ongoing with the developer to address the issues.

2.02 Bracknell: Warfield Link Road – update noted.

2.03 Newbury: London Road Industrial Estate – the scheme was completed in March 2017 and the impact report would be received by the BLTB at a future meeting.

2.04.4: Wokingham: Arborfield Relief Road – update noted. A planning application had been submitted and was due to be determined early in 2018.

2.05 Newbury: Sandleford Park – update noted. There had been a delay due to increase construction costs although it was anticipated that the issues could be managed. The road was expected to be completed in 2019/20.

2.06 Reading: Green Park Railway Station – update noted. An additional £2.3m from the DfT New Stations Fund 2 had been secured to provide more facilities at the new station.

2.07 Bracknell: Coral Reef Roundabout – project completed.

2.08 Slough: Rapid Transit Phase 1 – update noted. The works were almost completed.

2.09.1 Sustainable Transport NCN 422 – update noted. Works were on site and progressing well.

2.09.2 Sustainable Transport A4 Cycle Route with Bucks – update noted. The Slough section was due to be completed in February 2018.

2.10 Slough: A332 Improvements – update noted. Progressing well and due to be completed in March 2018.

2.11 and 2.12 Reading: South Reading MRT phases 1 and 2 – update noted.

2.13 Wokingham: Thames Valley Park & Ride (previously called 2.13 Reading: Eastern Park & Ride) – update noted. Detailed design was proceeding with works due to start in Spring 2018.

2.14 Reading: East Reading MRT Phase 1 and 2.25 Reading: East Reading MRT Phase 2 – update noted.

2.15 Bracknell: Martins Heron Roundabout – update noted. Phase 2 would start in January 2018.

2.16 Maidenhead Station Access – update noted.

2.17 Slough: A355 Route – the scheme had been completed. The impact assessment would be received by BLTB next year.

2.18 No scheme.

2.19 Bracknell: Town Centre Regeneration and Infrastructure Improvements – update noted. The Lexicon town centre regeneration opened in September and early footfall figures were positive.

2.20 No scheme.

2.21 Slough: Langley Station Access Improvements – update noted. Due to start in January 2018.

2.22 Slough: Burnham Station Access Improvements – update noted. Due for completion in March 2018.

2.23 Reading: South Reading MRT Phases 3 and 4 – update noted.

2.24 Newbury: Railway Station improvements – update noted.

2.25 – see 2.14

2.26 Wokingham: Winnersh Relief Road (Phase 2) – update noted. Work was proceeding and the planning application was being prepared for submission next year.

2.27 Maidenhead Town Centre: Missing Links – update noted. It was expected that the Business Case would be considered by BLTB in March 2018.

2.28 Bracknell: A3095 Corridor Improvements – update noted. Business Case expected at the meeting in March 2018.

Unallocated amount

Members noted that Scheme 2.16 Maidenhead Station had originally been allocated £6.75m towards the £8m cost of the scheme. As per the decision taken earlier in the meeting (Minute 15 refers), the LTB contribution had been reduced to £3.75m for a £4.5m scheme. This left £3m unallocated and the LTB considered the options to reallocate the available capital as set out in

paragraph 21 of the report. These were to award programme entry status to the next scheme on the 2016 prioritised list; award programme entry status to the highest priority scheme following a new call for bids; or award programme entry status to a scheme submitted by the Royal Borough of Windsor & Maidenhead for infrastructure improvements to enable housing development at the Maidenhead Golf Club site. Councillor Bicknell summarised the position of the Royal Borough and explained the significant benefits of the proposed scheme at the golf club site.

The LTB recognised the potential importance of the golf club scheme and encouraged the LEP to work with the Royal Borough to bring it forward. However, it was agreed that the prioritisation methodology was robust and remained the most appropriate way to allocate the funding in this instance given the limited sum for allocation and the availability of a strong scheme. Members asked whether the Business Case for the next scheme on the list, Wokingham, Winnersh Parkway, was ready and it was responded that it would be prepared once it was given programme entry status. The LTB voted in favour of Option A – Award Programme Entry Status to the next Scheme of the 2016 Prioritised List (Wokingham: Winnersh Parkway), with the exception of Councillor Bicknell who voted against.

Resolved –

- (a) That Option A be approved to Award Programme Entry status to Wokingham: Winnersh Parkway, the next scheme on the 2016 prioritised list for the allocation of the £3m identified in paragraphs 16-21 of the report.
- (b) That the progress made on schemes previously given programme entry status be noted.

19. Transport for the South East - Subscription Report

A report was considered that sought agreement to a BLTB subscription to Transport for the South East. It was proposed that the subscription of £20,000 for 2017/18 and £58,000 for 2018/19 split equally between the six constituent authorities be approved.

Mark Vallleley of East Sussex County Council joined the meeting and summarised the budgets for the next two years on which the subscriptions were based and answered questions from Members. A three year business plan was now in place for Transport for the South East and the contributions would enable the organisation to take forward its work programme. It was noted that the previously anticipated contribution from DfT was now very unlikely to be forthcoming in 2018/19.

Members discussed a range of issues including the role and status of sub-national transport bodies and some of the specific budget proposals. Some concerns were expressed that local authorities had not budgeted for a contribution this year and that DfT were not providing any funding. Assurance

was provided that the local authority contributions requested were not replacing the lack of DfT funding. It would take some time to develop the transport strategy and securing the funding to start this work was important, particularly as other parts of the country were already much further ahead than the South East in this regard.

The LTB agreed the importance of working collaboratively to promote shared strategic transport interests across the South East. Members highlighted the importance of ensuring the body had 'teeth' and was effective. It was agreed that an impact report be considered after a year and that papers be circulated to keep Members informed of progress. At the conclusion of the discussion, it was unanimously agreed that the 2017/18 and 2018/19 subscriptions be approved as recommended.

Resolved –

- (a) That the budgets set for 2017/18 and 2018/19 be noted.
- (b) That the method of apportionment between the 16 authorities in TfSE be noted.
- (c) That the request for £20,000 in 2017/18 and £58,000 in 2018/19 from BLTB be agreed.
- (d) That collection of subscriptions by equal shares between the 6 constituent authorities of BLTB be agreed.

20. Airport National Policy Statement - Second Consultation Response

A report was considered that sought approval for a draft response to the second consultation on the Airports National Policy Statement.

There was relatively little new or revised information in the second consultation and the proposed response was set out in paragraph 14 of the report. This included restating the key points made during the first consultation, including support for expansion at Heathrow, ensuring that the appropriate and enforceable mitigation was in place for the adverse impacts.

The LTB agreed the draft response as set out in the report. Councillor Bicknell (RBWM) requested that his dissent from the decision be recorded given the Royal Borough's position on Heathrow Airport expansion.

Resolved – That the draft response as set out in paragraphs 13 and 14 of the report be endorsed.

21. Assurance Framework

A report was considered that set out the conclusions of a review of the BLTB Founding Document, as agreed in November 2013, as part of a wider review of the LEPs Assurance Framework.

The review had been undertaken by a working group to ensure the BLTBs procedures continued to meet government guidance and best practice. The revised BLTB Assurance Framework was considered as at Appendix 1 to the report, and the principle change was to provide for members of the public to be able to address meetings of the LTB when financial approval for a scheme was being considered. The provision was closely modelled on public participation schemes for planning applications.

A time limit of four minutes in total for public speaking would be provided, however, there was some flexibility for the chair to vary this in exceptional circumstances. Members welcomed the principle of permitting public speaking and approved the revised Assurance Framework.

Resolved – That the BLTB Assurance Framework as set out in Appendix 1 to the report be approved.

22. BLTB Forward Plan

The forward plan was considered which set out the pipeline of schemes anticipated to come to the LTB for funding approval at future meetings.

Resolved – That the BLTB Forward Plan be noted.

23. Date of Next Meeting

The date of the next meeting was confirmed as Thursday 15th March 2018 at 4.00pm at The Curve, William Street, Slough.

Chair

(Note: The Meeting opened at 4.00 pm and closed at 5.41 pm)

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:



• LEP receives a call from government or Growth Deal proposals

• LEP asks BLTB to issue a call for transport capital schemes, which meet the Growth Deal criteria

• BLTB consults on and publishes prioritisation methodology for assessing schemes

• Local Transport authorities and other promoters propose schemes for inclusion
 • BLTB applies the prioritisation methodology and recommends a priority order of schemes for inclusion in the overall LEP Growth Deal bid

• LEP submits Growth Deal bid including transport schemes

• Government announces Growth Deal approvals (if any) including named schemes and provisional financial allocation

• BLTB awards schemes named in the new Growth Deal “programme entry” status. This reserves the provisional financial allocation for each named scheme until the scheme promoter comes forward with a Full Business Case (FBC), which demonstrates at least “good value for money”

• The scheme promoter works up the detail of the scheme, including planning permission and any other regulatory approvals, design, costs, environmental and other impact assessments. The scheme FBC is then subject to independent scrutiny and a report is made to BLTB

BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB

DATE: 15 March 2018

CONTACT OFFICER: Nigel Pallace, Interim Chief Executive Slough Borough Council, lead Chief Executive to the BLTB

PART I

Item 4: Business Rates Retention Pilot - Process

Purpose of Report

1. Following the successful application for a Berkshire-wide Business Rates Retention Pilot in 2018-19, this report sets out the process for allocating the retained money.
2. The Berkshire Treasurers' Group have calculated a planning figure of £25m for allocation in 2018-19.
3. The terms of the Pilot allow for the money to be allocated to major infrastructure projects which support housing development or major regeneration projects. This report sets out the detailed arrangements for assessing and prioritising potential projects.

Recommendation

4. You are recommended to approve the process set out in paragraphs 14-17 of this report.
5. You are recommended to approve Option B set out in paragraph 19.

Other Implications

Financial

6. The lead authority for the Pilot and the process of operating the Business Rates element (agreeing baseline amounts, managing the pool of retained funds) is Bracknell Forest Council.
7. The lead authority for the control of funds allocated to infrastructure or regeneration projects is the Royal Borough of Windsor & Maidenhead, the LEP's Accountable Body.
8. The Pilot has been approved for a single financial year (2018-19) and the arrangements may be renewed if the Pilot is allowed to continue to operate into 2019-20. Each authority will be able to leave the Pilot at that point.
9. The planning figure of £25m is based on current estimates of business rates collection in 2018-19. This figure may go up or down during the year but has a sufficient level of confidence to be used as the planning figure for this scheme.

Risk Management

10. The risks associated with large scale infrastructure investments are well known, and the BLTB has established risk management arrangements for the Local Growth Fund transport capital programme (£111m over 6 years), referred to as the Assurance Framework.
11. As part of the Growth Fund oversight, government officials have recently reviewed this Assurance Framework and found it fit for purpose.
12. The Business Rates Retention Pilot has identified the LEP and its associated processes as an appropriate framework for managing the sums available; in this instance this means the Berkshire Local Transport Body. The LEP Executive Board ratified this approach on 20 February.
13. The implication is that promoters of infrastructure projects seeking funding from the Business Rates Retention Pilot will need to follow the same Assurance Framework as for Growth Deal funding. This means acceptance at “programme entry” stage, followed by submission and independent assessment of a WebTAG compliant Full Business Case before being considered for financial approval.

Human Rights Act and Other Legal Implications

14. Slough Borough Council will provide legal support for the BLTB should any questions arise on the application of the Business Rates Retention Pilot.

Supporting Information

14. The application for Pilot status identified the following:
 - Our proposal prioritises strategic economic investment and [we] will [... invest ... in] major projects to support this.
 - Specifically, we will invest around £25m in the Slough Transit Network and the East Reading – Wokingham Mass Rapid Transit Network.
 - These are essential investments to improve the wider transport corridors in the Central Berkshire Functional Economic Market Area (FEMA) and Eastern Berkshire FEMA. [...]
 - Other strategic interventions have also been considered and will be brought-forward either in 2018-19 (if funds allow) or in later years (if the Pilot was to be extended).
15. Since the submission of the application, further work has been done to clarify some of the details of how promoters might bring forward infrastructure schemes for spending approval under the Pilot arrangements.
16. The Pilot will fund £25m in 2018/19 to be allocated in the East (Eastern Housing Market Area EHMA /East Berkshire Functional Economic Market Area EBFEMA) and the West/Central (Western HMA/Central Berkshire FEMA) with the following qualification criteria:

- i. Priority 1 will be for further investment in the Reading/Wokingham and Slough MRT systems, as set out in the application. However, those scheme promoters still need to bring forward bids that meet the general criteria
- ii. If there is still unallocated money after all Priority 1 bids have been considered, then further bids will be considered that meet the slightly wider Priority 2 criteria of:
 - a. supporting large housing sites (at least 500 houses); or
 - b. major regeneration projects; or
 - c. pan-Berkshire digital infrastructure.
- iii. Available funds will be split between EHMA and WHMA with at least one, but maybe more, projects supported in each geographical area.

The following qualifying criteria will be applied to all bids, whether in the Priority 1 category, or the slightly wider Priority 2 category:

- i. Timing: mobilisation in 2018/19 or failing that early in 2019/20. This criterion will involve an assessment of the likelihood of a bid being able to complete its Full Business Case, gain planning or any other statutory consents, and completing procurement processes to achieve a commitment to spend in Q1 2019 at the very latest
- ii. Scale: a minimum scheme size of £5m and/or minimum-size associated housing development of 500 houses
- iii. Focus is on strategic investment in urban areas/around conurbations or pan-Berkshire digital infrastructure scheme
- iv. If competing infrastructure schemes need to be prioritised, the BLTB methodology previously used will be re-employed. This is described at Appendix 1 of this report.

17. You are asked to note that:

- i. there is no requirement for matching funds;
- ii. previously funded Local Growth Fund (LGF) schemes will be eligible, and if receiving priority from the Pilot, will release money back into the LGF “pot”;
- iii. the Pilot is approved for one-year only; the possibility of a second and subsequent year of funding remains under consideration, but there is no approval;
- iv. all infrastructure schemes receiving “programme entry” status under the Pilot will need an independently assessed full business case to achieve financial approval;
- v. the following is our best estimate of the Pilot timetable:

| Timescale for scheme development / approval | | |
|----------------------------------------------------|--------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| All dates 2018 | | |
| 15 March | Berkshire LTB (BLTB) | Recommends the formal process to test schemes, prioritise and approve, including detailed scoring methodology based on approved Business Rates Pilot proposal and previous LGF approach |
| 27 March | LEP Forum | Approves process as above – Triggers the call for Infrastructure Scheme bids under the Business Rates Retention Pilot. |
| 22 May | LEP Forum | Update on progress |
| 25 May | Closing date for bids: start of scoring and moderation | LEP leads on scoring and moderation with scheme promoters |
| 21 Jun | BSTOF | Consider draft papers for July BLTB, including the recommended prioritised list |
| 19 Jul | BLTB | Provisional approval of prioritised list of schemes, grant of programme entry status and award of development funds |
| 24 Jul | LEP Forum | Ratification for consideration by Berkshire Leaders Group |
| Jul-Oct | Scheme Development | Submission of WebTAG compliant Full Business Case for Independent Assessment |
| 19 Nov | BLTB | Final recommendations |
| 27 Nov | LEP Forum | Committed spend |
| Q3/Q4 | Scheme mobilisation | Subject to procurement, statutory permissions. |

18. The biggest unknown is the impact on the current LGF investment programme. It is possible that in order to meet the time constraints of the Business Rates Retention Pilot, some “shovel ready” schemes previously approved could have some or all of their Local Growth funding switched to the Pilot, thus releasing Local Growth funding for reallocation. We therefore need to consider three broad possibilities:

- i. Scenario 1: No change to the LGF Allocations
- ii. Scenario 2: A modest reallocation of previously allocated LGF
- iii. Scenario 3: A major reallocation of previously allocated LGF

19. In the event that the Business Rates Retention Pilot invests in previously approved LGF projects, the BLTB will need to consider how to treat any money returned to the LGF “pot”:

- i. Option A: to allocate in accordance with the existing prioritisation (see Appendix 2); or
- ii. Option B: to issue a further call for bids and commence a new prioritisation exercise subject to confirmation by LEP Forum on 27 March

| | Scenario 1 | Scenario 2 | Scenario 3 |
|----------|-----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|
| Option A | No further action required | The three schemes ranked 9 th = set out in Appendix 2* would be considered for Programme Entry status | The five schemes ranked 9 th = and 12 th = set out in Appendix 2* would be considered for Programme Entry Status |
| Option B | This would result in wasted effort in creating a new prioritised list | The highest ranked schemes in a new prioritisation exercise would be considered for Programme Entry status | The highest ranked schemes in a new prioritisation exercise would be considered for Programme Entry status |

* subject to the footnote about the status of South Reading MRT phases 5-6

20. The risks associated with Option A are that the schemes identified as priorities 9-12 two years ago no longer represent the most attractive investment for BLTB in 2018. The risks associated with Option B are that we cause a lot of work to be undertaken for no real benefit – either the money available for re-allocation is not significant, or it makes no change to the list of prioritised schemes.
21. The potential benefit of Option A is that it is simple, easy to understand, and allows the relevant scheme promoters a measure of certainty. The potential benefit of Option B is that it gives better assurance that the chosen schemes are good value for money, and it gives the list some “future-proofing” should further funds become available, from whatever source.

Conclusion

22. There is an opportunity to invest a further £25m in major infrastructure or regeneration schemes in 2018/19, *in addition* to the LGF capital programme. This is a welcome development.

Background Papers

23. The Business Rates Retention Pilot bid and approval letters.

Qualifying Schemes

1. In order to qualify for consideration in the prioritisation methodology, the scheme must be a capital scheme, and the funding sought from the Growth Deal must be capital expenditure. The government grant funding element of the scheme must not exceed 80% of the total scheme costs. If the scheme is being promoted by an organisation other than a local authority or public body, then the applicant must also include a statement that explains why a grant from the Growth Deal would be consistent with the “State Aid” rules.

Prioritisation Methodology

2. The scores for each factor will be allocated in two stages. The first raw score will be 3 points for high, 2 points for medium and 1 point for low. The second weighted score will reflect the following weightings of the factors in the overall prioritisation:

| Factor | Weighting |
|--------------------------------------------------------------------------------------------|-------------|
| Infrastructure Projects will contribute to the delivery of the Thames Valley Berkshire SEP | 15% |
| Deliverable | 20% |
| Long-term, sustainable economic growth | 40% |
| Tangible benefit to the sub-region | 15% |
| Investing in natural capital | 5% |
| Maximising social value | 5% |
| Total | 100% |

3. The range of possible scores will be 30 (all high scores) - 10 (all low scores). The calculation will be performed according to the following table:

| Factor | Raw Scores | | | Weighting | Weighted scores | | |
|--------------------------------------------------------------------------------------------|------------|--------|-----|--------------|-----------------|--------------|-----------|
| | High | Medium | Low | | High | Medium | Low |
| Infrastructure Projects will contribute to the delivery of the Thames Valley Berkshire SEP | 3 | 2 | 1 | X 1.5 | 4.5 | 3 | 1.5 |
| Deliverable | 3 | 2 | 1 | X 2.0 | 6 | 4 | 2 |
| Long-term, sustainable economic growth | 3 | 2 | 1 | X 4.0 | 12 | 8 | 4 |
| Tangible benefit to the sub-region | 3 | 2 | 1 | X 1.5 | 4.5 | 3 | 1.5 |
| Investing in natural capital | 3 | 2 | 1 | X 0.5 | 1.5 | 1 | 0.5 |
| Maximising social value | 3 | 2 | 1 | X 0.5 | 1.5 | 1 | 0.5 |
| Total | | | | Max = | 30 | Min = | 10 |

Further detail of the scoring methodology is available on request richard@thamesvalleyberkshire.co.uk

Appendix 2 – Growth Fund Prioritised Long List of Schemes awaiting Programme Entry

| Short Title | Total Score | Rank | LGF ask £ | Notes |
|-------------------------------------------------------------------|-------------|------|------------|-------------------------------------|
| Reading: South Reading MRT Phases 3-4 | 29 | 1 | 10,536,000 | Growth Deal 3 - Priority 1 eligible |
| Newbury: Railway Station Improvement | 28.5 | 2 | 6,282,380 | Growth Deal 3 |
| Reading: East Reading MRT Phase 2 | 28 | 3= | 3,600,000 | Growth Deal 3 - Priority 1 eligible |
| Wokingham: Winnersh Relief Road | 28 | 3= | 6,500,000 | Growth Deal 3 |
| Maidenhead Town Centre: The Missing Links | 27.5 | 5 | 3,165,000 | Growth Deal 3 |
| Bracknell: A3095 Corridor Improvements | 27 | 6 | 5,730,000 | Growth Deal 3 |
| Reading, Bracknell and Newbury Smart City | 26 | 7 | 1,800,000 | Growth Deal 3 - Non-transport |
| Wokingham: Winnersh Parkway | 25.5 | 8 | 4,000,000 | Growth Deal 3 - Substitute |
| Slough: Stoke Road Regeneration | 24.5 | 9= | 5,200,000 | |
| Wokingham: Coppid Beech Park and Ride | 24.5 | 9= | 2,900,000 | |
| Bracknell STEM Solutions Lab | 24.5 | 9= | 615,000 | Non-transport |
| GWR: Twyford Interchange | 24 | 12= | 11,500,000 | |
| Reading: Reading West Station Upgrade | 24 | 12= | 3,003,000 | |
| Maidenhead to Marlow Branch Line Upgrade | 22 | 14 | 1,825,000 | |
| Binfield: Learning Village at Blue Mountain | 21.5 | 15 | 1,500,000 | Non-transport |
| GWR: North Downs Line Upgrade | 21 | 16= | 6,600,000 | |
| Slough: Former TVU site Regeneration | 21 | 16= | 6,400,000 | |
| Slough: Mass Rapid Transit Phase 2 | 20 | 18 | 4,800,000 | Priority 1 eligible |
| Windsor: Racecourse Park and Ride | 19 | 19= | 1,000,000 | |
| Slough: Smart City | 19 | 19= | 4,800,000 | Non-transport |
| Slough: MRT Phase 3 and A4 Park and Ride | 18.5 | 21= | 4,160,000 | Priority 1 eligible |
| Slough: International Conference Centre | 18.5 | 21= | 18,000,000 | Non-transport |
| University of Reading: International Weather Centre of Excellence | 18.5 | 21= | 15,000,000 | Non-transport |
| Slough: A355 Route Enhancement Phase 2 | 17 | 24 | 3,600,000 | |
| Slough: A332/A355 Junction south of M4 J6 | 14 | 25 | 9,600,000 | |
| Slough: Chalvey Regeneration | 13 | 26 | 28,000,000 | |
| Newbury College: STEM-HE Accommodation Block | 12 | 27 | 1,000,000 | Non-transport |
| Reading: South Reading MRT Phases 5-6* | 29 | 1 | 10,296,000 | Priority 1 eligible |

*Reading: South Reading MRT phases 5-6 are dependent on the successful completion of phases 3-4. To avoid unacceptable disruption during construction, the works cannot start on site until phases 3 and 4 are finished, currently due March 2020. Therefore, though the scheme retains its number 1 ranking, it is not currently being considered for funding because the earliest possible start-on-site date is not before March 2020.

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BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**REPORT TO:** BLTB**DATE:** 15 March 2018**CONTACT OFFICER:** Nigel Pallace, Interim Chief Executive Slough Borough Council, lead Chief Executive to the BLTB**PART I****Item 5: Thames Valley Berkshire Local Growth Deal 2015/16 to 2020/21*****Purpose of Report***

1. To report on the progress of the [Thames Valley Berkshire Local Growth Dealⁱ](#), as amended by Growth Deal 2 ([£10.2 million further support to Thames Valley Berkshireⁱⁱ](#)) and Growth Deal 3 ([Factsheet GD3ⁱⁱⁱ](#)) with particular reference to the schemes included in the Transport Packages of the [Strategic Economic Plan^{iv}](#).
2. The headline figure for transport scheme grants under the three Growth Deals is £135.926m. This report provides progress reports on all 26 approved schemes.
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 note the progress made on the schemes previously given programme entry status, as set out in Appendix 1.

Other Implications***Financial***

5. Thames Valley Berkshire LEP has been granted freedoms and flexibilities in managing the Growth Deal Capital Programme. This means that we will receive an annual allocation of capital within which it will be our responsibility to manage the allocation to individual schemes. This is a positive development for TVB LEP and recognises the confidence that government has in our governance arrangements.
6. The government has confirmed the allocation of funding for 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 |
| Total | | 135.9 |

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

Table 2: Growth Deal Financial Allocations by Financial Year

| £m | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | Total |
|--------------------------------------------------------------------------|-------------|-------------|-------------|---------|---------|---------|-------------|
| Combined Growth Deal 1, 2, 3 and LTB Allocation approved | 14.7 | 16.5 | 15.1 | - | - | - | 46.3 |
| 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 | 15.0 | 24.2 | 65.6 |
| Total | 14.7 | 16.5 | 15.1 | 89.6 | | | 135.9 |

8. 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 | - | 1.335 | 1.000 | - | - | - | 2.335 |
| 2.02 | Bracknell: Warfield Link Road | GD 1 | On site | 3.500 | - | - | - | - | - | 3.500 |
| 2.03 | Newbury: London Rd Industrial Estate | GD 1 | Complete | 0.500 | 1.400 | - | - | - | - | 1.900 |
| 2.04 | Wokingham: Distributor Roads | DfT major | Programme entry | - | - | - | - | - | - | - |
| 2.05 | Newbury: Sandleford Park | GD 2 | Full approval | - | - | - | 2.400 | 0.500 | - | 2.900 |
| 2.06 | Reading: Green Park Railway Station | GD 1 | Full approval | - | - | 4.575 | 4.575 | - | - | 9.150 |
| 2.07 | Bracknell: Coral Reef Roundabout | GD 1 | Complete | 2.100 | - | - | - | - | - | 2.100 |
| 2.08 | Slough: Rapid Transit Phase 1 | GD 1 | Complete | 3.100 | 2.500 | - | - | - | - | 5.600 |
| 2.09 .1 | Sustainable Transport: NCN 422 | GD 1 | On site | - | 2.100 | 1.500 | 0.600 | - | - | 4.200 |
| 2.09 .2 | Sustainable Transport: A4 Cycle | GD 1 | On site | - | 0.483 | - | - | - | - | 0.483 |

| | Scheme Name | | Status | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | £m |
|------|----------------------------------------------------------------------------------------|--------------------|-----------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| 2.10 | Slough: A332 improvements | GD 1 | On site | 1.267 | 1.433 | - | - | - | - | 2.700 |
| 2.11 | Reading: South Reading MRT Ph 1 | GD 1 | On site | - | 2.970 | 1.530 | - | - | - | 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 | On site | - | - | - | 2.000 | 0.900 | - | 2.900 |
| 2.14 | Reading: East Reading MRT Ph1 | GD 1 | Full approval | - | - | - | 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 | - | 0.200 | 2.700 | - | - | - | 2.900 |
| 2.16 | Maidenhead: Station Access | GD 1 | Full approval | - | - | - | 1.275 | 2.475 | - | 3.750 |
| 2.17 | Slough: A355 route | GD 1 | Complete | 2.275 | 2.125 | - | - | - | - | 4.400 |
| 2.18 | not used | - | - | - | - | - | - | - | - | - |
| 2.19 | Bracknell: Town Centre Regeneration Infrastructure | GD 2 | Complete | 2.000 | - | - | - | - | - | 2.000 |
| 2.20 | not used | - | - | - | - | - | - | - | - | - |
| 2.21 | Slough: Langley Station Access Improvements | GD 2 | Full approval | - | - | 1.500 | - | - | - | 1.500 |
| 2.22 | Slough: Burnham Station Access Improvements | GD 2 | On site | - | 2.000 | - | - | - | - | 2.000 |
| 2.23 | Reading: South Reading MRT Phases 3-4 | GD 3 | Full approval | - | - | 2.250 | 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 |
| 2.29 | Wokingham: Winnersh Parkway | GD3 reserve scheme | Programme entry | - | - | - | - | 0.250 | 2.750 | 3.000 |
| | Grand Total | | | 14.742 | 16.546 | 15.055 | 26.350 | 14.992 | 24.226 | 111.911 |

Risk Management

9. 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.
10. There will be an element of risk for scheme promoters who invest in developing their schemes to full business case stage in accordance with the approved [Assurance Framework](#)^v. However, there is also risk involved in not developing

the schemes; that risk is that any reluctance to bring the schemes forward will result in any final approval being delayed or refused.

11. The risks associated with each scheme are monitored locally and none of the 2 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 (6)

| | 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 submitted November 2018 |
| 2.08 | Slough: Rapid Transit Phase 1 | One-year-on impact report due early 2019 |
| 2.17 | Slough: A355 route | One-year-on impact report due early 2019 |
| 2.19 | Bracknell: Town Centre Regeneration | One-year-on impact report due autumn 2018 |

Table 5: Risk rating of schemes with a 2015/16, 2016/17 or 2017/18 start (10)

| | Scheme | Status | RAG rating | Notes |
|---------------|---------------------------------------------|------------------------|------------|--------------------------------------------------------------------------|
| 2.01 | Newbury: Kings Road Link Road | On site | Green | Completion due December 2019 |
| 2.06 | Reading: Green Park Station | Due on-site March 2018 | Green | Additional finance agreed, procurement and detailed preparation underway |
| 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 March 2018 |
| 2.10 | Slough: A332 improvements | On site | Green | Completion due March 2018 |
| 2.11 and 2.12 | Reading: South Reading MRT phases 1 and 2 | On site | Green | Completion due July 2018 |
| 2.15 | Bracknell: Martins Heron | On site | Green | Completion due November 2018 |
| 2.21 | Slough: Langley Station Access Improvements | Due on-site March 2018 | Green | - |
| 2.22 | Slough: Burnham Station Access Improvements | On site | Green | Completion due March 2018 |
| 2.23 | Reading: South Reading MRT Phases 3-4 | Due on-site March 2018 | Green | - |

Table 6: Risk rating of schemes with later starts (10)

| | Scheme | 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: Sandford Park | Due on-site Autumn 2018 | Amber | Delay due to re-tendering of associated Primary School construction |
| 2.13 | Wokingham: Thames Valley Park and Ride formerly Reading: Eastern Reading Park and Ride | Site clearance commenced February 2018 | Green | |
| 2.14 and 2.25 | Reading: East Reading Mass Rapid Transit 1&2 | Full approval | Green | Planning permission due June 2018 |
| 2.16 | Maidenhead: Station Access | Full approval | Green | |
| 2.24 | Newbury: Railway Station Improvements | Detailed scheme in development | Amber | Full Business Case due for presentation in July 2018 |
| 2.26 | Wokingham: Winnersh Relief Road Phase 2 | Detailed scheme in development | Amber | Full Business Case due for presentation in November 2018 |
| 2.27 | Maidenhead Town Centre: Missing Links | Detailed scheme in development | Amber | Full Business Case due for presentation in July 2018 |
| 2.28 | Bracknell: A3095 Corridor Improvements | Detailed scheme in development | Amber | Full Business Case due for presentation in July 2018 |
| 2.29 | Wokingham: Winnersh Parkway | Detailed scheme in development | Amber | Timetable awaited |

Human Rights Act and Other Legal Implications

12. The [Assurance Framework](#)^{vi} referred to above identifies the steps that scheme promoters should take in order to secure financial approval from the LTB. There are, in effect, two layers of scheme approval. The first, and primary layer rests with the scheme promoter (all the schemes referred to in this report are being promoted by Local Authorities). In order to implement the schemes in question, each promoter will need to satisfy themselves that all the legal implications have been considered and appropriately resolved. The secondary layer of approval, given by the LTB, is concerned with the release of funds against the detailed business case. The arrangements for publication of plans via the LEP and promoters' websites, the arrangements for independent assessment and the consideration of detailed scheme reports are appropriate steps to ensure that any significant Human Rights Act or other legal implications are properly identified and considered.

Supporting Information

13. The Thames Valley Berkshire LEP website has published summary information about all its Growth Deal-funded projects, including all 26 transport projects. Please go to [Thames Valley Berkshire Local Growth Fund e-Book](#)^{vii}

14. There is a detailed progress report on each of the 26 schemes at Appendix 1 to this report.

Independent Assessment Contract

15. For the last four years, the LEP has retained the services of White Young Green as Independent Assessors of full business cases seeking financial approval. Their four-year contract comes to an end on 31 March 2018.

16. Working in partnership with Buckinghamshire Thames Valley LEP, we have recently considered competitive quotes from four suitably qualified consultants for the next four-year contract (2018-2022).

17. The best bid, as assessed by a price and quality evaluation, was from Regeneris Consulting and they will be taking over as our Independent Assessors of transport business cases.

18. We would like to thank White Young Green for their services over the last four years.

Monitoring and Evaluation

19. 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.

20. 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.

21. 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 is also available.

ⁱhttps://www.gov.uk/government/uploads/system/uploads/attachment_data/file/327587/35_Thames_Valley_Berkshire_Growth_Deal.pdf

ⁱⁱhttps://www.gov.uk/government/uploads/system/uploads/attachment_data/file/399438/Thames_Valley_Berkshire_Factsheet.pdf

ⁱⁱⁱhttps://www.gov.uk/government/uploads/system/uploads/attachment_data/file/589268/170202_Thames_Valley_Berkshire_LEP_GD_factsheet.pdf

^{iv} <http://www.thamesvalleyberkshire.co.uk/documents?page=1&folder=192&view=files>

^v<http://www.thamesvalleyberkshire.co.uk/berkshire-strategic-transport-forum>

^{vi}<http://www.thamesvalleyberkshire.co.uk/berkshire-strategic-transport-forum>

^{vii} <https://www.yumpu.com/document/view/59823525/local-growth-fund-ebook>

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Berkshire Local Transport Body – 15 March 2018

2.01 Newbury: Kings Road Link Road

| Highlights of progress since November 2017 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| Progress meeting with the Developer £1.5m Housing Infrastructure Fund application has been successful with the full amount allocated to this scheme. |

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 18 March 2015 and referred it to the District Planning Committee (DPC) for final decision. The DPC considered the planning application on 25 March 2015 and granted approval.
- 2.2. Work on site started on 24 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 shortfall for the development. The Council requested further information and an updated viability assessment. The Council 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. This application has been successful and the full £1.5m has been allocated to this scheme.
- 2.4. A meeting has been held between the Council and the Developer to stress the importance of further progress on the site in order to deliver the LEP scheme, the much needed housing and the improved access to the strategic housing site and large employment area. The meeting was chaired by the Council's Chief Executive. The Developer has stated that they intend to progress the work in early 2018.
- 2.5. 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 | | | | | | | |
| - Section 106 | | 40,000 | 80,000 | 200,000 | 180,000 | - | 500,000 |
| - Council Cap Prog | - | - | 180,000 | 200,000 | - | - | 380,000 |
| - Other sources | 1,010,000 | 600,000 | - | 1,500,000 | 1,000,000 | - | 4,110,000 |
| Total Scheme Cost | 1,010,000 | 1,980,000 | 1,260,000 | 1,900,000 | 1,180,000 | | 7,330,000 |

4. Risks

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

| Risk | Management of risk |
|---------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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 (such as HIF). 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 | March 2018 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 March 2018 – July 2018 Planning conditions discharge May 2018 – July 2018 Main works August 2018 – December 2019 |
| 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 | March 2018 | Q3 17/18 |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| Expenditure | £4,830,000 | £1,730,000 | 0 |
| Funding breakdown | | | |
| Local Growth Deal | £2,340,000 | £120,000 | 0 |
| s.106 and similar contributions | £500,000 | 0 | 0 |

| | | | |
|------------------------------------------------------------------------------------------------------|-------------------------------------------|------------|---|
| Council Capital Programme | £380,000 | 0 | 0 |
| Other | £1,610,000 | £1,610,000 | 0 |
| In-kind resources provided | £20,000 | £10,000 | 0 |
| Outcomes | | | |
| 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 | 100% | | |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | | |
| Transport | | | |
| Outputs | | | |
| 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 | | |
| Outcomes | | | |
| 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 have been delayed by the discovery of additional contamination. A Housing Infrastructure Fund grant of £1.5m has been awarded. The first of two Growth Deal payments was made in March 2017. This is the original scheme set out in Growth Deal 1.

Berkshire Local Transport Body – 15 March 2018

2.02 Bracknell – Warfield Link Road

| Highlights of progress since November 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.

2. Progress with the scheme

- 2.1. Link road completed but not open due to access requirements for additional new development on northern parcels totalling over 500 units.
- 2.2. The scheme was delivered in partnership with the developer, who are a majority land owner. The scheme was finished on programme.
- 2.3. In Sept 2016 the first part of the road was opened up to allow access to the new school which serves the development site and surrounding area.

3. Funding

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

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

4. Risks

- 4.1. The remaining risks on delivering this scheme and how they will be managed are set out in the table below

| Risk | Management of risk |
|------------------------------------------------------------------------------------------|-----------------------------------------------------------|
| A delay on the development impacting on the need for the road and delaying the programme | Liaison with developers and review agreement re programme |

5. Programme

| Task | November 2014 Timescale | March 2018 Timescale (where changed) |
|---------------------------------|--------------------------|---------------------------------------|
| Programme Entry Status | 24 July 2014 | |
| Independent Assessment of FBC | Due October 2014 | |
| Financial Approval from LTB | Due November 2014 | Jan 2015 |
| Feasibility work | complete | |
| Acquisition of statutory powers | Not needed | |
| Detailed design | March 2015 | Jan 2015 |
| Procurement | Developer s278 agreement | |
| Start of construction | April 2015 | Feb 2015 |
| Completion of construction | March 2017 | March 2018 (fully open to the public) |
| 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 | 2.02 Bracknell – Warfield Link Road | March 2018 | Q3 17/18 |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| 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 | |
| Outcomes | | | |
| Planned Jobs connected to the intervention | 0 | | |
| Commercial floorspace constructed (sqm) | 0 | | |
| Housing unit starts | 750 | | 323 |
| Housing units completed | 2200 | | 124 |
| Number of new homes with new or improved fibre optic provision | 2200 | | 124 |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | | |
| Transport | | | |
| Outputs | | | |
| 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 | 850m | |

| | | |
|--------------------------------|------------------------------------------------------|--|
| | to proposed link road. | |
| Type of infrastructure | New link road to allow for access to new development | |
| Type of service improvement | Unlocking proposed development. | |
| Outcomes | | |
| 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, 323 housing starts, 124 completions so far. Completion of construction achieved March 2017. Road two-thirds open to public, remainder restricted to housing construction traffic. Developers bringing forward additional housing starts. All Growth Deal payments made. This is the original scheme set out in Growth Deal 1.

Berkshire Local Transport Body – 15 March 2018

2.03 Newbury - London Road Industrial Estate

| Highlights of progress since November 2017 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A case study has been published at http://www.thamesvalleyberkshire.co.uk/news.htm?id=10 |
| Preparation is being made for the 1-year evaluation report |

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 4th 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 9th March 2015).
- 2.3. The scheme was successfully completed on 27th March 2017.
- 2.4. Previous update reports set out that an outline planning permission could be in place by the end of 2018, but this was dependent on the outcome of a possible legal appeal in relation to the Council's appointment of development partner St Modwen. After losing at the High Court, the opposing party sought leave to Appeal and after very extensive delays, WBC learnt in October 2017 that leave to Appeal has been granted. This is disappointing but the Council remains committed to the redevelopment of the London Road Industrial Estate, including the delivery of housing, and as such will fight the case at Appeal. A preliminary Court Hearing is tabled for 13th June 2018 and we will update thereafter.

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.

| Source of funding | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | Total |
|-----------------------------------|-----------------|-------------------|---------|---------|---------|---------|-------------------|
| Amount from LEP Local Growth Deal | £500,000 | £1,400,000 | - | - | - | - | £1,900,000 |
| Local contributions: | | | | | | | |
| - 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 |
| Total Scheme Cost | £845,000 | £3,655,000 | | | | | £4,500,000 |

4. Risks

4.1. The scheme is complete.

5. Programme

| Task | November 2014 Timescale | March 2018 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 | | |
|----------------------------------------------------------------|----------------------------------------------|-----------------------|-------------------------------|
| | 2.03 Newbury - London Road Industrial Estate | March 2018 | Q3 17/18 |
| Thames Valley Berkshire LEP | | | |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| 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 | |
| Outcomes | | | |
| 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 | 100% | | 0 |

| | | |
|------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|-------------------------|
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | |
| Transport | | |
| Outputs | | |
| 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. | |
| Outcomes | | |
| Follow on investment at site | Exact amount not yet known but development partner, St Modwen will be investing significantly | No change |
| Commercial floorspace occupied | 14,000 m2 | 0 |
| Commercial rental values | Not yet known | |

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. All Growth Deal payments made. This is the original scheme set out in Growth Deal 1.

Berkshire Local Transport Body – 15 March 2018

2.04.4 Wokingham – Arborfield Relief Road

| Highlights of progress since November 2017 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 10 January 2018 Wokingham Borough Council granted Full Planning permission for the scheme to progress. |
| A contract has been signed with Balfour Beatty (BB) to deliver a number of schemes within Wokingham Borough to the value of £124m, of which the Arborfield Cross Relief Road (ACRR) is one. |
| The contract with BB is a design and build contract and on-site survey work has started immediately with a view to developing a full costed design for the ACRR |
| WSP have been commissioned 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 Cross Relief 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. Full planning permission for the scheme was granted on 10 January 2018. Work is ongoing to complete 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 | 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 ... | | | | | | | |
| - Section 106 agreements | 544,360 | 769,049 | 901,549 | 3,621 | 5,549 | 1,888,872 | 4,113,000 |
| - Council Capital Programme | - | - | - | - | - | - | - |
| - Other sources | - | - | - | - | - | - | - |
| Total Scheme Cost | 544,360 | 769,049 | 1,481,549 | 14,003,621 | 9,425,549 | 1,888,872 | 28,113,000 |

4. Risks

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

| Risk | Management of risk |
|-----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Acquisition of necessary land need to develop the scheme | The scheme could be delayed through negotiation to acquire the land needed to complete the scheme. Negotiations are on-going and it is hoped that statutory powers will not be needed. |
| 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 | March 2018 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 DfT | Early 2016 at the earliest | Mar 2019 (DfT) |
| Feasibility work | Complete | |
| Acquisition of statutory powers | Planning permission required | Jan 2018 |
| Detailed design | Detailed design needed to complete the scheme | Jan 2018 |
| Procurement | On going | On going |
| Start of construction | 2016 | Apr 2019 |
| Completion of construction | 2019 | Jul 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 | | |
|-------------------------------------------------------------------------|-------------------------------------------|----------------|------------------------|
| Thames Valley Berkshire LEP | 2.04.4 Wokingham – Arborfield Relief Road | March 2018 | Q3 17/18 |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| Expenditure | £28,113,000 | - | - |
| Funding breakdown | | | |
| Local Growth Deal | £24,000,000 | - | - |
| s.106 and similar contributions | £4,113,000 | - | - |
| Council Capital Programme | 0 | - | - |
| Other | - | - | - |
| In-kind resources provided | | | |
| Outcomes | | | |
| Planned Jobs connected to the intervention | 0 | | - |
| Commercial floorspace constructed (square metres) | A share of 25,000 | | - |
| Housing unit starts | A share of 4,000 | | - |
| Housing units completed | A share of 4,000 | | - |
| | | | |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where | | | |

| | | |
|-------------------------------------|------------------------------|--------|
| relevant to the intervention | | |
| Transport | | |
| Outputs | | |
| Total length of resurfaced roads | Estimate required | 2.5 km |
| Total length of newly built roads | Estimate required | 2.5 km |
| Total length of new cycle ways | Estimate required | 2.5 km |
| Type of infrastructure | New Carriageway | |
| Type of service improvement | Enabling housing development | |
| Outcomes | | |
| Follow on investment at site | Estimate required | - |
| Commercial floorspace occupied | Estimate required | - |
| Commercial rental values | Estimate required | - |

| | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|---|
| 3. ADDITIONAL MONITORING - for specific schemes | | |
| 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 | Estimate required | - |
| Average AM and PM peak journey time per mile on key routes (journey time measurement) | Estimate required | - |
| Average AM and PM peak journey time on key routes (journey time measurement) | Estimate required | - |
| Day-to-day travel time variability | Estimate required | - |
| Average annual CO2 emissions | Estimate required | - |
| Accident rate | Estimate required | - |
| Casualty rate | Estimate required | - |
| Nitrogen Oxide and particulate emissions | Estimate required | - |
| Traffic noise levels at receptor locations | Estimate required | - |
| Annual average daily and peak hour passenger boardings | n/a | |
| Bus/light rail travel time by peak period | n/a | |
| Mode share (%) | n/a | |
| Pedestrians counts on new/existing routes (#) | n/a | |
| Cycle journeys on new/existing routes (#) | n/a | |
| Households with access to specific sites by mode within threshold times (#) | n/a | |

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 across four Strategic Development Locations. This is a retained scheme, and assurance framework matters are being managed by the DfT. Due on-site April 2019. This scheme was identified as one of four in the Wokingham Distributor Roads Programme in Growth Deal 1; the funding allocations with the Distributor Roads Programme have been changed.

Berkshire Local Transport Body – 15 March 2018

2.05 Newbury – Sandlesford Park

| Highlights of progress since November 2017 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The re-tendering of the contract for the delivery of the Primary School is progressing according to plan. |
| There has been a further planning application submitted for the A339 road access which now includes bunds alongside the road at the request of Newbury College. |
| The negotiations over the legal agreements with Newbury College continue – there is an agreed date of end of March for the signing of all necessary agreements. |
| The Council has refused the planning applications for the housing development on the Sandlesford Park site for a number of reasons. In summary, the developers (essentially in two camps) are not demonstrating that they can work together to propose and deliver a development that complies with the adopted Sandlesford Park Supplementary Planning Document. |

1. The Scheme

- 1.1. The purpose of this scheme is to deliver additional accesses to Sandlesford 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 has refused a planning application for up to 1,000 dwellings proposed by Bloor Homes. This was refused on 14th December 2017 for a number of reasons. This does not affect the site's designation as a strategic housing site for West Berkshire nor the Council's commitment to delivering housing on this site. The Council is considering all options and continuing to have dialogue with the developers. It is anticipated that further planning applications will be submitted in the early part of 2018.
- 2.3. The Council is pressing ahead with the LEP scheme to deliver accesses that support the strategy for the site. The delivery of the A339 access is dependent on a successful re-tendering of the contract for delivery of the Primary School and the signing of a suite of legal agreements between the Council and Newbury College. The Council has received the Heads of Terms in relation to these agreements from Newbury College and meetings are taking place between Officers and Legal Teams for the Council and Newbury College in order to progress these agreements. Both parties are working towards a date of 29 March 2018 to have the legal documents signed.
- 2.4. At the request of Newbury College a further planning application has been submitted for the new A339 access and link road which now includes bunds alongside the road. This is in order to protect the security of the wider Newbury College site which could otherwise become vulnerable. This planning application should be determined by 22nd March 2018. An existing permission is in place for the road (and the Primary School) so the main focus of this new application will be the bunds and other highway boundary treatment.

3. Funding

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

| Source of funding | 2016/17 | 2017/18 | 2018/19 | 2019/20 | Total |
|-----------------------------------------------|---------|----------------|------------------|------------------|-------------------|
| Amount from LEP Local Growth Deal | | | 2,400,000 | 500,000 | 2,900,000 |
| Local contributions from ... | | | | | |
| - Section 106 Agreements & Private investment | | 600,000 | 5,100,000 | 1,960,000 | 7,660,000 |
| - Council Capital Programme | | 100,000 | 300,000 | | 400,000 |
| - Other sources | | | | | |
| Total Scheme Cost | | 700,000 | 7,800,000 | 2,460,000 | 10,960,000 |

4. Risks

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

| Risk | Management of risk |
|---------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Timing of planning applications for housing and education development and road delivery not working together. | There is close liaison with the Developers and their agents and frequent meetings discussing the wide range of topics associated with the overall development. These channels of communication will be used to coordinate timing of accesses and how this links with planning applications and phases of development. To a certain extent the LEP scheme could be delivered independently or prior to the housing site as it is for enabling infrastructure. However, there is a more critical link with the school delivery but this is more within the control of the Council than the housing so should be able to be managed. |
| Escalating costs | The costs have been reviewed after more detailed work and additional funding secured from all parties as a result. The project team will continue to monitor costs closely as the project progresses. |

5. Programme

| Task | February 2015 Timescale | March 2018 Timescale (where changed) |
|---------------------------------|------------------------------------------------|-----------------------------------------|
| 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 (and further in March 2018) |
| Detailed design | Summer 2015 (<i>provisional</i>) | Autumn / Winter 2017 / 18 |
| Procurement | Autumn / Winter 2015/16 (<i>provisional</i>) | Spring 2018 |
| Start of construction | April 2017 (<i>provisional</i>) | Autumn 2018 |
| Completion of construction | March 2020 (<i>provisional</i>) | Spring 2020 |
| 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 | | |
|------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------------|-------------------------------|
| Thames Valley Berkshire LEP | 2.05 Newbury – Sandford Park | March 2018 | Q3 17-18 |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| 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 | £60,000 | 0 |
| Other | | | |
| In-kind resources provided | £100,000 | £35,000 | |
| Outcomes | | | |
| 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 | 100% | | |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | | |
| Transport | | | |
| Outputs | | | |
| 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 | | |
| Outcomes | | | |
| 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 Deal payments due March 2019. The scheme set out in Growth Deal 2 has been revised and the financial contribution increased.

Berkshire Local Transport Body – 15 March 2018

2.06 Reading Green Park Railway Station

| Highlights of progress since November 2017 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Detailed design work for the station and building is being progressed in partnership with Network Rail and GWR. Design work for the interchange is complete. |
| The process of discharging planning conditions for the station and interchange is on-going with both Reading and West Berks planning authorities. A new planning application will be submitted to Wokingham due to a small section of the platforms now extending into their authority area. |
| Enabling works for the station and interchange construction is due to start on-site in March 2018. |

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. A new planning application will be submitted to Wokingham due to a small section of the platforms now extending into their authority area.
- 2.3. Detailed design work for the station and building is being progressed in partnership with Network Rail and GWR to ensure compliance with the latest railway standards.
- 2.4. Design work for the interchange is complete, which has been modified to improve accessibility, passenger safety and security.
- 2.5. Enabling works for the station and interchange construction is due to start on-site in February 2018. Balfour Beatty has been appointed by the Council for the construction contract.
- 2.6. 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.
- 2.7. 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.
- 2.8. 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.
- 2.9. 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.
- 2.10. 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).

- 2.11. 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:

| Source of funding | Pre-2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | Total |
|-------------------------------------|-------------|-------------------|-------------------|-------------------|----------|--------------------|
| Amount from LEP Local Growth Deal | - | £4,575,000 | £4,575,000 | - | - | £9,150,000 |
| Local contributions: | | | | | | |
| - 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 |
| Total Scheme Cost | - | £4,575,000 | £6,875,000 | £4,600,000 | - | £16,050,000 |

4. Risks

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

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

5. Programme

| Task | November 2014 Timescale | March 2018 Timescale (where changed) |
|-------------------------------------|-------------------------|--------------------------------------|
| Programme Entry Status | July 2013 | |
| Feasibility work | March 2014 | |
| Independent Assessment of FBC | October 2014 | |
| Financial Approval from LTB | November 2014 | |
| Acquisition of statutory powers | January 2015 | May 2015 |
| Design (GRIP 1-3) | April 2015 | December 2017 |
| Procurement | September 2015 | October 2017 |
| Start of construction – interchange | October 2015 | March 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 | | |
|------------------------------------------------------------------------------------------------------|-----------------------------------------|-----------------------|-------------------------------|
| Thames Valley Berkshire LEP | 2.06 Reading Green Park Railway Station | March 2018 | Q3 17/18 |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| Expenditure | £14,750,000 | £390,000 | 0 |
| Funding breakdown | | | |
| Local Growth Deal | £9,150,000 | £390,000 | 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 | £635,000 | | |
| Outcomes | | | |
| Planned Jobs connected to the intervention | 3,580 | | |
| Commercial floorspace constructed (square metres) | 68,000 | | |
| Housing unit starts | 735 | | |
| Housing units completed | 735 | | |
| Number of new homes with new or improved fibre optic provision | TBC | | |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | | |
| Transport | | | |
| Outputs | | | |

| | | |
|-----------------------------------|--------------------------------------------------------------------------------------|--|
| Total length of resurfaced roads | 230m | |
| Total length of newly built roads | 250m | |
| Total length of new cycle ways | 310m | |
| Type of infrastructure | Rail/public transport Interchange | |
| Type of service improvement | Decongestion Benefits, Journey Time Savings Reliability Journey Ambience | |
| Outcomes | | |
| Follow on investment at site | Development of GPV & GP Business Park | |
| Commercial floorspace occupied | N/A | |
| Commercial rental values | N/A | |

| | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|--|
| 3. ADDITIONAL MONITORING - for specific schemes | | |
| 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 | |
| Bus/light rail travel time by peak period | n/a | |
| Mode share (%) | 8% for rail | |
| Pedestrians counts on new/existing routes (#) | New access – no existing count | |
| Cycle journeys on new/existing routes (#) | New access – no existing count | |
| Households with access to specific sites by mode within threshold times (#) | n/a | |

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 March 2018, with completion due May 2019. First of two Growth Deal payments due March 2018. The scheme set out in Growth Deal 1 has been revised and enlarged with additional funding from the Growth Deal and from the New Stations Fund.

Berkshire Local Transport Body – 15 March 2018

2.07 Bracknell – Coral Reef Roundabout

Highlights of progress since November 2017

The scheme is complete and working well.
12-month assessment of scheme has been carried out in accordance with DfT guidance and handed to WYG.

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. The Coral Reef project was delivered through a Principal Contractor (the Council's Highways Term Contract) which significantly streamlined the procurements process.
2.2. The project progressed well and was completed 6 months ahead of schedule.

3. Funding

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

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

4. Risks

The scheme is complete

5. Programme

| Task | November 2014 Timescale | March 2018 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 | Reported November 2017 |
| Five years on evaluation | November 2021 | April 2021 |

6. Growth Deal Reporting Framework

6.1. The following table is an extract from the Growth Deal reporting matrix. The entries made here will be reported on a project by project basis.

| Growth Deal Schemes: | | Transport scheme | | |
|------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|----------------|------------------------|
| Thames Valley Berkshire LEP | | 2.07 Bracknell – Coral Reef Junct | March 2018 | Q3 17/18 |
| 1. Core Metrics | | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | | |
| 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 | |
| Outcomes | | | | |
| 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 |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | | | |
| Transport | | | | |
| Outputs | | | | |
| 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. AM Peak Hour 4.7% improvement northbound; 22.8% improvement southbound PM Peak 3.9% improvement northbound; 9.1% improvement southbound | | | |
| Outcomes | | | | |
| 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 submitted November 2017. All Growth Deal payments made. This is the original scheme set out in Growth Deal 1.

Berkshire Local Transport Body – 15 March 2018

2.08 Slough: Rapid Transit Phase 1

Highlights of progress since November 2017

Eastern section complete. Western section - signals work under progress at the Tuns junction. Scheme completed – snagging in progress.

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 19th 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.
- 2.7. Scheme completed – snagging in progress.

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 |
| Total Scheme Cost | £4,400,000 | £3,800,000 | £900,000 | | | | £9,100,000 |

4. Risks

- 4.1. The scheme is complete

5. Programme

| Task | November 2014 Timescale | March 2018 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 th 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 | March 2018 | Q3 17/18 |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| Expenditure | £9,100,000 | £9,100,000 | £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 | £2,600,000 | £475,000 |
| Other | - | - | - |
| In-kind resources provided | £110,000 | £110,000 | |
| Outcomes | | | |
| 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 |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | | |
| Transport | | | |
| Outputs | | | |
| Total length of resurfaced roads | Partial resurfacing of 2000m for bus | | 1500m |

| | | |
|-----------------------------------|---------------------------------------------------------------------------------|-------|
| | lane provision | |
| 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 | |
| Outcomes | | |
| Follow on investment at site | To be determined | - |
| Commercial floorspace occupied | To be determined | - |
| Commercial rental values | To be determined | - |

| | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|---|
| 3. ADDITIONAL MONITORING - for specific schemes | | |
| 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: <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> '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 times for A4 Bath Rd services | 0 |
| Mode share (%) | n/a | - |

| | | |
|-----------------------------------------------------------------------------|-----------------------------------------------------------------|---|
| Pedestrians counts on new/existing routes (#) | n/a | - |
| Cycle journeys on new/existing routes (#) | Data for journeys along A4 Bath Rd | 0 |
| Households with access to specific sites by mode within threshold times (#) | Data for households within 45 mins bus journey time of Heathrow | 0 |

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, and completed in December 2017. All Growth Deal payments made. This is the original scheme set out in Growth Deal 1.

Berkshire Local Transport Body – 15 March 2018

2.09.1 Sustainable Transport NCN 422

Highlights of progress since November 2017

- In Wokingham, the works to complete the cycleway to the town centre are complete bar the surfacing and lining works which are due to be completed February 2018.
- The design process is underway to provide the Wokingham eastern link to Coppid Beech junction to meet up with works in Bracknell and works are programmed for September 2018.
- 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.
- This is complemented by over new 350 cycle parking places in and around the Lexicon Centre, which opened Thursday 7 September.
- 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 finished in December 2017.
- In Reading the Phase 1 delivery programme along Bath Road continues to progress well.
- Phase 2 Design work linking Bath Road to London Road via the town centre is now complete and delivery commenced in November 2017
- Phase 3 route, between Watlington Street/London Road and Three Tuns, is currently being developed.
- In West Berks consultation is about to start regarding Phase 1 on the West Berks scheme Newbury to Thatcham.

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 |
| Total | 1,100,000 | 1,200,000 | 1,050,000 | 850,000 | 0 | £4,200,000 |

LEP funding table with contribution

| Source of funding | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | Total |
|-----------------------------------------|-----------------|-------------------|-------------------|-------------------|----------|----------|-------------------|
| Amount from LEP Local Growth Deal | - | £2,100,000 | £1,500,000 | £600,000 | - | - | £4,200,000 |
| - Wokingham Council Capital Section 106 | £600,000 | £600,000 | £400,000 | £1,150,000 | - | - | £2,750,000 |
| - 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 |
| Total Scheme Cost | £600,000 | £2,750,000 | £2,100,000 | £1,800,000 | - | - | £7,250,000 |

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 | 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 be delivered on the highway in the time and space available. 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. |
| Integrating with development | 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 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. |
| Funding | As with any multi-faceted project there are risks of securing all the funding needed for completion of the whole NCN. This project has proven to be flexibly delivered and is bring the large section of the project forward. |
| Political support | As portfolio holders at partners change, so does the level of support for cycling. This project has experienced this issue previously with the RBWM political support. |

5. Programme

- 5.1. This is the second final 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 | March 2018 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 | March 2018 | Q3 17/18 |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| Expenditure | £7,250,000 | £4,925,000 | £1,575,000 |
| Funding breakdown | | | |
| Local Growth Deal | £4,200,000 | £3,225,000 | £1,125,000 |
| s.106 and similar contributions | £2,750,000 | £1,500,000 | £300,000 |
| Council Capital Programmes | £300,000 | £200,000 | £150,000 |
| Other | - | | |
| In-kind resources provided | Estimate required | | |
| Outcomes | | | |
| 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 |

| | | |
|------------------------------------------------------------------------------------------------------|----------------|--------|
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | |
| Transport | | |
| Outputs | | |
| 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 | |
| Outcomes | | |
| Follow on investment at site | To be assessed | |
| Commercial floor space occupied | To be assessed | |
| Commercial rental values | To be assessed | |

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 Deal payment made in March 2017, second of three due in March 2018. The works within the scheme set out in Growth Deal 1 have been revised; no change to the financial contribution.

Berkshire Local Transport Body – 15 March 2018

2.09.2 Sustainable Transport A4 Cycle Route with Bucks

Highlights of progress since November 2017

Junction work rescheduled for early 2018. Trial holes in progress

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. Further design changes required along the A4 in Slough due to pinch points not being addressed in initial design.
- 2.4. Junction work now rescheduled for early 2018, trial holes in progress

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 |
| Total Scheme Cost | | £2,261,600 | £397,000 | | | | £2,658,600 |

Note: 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 | March 2018 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 | | |
|----------------------------------------------------------------|--------------------------------------------------|----------------|------------------------|
| Thames Valley Berkshire LEP | 2.09.2 Sustainable Transport A4 Cycle with Bucks | March 2018 | Q3 17/18 |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| Expenditure | £2,970,000 | £900,000 | £100,000 |
| Funding breakdown | | | |
| Local Growth Deal | £550,000 | £550,000 | |
| s.106 and similar contributions | £90,000 | £0 | |
| Council Capital Programmes | £630,000 | £350,000 | £100,000 |
| Other | £1,700,000 | £0 | |
| In-kind resources provided | £50,000 | | £50,000 |
| Outcomes | | | |
| 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 | | - |

| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | |
|------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|-----|
| Transport | | |
| Outputs | | |
| 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 | |
| Outcomes | | |
| 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 Deal payment was made in March 2017. The scheme set out in Growth Deal 1 has been revised and the financial contribution reduced.

Berkshire Local Transport Body – 15 March 2018

2.10 Slough: A332 Improvements

Highlights of progress since November 2017

Temporary delay due to additional utility service works. Completion date revised to March 2018.

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 20th November 2014.
- 2.2. Detailed design and public consultation have been completed. Approval was granted by the Cabinet on the 15th 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 development¹. Agreement has now been reached without the need to use CPO powers.
- 2.3. Utility works commenced December 2015 and main civil works started January 2017 with completion due September 2017.
- 2.4. Some civil works were started early in order to utilise downtime at other sites the contractor is working on (Slough Rapid Transit/A355 Improvements).
- 2.5. Work approaching completion.
- 2.6. Temporary delay due to additional utility service works. Completion date revised to March 2018.

3. Funding

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

| Source of funding | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | Total |
|-----------------------------------|-------------------|-------------------|-------------------|---------|---------|---------|-------------------|
| Amount from LEP Local Growth Deal | £1,266,667 | £1,433,333 | - | - | - | - | £2,700,000 |
| Local contributions from | | | | | | | |
| - Section 106 agreements | £250,000 | | - | - | - | - | £250,000 |
| - Council Capital Programme | | | £2,050,000 | - | - | - | £2,050,000 |
| - Other sources | - | | - | - | - | - | - |
| Total Scheme Cost | £1,516,667 | £1,433,333 | £2,050,000 | | | | £5,000,000 |

4. Risks

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

¹ This has been supported by the 27th 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 | March 2018 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 | March 2018 |
| One year on evaluation | June 2017 | March 2019 |
| Five years on evaluation | June 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 | | |
|------------------------------------------------------------------------------------------------------|--------------------------------|-----------------------|-------------------------------|
| | 2.10 Slough: A332 Improvements | March 2018 | Q3 17/18 |
| Thames Valley Berkshire LEP | | | |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| Expenditure | £5,000,000 | £5,000,000 | £2,050,000 |
| Funding breakdown | | | |
| Local Growth Deal | £2,700,000 | £2,700,000 | |
| s.106 and similar contributions | £250,000 | £250,000 | |
| Council Capital Programme | £2,050,000 | £2,050,000 | £2,050,000 |
| Other | - | | |
| In-kind resources provided | £90,000 | | £90,000 |
| Outcomes | | | |
| 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 |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | | |

| | | |
|-----------------------------------|------------------------------------------------------------------------|-----|
| Transport | | |
| Outputs | | |
| 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 | |
| Outcomes | | |
| 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 March 2018. All Growth Deal payments made. This is the original scheme set out in Growth Deal 1.

Berkshire Local Transport Body – 15 March 2018

2.11 Reading: South Reading MRT phase 1

2.12 Reading: South Reading MRT phase 2

| Highlights of progress since November 2017 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Construction works are complete for the majority of the scheme, with outbound sections of bus lane provided between Island Road and M4 junction 11. |
| Construction of the final section of bus lane (northbound between Imperial Way and South Oak Way) has been delayed until summer 2018 to be delivered alongside the Phases 3 & 4 scheme. |

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 (Green Park) (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 complete for the majority of the scheme, with outbound sections of bus lane provided between Island Road and M4 junction 11, specifically:
- 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).
 - Southbound bus lane between Bennet Road and Imperial Way (Nov 2017).
- 2.6 Construction of the final section of bus lane (northbound between Imperial Way and South Oak Way) has been delayed until summer 2018 to be delivered alongside the Phases 3 & 4 scheme.
- 2.7 Feedback on the scheme has been positive to date and quantitative data regarding bus journey times is being collated to understand the impact of the scheme so far.
- 2.8 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.
- 2.9 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.
- 2.10 The potential for cost savings for the scheme continues to be reviewed, both to the overall scheme costs and the level of LGF funding required.

3. Funding

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

| Source of funding | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | Total |
|-----------------------------------|---------|-------------------|-------------------|---------|---------|---------|-------------------|
| Amount from LEP Local Growth Deal | - | £2,970,000 | £1,530,000 | - | - | - | £4,500,000 |
| Local contributions from: | | | | | | | |
| - Section 106 agreements | - | - | £1,120,000 | - | - | - | £1,120,000 |
| - Council Capital Programme | - | - | - | - | - | - | - |
| - Other sources | - | - | - | - | - | - | - |
| Total Scheme Cost | | £2,970,000 | £2,650,000 | | | | £5,620,000 |

4. Risks

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

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

5. Programme

| Task | Original Timescale | March 2018 Timescale (where changed) |
|---------------------------------|--------------------|-------------------------------------------------|
| Feasibility work | March 2014 | |
| Programme Entry Status | July 2014 | |
| Independent Assessment of FBC | September 2015 | |
| Financial Approval from LTB | November 2015 | |
| Acquisition of statutory powers | March 2016 | June 2016 |
| Detailed design | June 2015 | Phase 1 - April 2016 Phase 2 - November 2016 |
| Procurement | June 2016 | Phase 1 - July 2016 Phase 2 - March 2017 |
| Start of construction | August 2016 | Phase 1 - August 2016 Phase 2 - April 2017 |
| Completion of construction | November 2017 | July 2018 |
| One year on evaluation | November 2018 | July 2019 |
| Five years on evaluation | November 2022 | July 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 | 2.11 Reading: South Reading MRT phase 1 2.12 Reading: South Reading MRT phase 2 | March 2019 | Q3 17/18 |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| Expenditure | £5,620,000 | £4,445,000 | £1,630,000 |
| Funding breakdown | | | |
| Local Growth Deal | £4,500,000 | £4,445,000 | £1,630,000 |
| s.106 and similar contributions | £1,120,000 | £0 | £0 |
| Council Capital Programme | - | | |
| Other | - | | |
| In-kind resources provided | £350,000 | | |
| Outcomes | | | |
| 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 |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | | |
| Transport | | | |
| Outputs | | | |
| 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 |
| Outcomes | | | |
| 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 Mere oak 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 July 2018. First of two Growth Deal payments made March 2017. This is the original scheme set out in Growth Deal 1.

Berkshire Local Transport Body – 15 March 2018

2.13 Wokingham: Thames Valley Park, Park and Ride

| Highlights of progress since November 2017 |
|-------------------------------------------------------------------------------------------------------------------------|
| Oracle and Wokingham Borough Council reached agreement in Feb 2018 relating to transfer of land ownership. |
| Wokingham Borough Council granted Planning approval for the development of the scheme on 9 th November 2016. |
| Site clearance work has begun to facilitate topographical surveys and the final design process |
| Utilities and Utilities diversion will be the main issue for the site and communications are ongoing with SGN and SSE. |

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, Park and Ride

2. Progress with the scheme

- 2.1 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.
- 2.2 Balfour Beatty have been appointed to deliver the contract and will be delivering the scheme as a design and build, which will improve the speed of which the scheme can be delivered.
- 2.3 BB are appointing the project team including the Project Manager and Commercial Officer.
- 2.4 Site clearance has begun, which will enable survey work and detailed design to take place and that will give an indicative programme for the project.

3. Funding

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

| Source of funding | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | Total |
|-----------------------------------|---------|---------|-----------------|-------------------|-----------------|---------|-------------------|
| Amount from LEP Local Growth Deal | - | | | £2,000,000 | £900,000 | - | £2,900,000 |
| Local contributions | - | - | - | - | - | - | - |
| - Section 106 agreements | - | - | £250,000 | £450,000 | - | - | £700,000 |
| - Council Capital Programme | - | - | - | - | - | - | - |
| - Other sources | - | - | - | - | - | - | - |
| Total Scheme Cost | | | £250,000 | £2,450,000 | £900,000 | | £3,600,000 |

4. Risks

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

| Risk | Management of risk |
|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Environmental consents / mitigation | Subject to planning conditions and consultation process. Initial key survey work has been undertaken and scheme subject to a rigorous site option assessment process. Ecology surveys now complete and discussions have commenced with WBC Development Management. |
| Securing operationally viable bus service | Liaison with possible providers including TVP underway, operational principles established. Heads of Terms agreed in principle. |
| Requirement for Utility Diversion | Ongoing discussions with SGN and SSE. |

5. Programme

| Task | Original Timescale | March 2018 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 | March 2018 |
| Procurement | March 2016 | Spring 2018 |
| Start of construction | April 2016 | Clearance work commenced Feb 2018 |
| Completion of construction | September 2017 | Spring/Summer 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 | March 2018 | Q3 17-18 |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| Expenditure | £3,600,000 | - | - |
| Funding breakdown | | | |
| Local Growth Deal | £2,900,000 | - | - |
| s.106 and similar contributions | £700,000 | - | - |
| Council Capital Programme | - | | |
| Other | - | | |
| In-kind resources provided | | | |
| Outcomes | | | |
| Planned Jobs connected to the intervention | n/a | | - |
| Commercial floorspace constructed (square metres) | n/a | | - |
| Housing unit starts | n/a | | - |

| | | |
|------------------------------------------------------------------------------------------------------|------------------|---|
| Housing units completed | n/a | - |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | |
| Transport | | |
| Outputs | | |
| Total length of resurfaced roads | [TBC] | - |
| Total length of newly built roads | [TBC] | - |
| Total length of new cycle ways | [TBC] | - |
| Type of infrastructure | Highways | - |
| Type of service improvement | Public Transport | - |
| Outcomes | | |
| Follow on investment at site | [TBC] | - |
| Commercial floorspace occupied | [TBC] | - |
| Commercial rental values | [TBC] | - |

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. Full business case approved in July 2017; started clearance work on site in February 2018 and completion in 2019. First of two Growth Deal payments due March 2019. This is the original scheme set out in Growth Deal 1.

Berkshire Local Transport Body – 15 March 2018

2.14 Reading: East Reading Mass Rapid Transit (MRT) Phase 1

2.25 Reading: East Reading Mass Rapid Transit (MRT) Phase 2

| Highlights of progress since November 2017 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The planning application for the scheme was submitted in 2017, 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 June 2018. |
| The full business case for the scheme (phases 1 and 2) was approved and financial approval granted for the scheme by the BLTB in November 2017. |

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 The business case has been approved and full financial approval was granted for the scheme by the BLTB in November 2017.
- 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 2017, 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 June 2018.
- 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.

| Source of funding | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | Total |
|-----------------------------------|---------|---------|-------------------|-------------------|--------------------|--------------------|
| 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 | - | - | - | - | - | - |
| Total Scheme Cost | | | £3,000,000 | £6,900,000 | £13,967,000 | £23,867,000 |

4. Risks

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

| Risk | Management of risk |
|------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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 on-going with third party landowners. |
| Scheme costs significantly increase. | Costs are being reviewed and cost savings sought, a phased approach to delivery has been identified. |

5. Programme

- 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.

| Task | Original Timescale | March 2018 Timescale (where changed) |
|------------------------------------------------------|--------------------|--------------------------------------|
| 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 | June 2018 |
| Procurement (Design & build contract) | March 2016 | July 2018 |
| Detailed design | September 2015 | December 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.

| Growth Deal Schemes: | Transport scheme | | |
|------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|-----------------------|-------------------------------|
| Thames Valley Berkshire LEP | 2.14/2.25 Reading: East Reading Mass Rapid Transit | March 2018 | Q3 17/18 |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| 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 | | |
| Outcomes | | | |
| Planned Jobs connected to the intervention | 1,236 | | |
| Commercial floorspace constructed (square metres) | 29,600 | | |
| Housing unit starts | 356 | | |
| Housing units completed | 356 | | |
| Number of new homes with new or improved fibre optic provision | TBC | | |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | | |
| Transport | | | |
| Outputs | | | |
| Total length of resurfaced roads | N/A | | |
| Total length of newly built roads | 1,870m | | |
| Total length of new cycle ways | 1,870m | | |
| Type of infrastructure | Dedicated public transport link | | |
| Type of service improvement | Decongestion Benefits, Journey Time Savings; Reliability; Journey Ambience | | |
| Outcomes | | | |
| Follow on investment at site | TBC | | |
| Commercial floorspace occupied | TBC | | |
| Commercial rental values | TBC | | |

| 3. ADDITIONAL MONITORING - for specific schemes | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| 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 | |
| Bus/light rail travel time by peak period | Time saving of 4 minutes | |
| 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 was approved in November 2017, and the scheme is due on site in January 2019, with completion in March 2021. The first of three Growth Deal payments is due in March 2019. Phase 1 is the original scheme set out in Growth Deal 1; Phase 2 is the original scheme set out in Growth Deal 3.

Berkshire Local Transport Body – 15 March 2018

2.15 Bracknell: Martins Heron Roundabout

Highlights of progress since November 2017

Scheme started on site and phase 1 of 4 has been completed. Phase 2 has commenced 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 | - | - | - | - | - | - | - |
| Total Scheme Cost | | £200,000 | £2,700,000 | £900,000 | | | £3,800,000 |

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 | March 2018 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 | | |
|------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|-------------------------------------------------|-----------------------|-------------------------------|
| Thames Valley Berkshire LEP | | 2.15 Bracknell: Martins Heron Roundabout | March 2018 | Q3 17/18 |
| 1. Core Metrics | | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | | |
| Expenditure | | £3,800,000 | £900,000 | 0 |
| Funding breakdown | | | | |
| Local Growth Deal | | £2,900,000 | £900,000 | 0 |
| s.106 and similar contributions | | £450,000 | 0 | 0 |
| Council Capital Programme | | £450,000 | 0 | 0 |
| Other | | - | | |
| In-kind resources provided | | Surveys and turning counts | £10000 | |
| Outcomes | | | | |
| 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 | | |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | | | |
| Transport | | | | |
| Outputs | | | | |
| Total length of resurfaced roads | Approximately 750m – 1000m | | 330m | |
| Total length of newly built roads | Approximately 100m where the existing roundabout is to be removed. | | Phase 2 start Jan 18 | |

| | | |
|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------|------------------------------|
| 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. | |
| Outcomes | | |
| 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 Deal payments was made in March 2017. This is a repackaged scheme: the original Growth Deal 1 scheme was enlarged and additional funding approved in July 2016.

Berkshire Local Transport Body – 15 March 2018

2.16 Maidenhead: Station Access

| Highlights of progress since November 2017 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The scheme's business case was approved at the November meeting of the LEP's Local Transport Body. A total of £4.5 million has been secured, of which £3.75 million is funded from Local Growth Deal. |
| Project Centre has been appointed to manage the delivery programme and undertake preliminary design. A meeting was held with Network Rail and Great Western Railway on 30 January to start work on securing the necessary rail industry approvals. Work has commenced on a non-disclosure agreement with Great Western and Asset Protection Agreement with Network Rail. |
| Stafferton Way multi-storey car park will accommodate the long-stay parking that will be lost from the station forecourt. Work is progressing to assess the car park's foundations and a planning application will be submitted within the next few weeks. |

1. The Scheme

1.1. The scheme has four elements:

- i) Construction of a multi-modal transport interchange on Maidenhead Station forecourt to prioritise journeys made on foot, bicycle and by bus;
- ii) Improved pedestrian and cycle linkages between the rail station and the town centre, with environmental enhancements that will create a proper gateway to the town centre;
- iii) Re-provision of long stay parking in Stafferton Way car park through additional levels; and
- iv) Traffic management improvements, banning the right turn on Queen Street and converting Broadway to two-way.

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 upgrades on 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. 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.
- 2.4. 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.
- 2.5. 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 and an all-movements, scramble crossing between the station and the town centre, similar to that at Oxford Circus in London. 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.
- 2.6. 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.

- 2.7. The adjacent landowners declined to enter into a joint venture, which meant that compulsory purchase of all or part of the area to the north of the station would be required in order to deliver the interchange scheme.
- 2.8. The 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. Therefore, it was decided to develop a scheme minus the bus interchange.
- 2.9. 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.
- 2.10. Further design and junction modelling work was undertaken for four separate options for the crossing, including two surface and two bridge options. These were presented to Cabinet Regeneration Sub-Committee on 5 September 2017.
- 2.11. 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.
- 2.12. The scheme proposed for the station forecourt 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.
- 2.13. 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.
- 2.14. 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.
- 2.15. The latest version of the implementation plan contains proposals to provide a range of temporary and permanent parking solutions in Maidenhead town centre, including at least one 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 progressing to assess the car park's foundations and a planning application will be submitted in early Spring 2018.
- 2.16. A meeting was held with rail industry partners on 15 September 2017 to resolve any outstanding issues and agree the forecourt scheme details. Minor amendments have been incorporated into the scheme design as a result.
- 2.17. The business case was approved at the November 2017 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 of which £3.75 million is funded from Local Growth Deal.

- 2.18. The feasibility design proposal had been approved and a timetable confirmed that has a completion date of April 2018. The detailed design is scheduled to be completed in December 2018.
- 2.19. The Working Group met on 30 January to review the Business Case and to confirm the outline plans. It is clear that several agreements will need to be discussed and agreed in order for the scheme to be progressed. Maidenhead Station is owned by Network Rail and managed by Great Western Railways through a Station Access Agreement.
- 2.20. Network Rail requires RBWM to sign an Asset Protection Agreement that defines the scope of the works and programme for delivery. Discussions about delivery cannot take place until this document is signed. The design programme is now being integrated into the Network Rail process. Network Rail will look to turn the APA within 20 days once a draft is submitted. This will include the supply of a Project Manger to co-ordinate the works.
- 2.21. Great Western Railway has confirmed that there will be a redesign of the station building. This is currently going through the station GRIP process. The station will be developed to account for future predicted passenger numbers which will result in an expansion of the main ticket hall and gate lines. Further details of this will be made available once the GRIP process has been completed. This will impact on the design of the forecourt and details of the footprint are required before substantive design can take place. GWR is also to confirm any additional design requirements such as security bollards that will need to be incorporated.
- 2.22. In order for RBWM to progress the re-provision of the long stay parking there is a need for a Non Disclosure Agreement to be signed that will cover the financial elements. This agreement needs to be in place prior to any details being disclosed and discussions on the legal agreement commencing. A draft agreement is with RBWM Legal in order to commence this process. At this stage, the form of agreement for the re-provision of parking is open for discussion. This will need to be based on a long term lease agreement (circa. 200 years).

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 |
|-----------------------------------|---------|----------------|------------------|------------------|---------|------------------|
| Amount from LEP Local Growth Deal | - | 4,528 | 1,270,472 | 2,475,000 | - | 3,750,000 |
| Local contributions: | | | | | | |
| - Section 106 agreements | - | 125,000 | | 625,000 | - | 750,000 |
| - Council Capital Programme | - | - | - | - | - | - |
| - Other sources | - | - | - | - | - | - |
| Total Scheme Cost | | 129,528 | 1,270,472 | 3,100,000 | | 4,500,000 |

4. Risks

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

| Risk | Management of risk |
|-----------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| 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 | Fees to be confirmed as part of Asset Protection Agreement |
| 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 | March 2018 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 | March 2018 | Q3 17/18 |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| 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 | £100,000 | | £70,000 |
| Outcomes | | | |
| 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 |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | | |
| Transport | | | |
| Outputs | | | |
| 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. | | |
| Outcomes | | | |
| 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.

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 Growth Fund payment is due in March 2019.

Berkshire Local Transport Body – 15 March 2018

2.17 Slough: A355 Route

| Highlights of progress since November 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 150,000m² of office and ancillary space proposed in the Slough Trading Estate master plan and over 60,000m² 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. 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 from | | | | | | | |
| - Section 106 agreements | £700,000 | | - | - | - | - | £700,000 |
| - Council Capital Programme | £700,000 | | - | - | - | - | £700,000 |
| - Other sources | - | | - | - | - | - | - |
| Total Scheme Cost | £3,675,000 | £2,125,000 | | | | | £5,800,000 |

4. Risks

The scheme is complete

5. Programme

| Task | November 2014 Timescale | March 2018 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 | | |
|------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|-----------------------|-------------------------------|
| Thames Valley Berkshire LEP | 2.17 Slough: A355 Route | March 2018 | Q3 17/18 |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| 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 | | |
| Outcomes | | | |
| 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 | | - |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | | |
| Transport | | | |
| Outputs | | | |
| 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 | | 0 |
| Type of infrastructure | Signalised roundabout, road widening and bridge improvements | | |
| Type of service improvement | Relieve congestion, reduce journey times, increase journey reliability | | |
| Outcomes | | | |
| 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. All Growth Deal payments made. This is the original scheme set out in Growth Deal 1

Berkshire Local Transport Body – 15 March 2018

2.19 Bracknell: Town Centre Regeneration Infrastructure Improvements

| Highlights of progress since November 2017 |
|--------------------------------------------------------|
| 642 housing starts recorded, of which 181 now complete |

1. The Scheme

1.1. The scheme has funded transport infrastructure improvements linked to the town centre regeneration.

2. Progress with the scheme

2.1. The scheme is complete and the Lexicon Centre opened for business on 7 Sept 2017. It is 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

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

4. Risks

The scheme is complete.

5. Programme

| Task | Original Timescale | March 2018 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 | Sept 2018 |
| Five years on evaluation | April 2022 | Sept 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 | March 2018 | Q3 17/18 |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| 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 | | | |
| Outcomes | | | |
| Planned Jobs connected to the intervention | 3,540 | | 3,500 |
| 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 |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | | |
| Transport | | | |
| Outputs | | | |
| 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. | | |
| Outcomes | | | |
| 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 scheme is complete and the Lexicon Centre opened in September 2017. All Growth Deal payments made. This is the original scheme set out in Growth Deal 2

Berkshire Local Transport Body – 15 March 2018

2.21 Slough: Langley Station Access Improvements

Highlights of progress since November 2017

Detailed design in progress. In consultation with Network Rail/MTR Crossrail. Start on site due in March. Completion dates revised.

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.
- 2.3. Completion date revised

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 .. | | | | | | | |
| - S.106 agreements | - | - | 50,000 | - | - | - | 50,000 |
| - Council Cap Prog | - | - | 210,000 | - | - | - | 210,000 |
| - Other sources | - | - | 3,500,000 | - | - | - | 3,500,000 |
| Total Scheme Cost | - | - | 5,260,000 | - | - | - | 5,260,000 |

4. Risks

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

| Risk | Management of risk | 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 | March 2018 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 | March 2018 |
| Completion of construction | March 2018 | July 2018 |
| One year on evaluation | March 2019 | July 2019 |
| Five years on evaluation | March 2023 | July 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 | | |
|------------------------------------------------------------------------------------------------------|--------------------------------------------------|-----------------------|-------------------------------|
| | 2.21 Slough: Langley Station Access Improvements | March 2018 | Q3 17/18 |
| Thames Valley Berkshire LEP | | | |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| 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 | | |
| Outcomes | | | |
| 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 |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | | |

| | | |
|-----------------------------------|----------------------------------------------------------------------|---|
| Transport | | |
| Outputs | | |
| 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 | |
| Outcomes | | |
| 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 March 2018 with completion in July 2018. The first and only Growth Deal payment is due in March 2018. This is the original scheme set out in Growth Deal 2.

Berkshire Local Transport Body – 15 March 2018

2.22 Slough: Burnham Station Access Improvements

Highlights of progress since November 2017

Various works completed. Station approach works due to start February 2018, including car park, forecourt and road crossings.

1. The Scheme

- 1.1. This is a scheme to improve station facilities at Burnham and enhance access to the station. 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 Crossrail services, which 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 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. Various works completed. Station approach works due to start imminently, including car park, forecourt and road crossings.

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 | £600,000 | £1,400,000 | - | - | - | £2,000,000 |
| Local contributions from | | | | | | |
| - S106 agreements | - | - | - | - | - | - |
| - Council Cap Prog | | £100,000 | - | - | - | £100,000 |
| - Other sources | £4,150,000 | - | - | - | - | £4,150,000 |
| Total Scheme Cost | £4,750,000 | £1,500,000 | - | - | - | £6,250,000 |

4. Risks

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

| Risk | Management of risk | Status |
|-----------------------------|-----------------------------------|--------|
| Higher than expected costs. | Financial and project management. | Amber |

5. Programme

| Task | November 2014 Timescale | March 2018 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 | | |
|------------------------------------------------------------------------------------------------------|--------------------------------------------------|-----------------------|-------------------------------|
| | 2.22 Slough: Burnham Station Access Improvements | March 2018 | Q3 17/18 |
| Thames Valley Berkshire LEP | | | |
| 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 optic provision | 0 | | |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | | |
| Transport | | | |
| Outputs | | | |
| 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 | |
| Outcomes | | |
| 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 due in March 2018. All Growth Deal payments made. This is the original scheme set out in Growth Deal 2.

Berkshire Local Transport Body – 15 March 2018

2.23 Reading: South Reading MRT Phases 3 and 4

| Highlights of progress since November 2017 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The full business case is complete demonstrating that the scheme represents high value for money and the scheme was granted financial approval by the BLTB in November 2017. |
| Design for the town centre elements of the scheme is complete and construction works commence on-site in March 2018. |
| Detailed design for the sections of bus lane on the A33 is being progressed and procurement of a contractor will be undertaken to enable works to start on-site in summer 2018. |

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 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 the scheme was granted financial approval by the BLTB in November 2017.
- 2.2 Design for the town centre elements of the scheme is complete and construction works commence on-site in March 2018.
- 2.3 Detailed design for the sections of bus lane on the A33 is being progressed and procurement of a contractor will be undertaken to enable works to start on-site in summer 2018.
- 2.4 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.
- 2.5 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.

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 | - | - | - | - | - | - |
| Total Scheme Cost | | £2,250,000 | £6,568,000 | £3,866,000 | | £12,684,000 |

4. Risks

- 4.1. The key risks on delivering this 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 | March 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 | March 2018 |
| Detailed design | September 2017 | Town centre – Dec 2017 A33 – March 2018 |
| Procurement | January 2018 | Town centre – Feb 2018 A33 – May 2018 |
| Start of construction | March 2018 | Town centre – March 2018 A33 – June 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 | March 2018 | Q3 17/18 |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| Expenditure | £12,684,000 | £160,000 | 160,000 |
| Funding breakdown | | | |
| Local Growth Deal | £10,148,000 | £160,000 | 160,000 |
| s.106 and similar contributions | £2,536,000 | | 0 |
| Council Capital Programme | - | | |
| Other | - | | |
| In-kind resources provided | £300,000 | | |
| Outcomes | | | |
| Planned Jobs connected to the intervention | TBC | | |
| Commercial floorspace constructed (square metres) | TBC | | |
| Housing unit starts | TBC | | |

| | | |
|------------------------------------------------------------------------------------------------------|------------------------------------|--|
| Housing units completed | TBC | |
| Number of new homes with new or improved fibre optic provision | TBC | |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | |
| Transport | | |
| Outputs | | |
| Total length of resurfaced roads | 300m (Phase 3) 1050m (Phase 4) | |
| Total length of newly built roads | 550m (Phase 3) 600m (Phase 4) | |
| Total length of new cycle ways | N/A | |
| Type of infrastructure | Bus Priority Lanes | |
| Type of service improvement | Reduced & consistent journey times | |
| Outcomes | | |
| 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 Mere oak 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. Start on site due March 2018 and due to complete March 2020. First of three Growth Deal payments due March 2018. This is the original scheme set out in Growth Deal 3.

Berkshire Local Transport Body – 15 March 2018

2.24 Newbury – Railway Station Improvements

Highlights of progress since November 2017

The Full Business Case will be prepared for the July 2018 BLTB meeting.
GRIP 1-3 work is being undertaken for the station buildings element of the scheme.
A draft feasibility study report has been received regarding the public footbridge element of the project.
The start on site date will be affected by the need to use the south side of the station for the rail replacement bus services during the rail closures associated with the electrification works.
The Network Rail new bridge and lift work is nearing completion (to enable electrification).

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 Sandford 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 gained Programme Entry status following the announcement on Growth Deal 3 and a decision from the Berkshire Local Transport Body in March 2017.
- 2.7. The new bridge and lifts to enable the delivery of electrification of the line are nearing completion (delivered by Network Rail).
- 2.8. Detailed design and assessment work is needed to firm up costs and other aspects needed to feed into planning applications and the business case. The changes to the station buildings are being developed and GRIP 1-3 will be complete by April 2018.
- 2.9. WBC 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. A first draft of this report has been received and is being considered by officers.
- 2.10. The Full Business Case will be available for assessment and a decision at the July 2018 BLTB meeting.
- 2.11. A start on site is now anticipated for January 2019. This will ensure that the area needed for rail replacement bus services for the completion of the electrification works is kept free from disruption.
- 2.12. 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.

| Source of funding | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | Total |
|-------------------------------------|---------|------------------|------------------|------------------|------------------|-------------------|
| Amount from LEP Local Growth Deal | | | 3,630,000 | 921,000 | 1,500,000 | 6,051,000 |
| Local contributions: | | | | | | |
| 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 (ATOC) - Private | | 26,000 | | | | 26,000 |
| Total Scheme Cost | | 2,526,000 | 8,480,000 | 2,671,000 | 1,500,000 | 15,177,000 |

4. Risks

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

| Risk | Management of risk |
|-------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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 will 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 | March 2018 (where different) |
|---------------------------------|----------------------------------------|------------------------------|
| Programme Entry Status | March 2017 | |
| Independent Assessment of FBC | September / October 2017 (provisional) | June 2018 |
| Financial Approval from LTB | November 2017 (provisional) | July 2018 |
| Feasibility work | Second Phase Feb –May 2017 | Second Phase Oct 17 – Jan 18 |
| Acquisition of statutory powers | Tbc | Autumn / Winter 18 / 19 |
| Detailed design | Tbc | November 2017- November 2018 |
| Procurement | Tbc | Nov / Dec 2018 |
| Start of construction | September 2018 (Tbc) | January 2019 |
| 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.

| Growth Deal Schemes: | Transport scheme | | |
|------------------------------------------------------------------------------------------------------|---------------------------------------------------|-----------------------------------------------------------------------------------------------------|-------------------------------|
| Thames Valley Berkshire LEP | 2.24 Newbury – Railway Station Improvement | March 2018 | Q3 17/18 |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| 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 | - | | |
| Outcomes | | | |
| Planned Jobs connected to the intervention | Tbc | | |
| Commercial floorspace constructed (square metres) | Tbc | This will be clarified once proposals for regeneration of the station buildings have been finalised | |
| Housing unit starts | n/a | | |
| Housing units completed | n/a | | |
| Number of new homes with new or improved fibre optic provision | n/a | | |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | | |
| Transport | | | |
| Outputs | | | |
| 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 | | |
| Outcomes | | | |
| Follow on investment at site | 0 | | |
| Commercial floorspace occupied | 0 | | |
| Commercial rental values | Not known | | |

| 3. ADDITIONAL MONITORING - for specific schemes | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| 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 | | |
| Average AM 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 | | TBC |
| Bus/light rail travel time by peak period | | |
| Mode share (%) | | |
| 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 (#) | | |

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 early January 2019 and due to complete March 2021. First of three Growth Deal payments due March 2019. This is the original scheme set out in Growth Deal 3.

2.26 Wokingham: Winnersh Relief Road (Phase 2)

| Highlights of progress since November 2017 |
|----------------------------------------------------------------------------------|
| Preliminary designs have been completed to assess the feasibility of the scheme. |

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 provide 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).

| Source of funding | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | Total |
|--------------------------------------------------------------|-----------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| 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 | £438,000 | - | | - | - | £438,000 |
| Total Scheme Cost | £438,000 | £6,825,000 | £2,848,000 | £2,022,000 | £1,390,418 | £13,198,000 |

4. Risks

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

| Risk | Management of risk |
|------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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 over seen 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 its 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 took place during 2017 leading to the submission of a planning application for phase 2b
- 5.3. Planning was 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.

| Task | March 2017 Timescale | March 2018 Timescale (where changed) |
|---------------------------------|-----------------------|--------------------------------------|
| 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 | April 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.

| Growth Deal Schemes: | Transport scheme | | |
|------------------------------------------------------------------------------------------------------|--------------------------------------|----------------|------------------------|
| Thames Valley Berkshire LEP | 2.26 Wokingham: Winnersh Relief Road | March 2018 | Q3 17-18 |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| 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 |
| 0In-kind resources provided | Estimate required | | |
| Outcomes | | | |
| Planned Jobs connected to the intervention | - | | |
| Commercial floor space constructed (square metres) | - | | |
| Housing unit starts | - | | |
| Housing units completed | - | | |
| | | | |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | | |
| Transport | | | |

| | | |
|-----------------------------------|-------------------|--|
| Outputs | | |
| Total length of resurfaced roads | Estimate required | |
| Total length of newly built roads | Estimate required | |
| Total length of new cycle ways | Estimate required | |
| Type of infrastructure | Estimate required | |
| Type of service improvement | Estimate required | |
| Outcomes | | |
| Follow on investment at site | Estimate required | |
| Commercial floor space occupied | Estimate required | |
| Commercial rental values | Estimate required | |

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 Deal payments is due in March 2019. This is the original scheme set out in Growth Deal 3.

Berkshire Local Transport Body – 15 March 2018

2.27 Maidenhead Town Centre Missing Links

| Highlights of progress since November 2017 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A design has been prepared for Oldfield Bridge and orders have been placed for the bridge deck and ramps, and prices have been obtained for the abutments. Since this bridge crosses a main river, RBWM needs to secure approval of the design from the Environment Agency – the application has been submitted. The Council is currently in the process of appointing the principal contractor and construction is planned to start in April 2018. |
| RBWM has worked with Countryside PLC (the council's joint venture partner) to develop and review options for a bridge link over the A4 between the West Street and Kidwells Park. However, it is proving challenging to integrate the bridge ramps with the new development and alternative options are being explored. |
| Delays incurred in achieving a satisfactory bridge design mean that it is not possible to take a business case to the March 2018 Local Transport Body meeting, but this delay is considered necessary in order to achieve the best outcomes for the town. Although work has commenced in preparing the documents, RBWM is now looking to progress the business case in time for the July 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 m² 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 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 has been established to review the initial plans and guide the ongoing development of the designs.
- 2.15. The Council is working with Countryside PLC to ensure that works are coordinated with the regeneration activities. Countryside has developed a number of options for a bridge link over the A4 between the West Street and Kidwells Park. However, it is proving challenging to integrate the bridge ramps with the new development and alternative options are being explored.
- 2.16. Delays incurred in achieving a satisfactory bridge design mean that it will not be possible to take a business case to the March 2018 Local Transport Body meeting, but this delay is considered necessary in order to achieve the best outcomes for the town. RBWM is now looking to progress the business case in time for the July 2018 meeting.
- 2.17. 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.

- 2.18. A design has been prepared for Oldfield Bridge and the order has been placed for the bridge deck and ramps, and prices have been obtained for the abutments. Since this bridge crosses a main river, RBWM needs to secure approval of the design from the Environment Agency. The Council is currently in the process of appointing the principal contractor and construction is planned to start in April 2018.

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.

| Source of funding | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | Total |
|-----------------------------------|---------|----------|----------|----------|------------|-------------------|
| 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 | - | - | - | - | - | - |
| Total Scheme Cost | | | | | | £4,753,000 |

4. Risks

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

| Risk | Management of risk |
|----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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

| Task | Original Timescale | March 2018 Timescale (where changed) |
|-------------------------------|--------------------|--------------------------------------|
| Programme Entry Status | January 2017 | - |
| Feasibility / outline design | April 2017 | February 2018 |
| Preparation of FBC | September 2017 | June 2018 |
| Independent Assessment of FBC | October 2017 | June 2018 |
| Financial Approval from LTB | November 2017 | July 2018 |

| | | |
|----------------------------|----------------|------------|
| Procurement | December 2017* | - |
| Start of construction | January 2018 | April 2018 |
| Completion of construction | March 2021 | - |
| One year on evaluation | March 2022 | - |
| Five years on evaluation | March 2026 | - |

*NB: Oldfield Bridge procurement already underway.

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 | March 2018 | Q3 17/18 |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| Expenditure | £4,753,000 | | |
| Funding breakdown | | | |
| Local Growth Deal | £3,048,000 | | |
| s.106 and similar contributions | £1,000,000 | | |
| Council Capital Programme | £705,000 | £40,951 | £1,994 |
| Other | - | | |
| In-kind resources provided | £150,000 | | £2,000 |
| Outcomes | | | |
| 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 |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | | |
| Transport | | | |
| Outputs | | | |
| Total length of resurfaced roads | 0.33 | | 0 |
| Total length of newly built roads | 0 | | 0 |
| Total length of new cycle ways | 0.8 | | 0 |
| Type of infrastructure | New / upgraded pedestrian / cycle bridge links at Holmanleaze, A4 and Oldfield School | | |
| Type of service improvement | Active travel investments | | |
| Outcomes | | | |
| 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 April 2018 with completion in March 2021. The first Growth Fund payment is due in March 2019.

Berkshire Local Transport Body – 15 March 2018

2.28 Bracknell – A3095 Corridor Improvements

| Highlights of progress since November 2017 |
|-------------------------------------------------------------------------------|
| 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 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

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 |
| Total Scheme Cost | | | | £2,000,000 | £6,018,800 | £8,018,800 |

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 scheme 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 | March 2018 timescale (where changed) |
|---------------------------------|------------------------|--------------------------------------|
| Programme Entry Status | January 2017 | |
| Independent Assessment of FBC | April 2017 | Feb 2018 |
| Financial Approval from LTB | July 2017 | July 2018 |
| 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 | |
|------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|--------------------------------------------|----------------|
| Thames Valley Berkshire LEP | | 2.28 Bracknell A3095 Corridor improvements | March 2018 |
| 1. Core Metrics | | Planning Numbers | Actual to date |
| Actual for the quarter | | | |
| Inputs | | | |
| Expenditure | | £8,018,800 | 0 |
| Funding breakdown | | | |
| Local Growth Deal | | £5,518,800 | 0 |
| s.106 and similar contributions | | £2,500,000 | 0 |
| Council Capital Programme | | - | - |
| In-kind resources provided | | | £15,000 |
| Outcomes | | | |
| Planned Jobs connected to the intervention | | 0 | 0 |
| Commercial floorspace constructed (square metres) | | 0 | 0 |
| Housing unit starts | | 1415 | 0 |
| Housing units completed | | 1415 | 0 |
| No. new homes with new or improved fibre optic provision | | 1415 | 0 |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | | |
| Transport | | | |
| Outputs | | | |
| 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. | | |
| Outcomes | | | |
| 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 July 2018. The first of two Growth Deal payments is due in March 2020. This is the original scheme approved in Growth Deal 3.

Berkshire Local Transport Body – 15 March 2018

2.29 Wokingham: Winnersh Triangle Parkway

| Highlights of progress since November 2017 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Winnersh Triangle Parkway scheme was given programme entry status by the Berkshire Local Transport Body in November 2017 and allocated £3m funding |
| WSP has been commissioned to develop a design for the scheme and this will be forth coming during 2018. |
| WSP will progress the scheme through the necessary business case development and on to planning so that the scheme can be built out during 2020/21 |
| The owners of Winnersh Triangle have been contacted to establish further support for the schemes development and have confirmed that they wish to be part of the delivery process |
| South Western Railway are supportive of the scheme and will look to add value to the scheme where possible including considering the possibility of stopping additional services |

1. The Scheme

- 1.1. The purpose of this scheme is to redevelop the transport links at Winnersh Triangle and consider renaming the station Winnersh Triangle Parkway.
- 1.2. The redevelopment will include double decking the new park and ride site to add at least 250 additional car parking spaces, significant improving the station building including the surrounding area reorganising the highways layout and explore the value of reinstating the redundant Reading bound 'on ramp' of the A3290. These arrangements would complement business park expansion and growth plans of Frazercentre Point who are intensifying the use of Winnersh Triangle Business Park.

2. Progress with the scheme

- 2.1. Progress to date has been limited to commissioning WSP to develop a design capable of being submitted to planning for approval and to develop the necessary business case to ensure the scheme demonstrates value for money.
- 2.2. Initial discussions have been undertaken with South Western Railway to understand the level of investment need to change the layout of the platforms, which are on an embankment. We have asked SWR to explore what would be needed to deliver access for all funding to make sure that station was inclusive of all users.
- 2.3. The council has had initial meeting with the new owners of Winnersh Triangle Business Park, Frazercenter point. The initial meeting suggested that the business park would be willing to improve access and the visual appearance to the station approach as far as they could and on the land within their control.
- 2.4. Reading Transport were equally enthusiastic about expanding the service offer at Winnersh to take advantage of new infrastructure and links to central Reading.
- 2.5. A business case will be developed around the usefulness of the redundant on ramp to the A3290. At present no contact has been made with National Amusements to understand what is needed to regain access across a narrow strip of car park to link both sections of highway

3. Funding

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

| Source of funding | 2017/18 | 2018/19 | 2019/20 | 2020/21 | Total |
|------------------------------------|---------|----------------|-----------------|-------------------|-------------------|
| Amount from LEP Local Growth Deal | - | - | £250,000 | £2,750,000 | £3,000,000 |
| Private sector S.106 contributions | - | £15,000 | £20,000 | £565,000 | £600,000 |
| Railway contributions | - | TBA | TBA | TBA | - |
| Other sources (private sector) | - | TBA | TBA | TBA | - |
| Total Scheme Cost | | £15,000 | £270,000 | £3,320,000 | £3,600,000 |

4. Risks

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

| Risk | Management of risk |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Design & Delivery | Project will be managed and designed by Wokingham Borough Council and will deliver a parkway project that will improve the opportunity for sustainable travel |
| Flooding | The site identified, has recently been developed with a carpark that manages flooding. The flood risk assessments provided for the carpark upgrade in 2015/16 are still relevant |
| Political support | There is strong political support for the scheme from both Wokingham Borough and Reading Borough members. |
| Land ownership | The land on which the parkway project is to be developed is within the control of both Wokingham Borough and South Western Railways. |

5. Programme

- 5.1. As yet, the programme has to be developed for the scheme's delivery.
- 5.2. Wokingham Borough have commissioned WSP to develop the necessary business case and progress the project through planning so as to ensure that the funding is utilised in a time scale that is acceptable to the LEP.

| Task | March 2018 Timescale | March 2018 Timescale (where changed) |
|---------------------------------|----------------------|--------------------------------------|
| Programme Entry Status | November 2017 | |
| Independent Assessment of FBC | | |
| Financial Approval from LTB | | |
| Feasibility work | | |
| Acquisition of statutory powers | | |
| Detailed design | | |
| Procurement | | |
| Start of construction | | |
| Completion of construction | | |
| One year on evaluation | | |
| Five years on evaluation | | |

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 | 2.29 Wokingham: Winnersh Parkway | March 2018 | Q3 17/18 |
| 1. Core Metrics | Planning Numbers | Actual to date | Actual for the quarter |
| Inputs | | | |
| Expenditure | £3600,000 | 0 | 0 |
| Funding breakdown | | | |
| Local Growth Deal | £3,000,000 | 0 | 0 |
| s.106 and similar contributions | £600,000 | 0 | 0 |
| Council Capital Programmes | | | |

| | Other | 0 | 0 |
|------------------------------------------------------------------------------------------------------|--------------------------------------|---|---|
| In-kind resources provided | TBC | | |
| Outcomes | | | |
| Planned Jobs connected to the intervention | 220 | | - |
| Commercial floor space constructed (square metres) | 5500 | | - |
| Housing unit starts | 433 | | |
| Housing units completed | TBC | | |
| Number of new homes with new or improved fibre optic provision | 433 | | |
| 2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention | | | |
| Transport | | | |
| Outputs | | | |
| Total length of resurfaced roads | Zero | | |
| Total length of newly built roads | Zero | | |
| Total length of new cycle ways | Zero | | |
| Type of infrastructure | Car Park, Station & Bus turning area | | |
| Type of service improvement | Mode shift opportunity | | |
| Outcomes | | | |
| 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

Winnersh Parkway will improve the station facilities, more than double the capacity of the adjacent Park and Ride car park, and support the development of employment at the Business Park. The timetable for the scheme development is awaiting confirmation. The first of two Growth Deal payments is due in March 2020. This is a new scheme not identified in Growth Deal 1, 2 or 3; it was added to the programme from the reserve list of schemes following the identification of unallocated Growth Deal money.

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BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**REPORT TO:** BLTB**DATE:** 15 March 2018**CONTACT OFFICER:** Nigel Pallace, Interim Chief Executive Slough Borough Council, lead Chief Executive to the BLTB**PART I****Item 6: Major Roads Network - Proposed Consultation Response*****Purpose of Report***

1. To report on the Government's proposals to create a Major Roads Network (MRN) and to suggest a proposed response to the consultation. The deadline for responses is 19 March 2018.

Recommendation

2. You are asked to endorse the draft response set out in the appendix to this report.

Other Implications**Financial**

3. There are no direct financial implications of this report for Berkshire Local Transport Body. In the event that the Government proceeds to designate a Major Roads Network, it is anticipated that the proposed National Roads Fund will support the capital costs of the MRN. Maintenance costs will remain with the relevant local highway authority.
4. The creation of the MRN intends to provide more long-term certainty of funding, with a portion of the capital funding available through the National Roads Fund being dedicated to the MRN. The National Roads Fund will be funded through Vehicle Excise Duty and is due to be implemented by 2020. However, it is expected that during initial years of the second Roads Period the majority of the National Roads Fund will be used to meet Highways England's funding requirements. TfSE is not expecting significant levels of funding for MRN schemes to become available until around 2022, although there is the potential for schemes already under development to gain early entry into the MRN investment programme.

Risk Management

5. There are limited risks for Berkshire Local Transport Body associated with the government's Major Roads Network consultation process. It is a public process, and it is open to anyone and everyone to respond. The responsibility for a final decision on the MRN rests with the government.

Human Rights Act and Other Legal Implications

6. Slough Borough Council will provide legal support for the BLTB, should any questions arise.

Supporting Information

7. On 23 December 2017, the government published "[Moving Britain Ahead](#)¹", a proposal to designate approximately 5,000 route miles as "Major Roads" forming a network that would sit between the Strategic Road Network (approx. 4,400 miles) and the remainder of the Local Road Network.
8. Officers from the six local transport authorities in Berkshire have co-operated with each other, and with their colleagues across the Transport for the South East area to co-ordinate a response. This has included access to a jointly commissioned technical report which has formed the evidence base for our response.
9. The proposals in Moving Britain Ahead are based on [extensive work](#)² published by the [Rees Jeffreys Fund](#)³ in October 2016. The consultation proposes that the following routes in Thames Valley Berkshire be included in the MRN:

Table 1: TVB Roads in the consultation proposal for inclusion in the MRN

| TVB LA | Road | Between | and | Other LA |
|--------------------------------------|-------------------------|-------------------------|------------------|-------------------------|
| Slough | A4 (Colnbrook) | M4 J5 | Heathrow Airport | TfL/Hillingdon |
| Slough | A355 (Farnham Road) | M4 J6 | M40 J2 | Bucks |
| Slough | A4/A412 (Uxbridge Road) | A355 (Three Tuns) | M40 J1 | Bucks TfL/Hillingdon |
| Reading, Wokingham, Bracknell Forest | A4/A3290/A329(M)/A322 | Reading IDR | M3 J3 | Surrey |
| Reading, Wokingham | A33 (Basingstoke Road) | Reading IDR | M3 J6 | Hampshire |
| Reading, West Berkshire | A4 | Reading IDR | A339 | |
| Bracknell Forest | A3095/A331 | Twin Bridges Roundabout | M3 J4 | Surrey Hampshire |
| West Berkshire | A339 | A34 | M3 J6 | Hampshire |

10. There is widespread agreement that these roads should be included in the MRN.
11. Following consultation with colleagues through TfSE, and including the technical advice commissioned to form an evidence base for the response, we,

¹ <https://www.gov.uk/government/consultations/proposals-for-the-creation-of-a-major-road-network>

² <http://www.reesjeffreys.co.uk/funding-policy/>

³ <http://www.reesjeffreys.co.uk/>

together with TfSE, are recommending that the following roads also be included in the MRN:

Table 2: Proposed additions to the MRN

| TVB LA | Road | Between | and | Other LA |
|------------------------------------------|--------------------------|----------------------------|---------------------|------------------------------------------------------|
| Wokingham, RBWM, Buckinghamshire, Slough | A4 | A3290 (Suttons Seeds) | A355 (Three Tuns) | Includes Bucks section between Maidenhead and Slough |
| Slough | A4 (Langley High Street) | A412 (Uxbridge Road) | M4 J5 | |
| West Berkshire | A4/A338 | A339 (Robin Hood, Newbury) | M4 J14 | Possible extension west into Wiltshire |
| RBWM | A332 Royal Windsor Way | A308 Clarence Road | M4 J6 | |
| RBWM | A308 | Maidenhead | Staines-upon-Thames | Surrey |
| Bracknell Forest and RBWM | A30 | Bagshot | Staines-upon-Thames | Surrey |

12. The consultation also asks for views on what types of intervention should be supported by funds the government may make available for investment in the MRN.
13. The consultation report contains a presumption against public transport interventions. The proposed response attached to this report suggests that, especially for heavily trafficked urban sections of the MRN, local highway authorities need to have the flexibility to consider a wide range of interventions to improve traffic flow and reliability.
14. The Rapid Transit schemes that BLTB has recently supported in both Reading/Wokingham and Slough are excellent examples of situations where public transport investment can benefit not only all sections of road user, but also benefit non-users by tackling air quality and community severance issues.
15. We suggest that the classification of roads within the MRN put forward in the Rees Jeffreys report could usefully be employed to reflect the differences between urban and rural settings and between limited- and multi-access road design.
16. We suggest that the proposals be further refined to acknowledge that different interventions are appropriate for different types of road. The sections of MRN that are within urban areas should be differentiated from longer distance sections that connect centres of population.
17. We suggest this distinction will be useful in accommodating our comments about widening the scope of appropriate interventions on the busiest urban sections of MRN to include a fuller consideration of the needs of public transport and non-motorised users.

18. The proposed response also points out that the proposals lack detail on how the promised improvements in standards and performance might be judged. We suggest that the proposal could be improved by identifying metrics that might be used to measure standards and performance.

Conclusion

19. The work to prepare a response to this consultation is an early example of the benefits of our membership of TfSE.

Background Papers

20. The TfSE Shadow Board papers for their meeting on 5 March 2018 include a report and a technical appendix prepared by Atkins for TfSE. These documents are available on request from TfSE.

Proposals for the creation of a Major Road Network

1. Introduction

As part of the Transport Investment Strategy, the government announced that it would take forward proposals to create the Major Road Network (MRN).

This middle-tier of economically and strategically important local authority 'A' roads will sit between the nationally-managed Strategic Road Network (SRN) and the rest of the Local Road Network. These roads will benefit from targeted funding available through a share of the National Roads Fund, with the aim to improve productivity and connectivity in our towns and cities.

In creating this network, the government has 5 central policy objectives. These are:

- **Reduce congestion** – alleviating local and regional congestion, reducing traffic jams and bottlenecks.
- **Support economic growth and rebalancing** – support the delivery of the industrial strategy, contributing to a positive economic impact that is felt across the regions.
- **Support housing delivery** – unlocking land for new housing developments.
- **Support all road users** – recognising the needs of all users, including cyclists, pedestrians and disabled people.
- **Support the SRN** – complementing and supporting the existing SRN by creating a more resilient road network in England.

This consultation seeks views on the government's proposals for how the MRN will achieve these policy objectives across 3 themes. These are:

- **defining the network**
- **investment planning**
- **eligibility and investment assessment criteria**

The proposals in this consultation outline how the MRN will:

- form a consistent, coherent network alongside the SRN that brings about the opportunity to better co-ordinate roads investment
- provide funding certainty to roads in the network, through use of the National Roads Fund, and raise standards and performance across the new network
- provide clear roles for local and regional partners, who will support the government to deliver and develop MRN schemes

Confidentiality

We thank all respondents for taking the time to read the consultation document and to respond to the consultation questions. Your views on the programme's core objectives and principles, as well as the major themes set out in the consultation, will contribute to the formulation of MRN policy.

2. Respondent details

Your contact details. We will only contact you if we need to clarify any of the answers you give us.

Your name

Your email

In what capacity are you responding?

Other

In which region are you based?

South East

3&4. MRN core principles

Questions in this section relate to pages 20 to 21 of the consultation document, 'MRN Core Principles'.

In order to deliver our objectives for the MRN, we believe there are a number of fundamental principles that must be at the heart of our plans for a MRN and its programme of investment. These are:

- **increased certainty of funding**
- **a consistent network**
- **a coordinated investment programme**
- **a focus on enhancement and major renewals**
- **clear local, regional and national roles**
- **strengthening links with the Strategic Road Network**

Q1. Do you agree with the proposed core principles for the MRN outlined in the consultation document?

No

If you answered no, which core principle(s) do you disagree with? Provide an explanation why.

At page 6, in the Executive Summary, the document announces, "the Government has five central policy objectives [including to] support all road users." However, in the foreword (page 5) the document talks about "... raising the performance standards which motorists experience ..." but makes no reference to potential benefits for other categories of road user.

The 6 Core Principles set out on pages 20 and 21 make no reference to meeting the needs of all categories of road user. They can be improved by adding specific references to meeting the needs of public transport and non-motorised users.

The whole document could be improved by more consistently acknowledging that the MRN should raise the standards and performance for public transport and non-motorised users as well as for motorists and freight movements.

There are references throughout the document to "improving the standards and performance of the network" (see Core Principles: Increased Certainty of Funding, A Consistent Network and A Focus on Enhancement and Major Renewals), yet nowhere in the document is there an indication of how improvements in standards and performance might be judged.

The document could be further improved by identifying the metrics that might be used to measure standards and performance.

5&6. Defining the network

Questions in this section relate to pages 22 to 27 of the consultation document, 'Defining the Network'.

The extent of the network must strike a balance between capturing the most economically important regional roads and ensuring that its size is appropriate, enabling investments that can drive an improvement to the level of funding available.

Any definition must make the best use of local and regional knowledge to ensure that the most economically important roads are captured. To strike this balance appropriately, we are proposing the use of both quantitative and qualitative criteria to define the network. This approach ensures:

- the network is coherent, i.e. more than just a set of fragmented sections of road
- the network has a sound, objective analytical basis, yet also has the flexibility to factor in local knowledge and requirements

Q2. To what extent do you agree or disagree with the quantitative criteria outlined in the consultation document and their proposed application?

Agree

7&8. Defining the network – qualitative criteria

Q3. To what extent do you agree or disagree with the qualitative criteria outlined in the consultation document and their application?

X Agree

9. Defining the network

Q4. Have both the quantitative and qualitative criteria proposed in the consultation document identified all sections of road you feel should be included in the MRN?

X No

If no, explain how the criteria are failing to identify a section of road you feel should be included.

We have participated in the TfSE approach to responding to this question, and we fully support the regional response. We have no proposed additions or deletions that are not identified in the TfSE response.

The table below summarises the proposed additions in Thames Valley Berkshire. There are no proposed deletions.

| Addition | | Local Authority | Flow Level | Connects Existing Economic Hubs | Connects Economic Growth Locations | Connects Adjacent Population Centres | SRN Resilience during Incidents |
|-------------------------------------------------------|-----------------------------------------------------|--------------------|---------------------------------------------|---------------------------------|------------------------------------|--------------------------------------|---------------------------------|
| A4/A338 between A339 (Robin Hood, Newbury) and M4 J14 | | West Berkshire | partial | | | | Y |
| A4 between Reading East and Slough Colnbrook | A3290 Suttons Seeds to A404 Maidenhead Thicket | Wokingham and RBWM | Y | Y | | | Y |
| | A404 Maidenhead Thicket to Maidenhead Bridge | RBWM | Y | | | Y | Y |
| | (Section in Bucks) | (Bucks) | (Y) | | | (Y) | (Y) |
| | Slough/Bucks Border to A355 Three Tuns | Slough | Y | | Y | Y | Y |
| | A355 Three Tuns to A412 Uxbridge Road | Slough | This section in the DfT's MRN base proposal | | | | |
| | A 412 Uxbridge Road to M4 J5 | Slough | Y | Y | Y | Y | Y |
| | M4 J5 to Slough/Hillingdon border | Slough | This section in the DfT's MRN base proposal | | | | |
| | A332 Royal Windsor Way, A308 Clarence Road to M4 J6 | RBWM | Y | | | Y | Y |
| A308 between Maidenhead and Staines-upon-Thames | RBWM and (Surrey) | partial | | | Y | Y | |
| A30 between Bagshot and Staines-upon-Thames | RBWM and (Surrey) | partial | | | Y | Y | |

Q5. Have the quantitative or qualitative criteria proposed in the consultation document identified sections of road you feel should not be included in the MRN?

X No

10. Defining the network – refreshing the MRN

It will be important for the MRN to remain relevant and reflect the latest data and changes to economic centres and road use. However, this must be balanced against the need to provide a stable platform on which the MRN investment programme can be delivered.

We propose to review the MRN every 5 years to coincide with the existing Road Investment Strategy (RIS) timetable. This will involve updating and reviewing the data that are used and engagement with all bodies involved in the delivery of the MRN programme.

Q6. Do you agree with the proposal for how the MRN should be reviewed in future years?

X Yes

11 Investment planning

Questions in this section relate to pages 28 to 31 of the consultation document, 'Investment Planning'.

The creation of the MRN should support long-term strategic consideration of investment needs in order to make best use of the targeted funding that will be made available from the National Roads Fund and deliver the best possible result for the user. The important national and regional role played by roads included in the MRN means that individual local authorities cannot plan investments in isolation, nor can decisions be completely centralised at either a regional or national level.

As set out in the core principles section of the consultation document we propose that, alongside the local role of highways authorities, there needs to be a strong regional focus for investment planning within a consistent national network. The consultation document sets out roles for:

- **local bodies (such as local authorities and local highways authorities)**
- **regional bodies (such as sub-national transport bodies)**
- **national bodies (such as the department)**

Q7. To what extent do you agree or disagree with the roles outlined in the consultation document for:

| | Strongly agree | Agree | Neither agree not disagree | Disagree | Strongly disagree |
|-----------------|----------------|--------------------------|-------------------------------|--------------------------|--------------------------|
| Local bodies | X | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Regional bodies | X | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| National bodies | X | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

12. Additional roles and responsibilities

Q8. What additional responsibilities, if any, should be included? State at which level these roles should be allocated.

The MRN should be meeting the needs of all categories of user, including public transport and non-motorised users.

There should be a specific role for local and regional authorities to ensure that the standards and performance of the MRN are improved for all categories of user.

This role should be to collect and monitor relevant performance information, and to ensure that where enhancement or renewal schemes are brought forward they take account of all categories of road user.

Q9. Do you agree with our proposals to agree regional groupings to support the investment planning of the MRN in areas where no sub-national transport bodies (STBs) exist?

X Not applicable – we are in TfSE area

13. Investment planning – regional evidence base

We propose that STBs or regional groups would be responsible for developing a regional evidence base which would be the basis for the development of the MRN investment programme. Where STBs exist we expect that the regional evidence base would be developed from the existing statutory transport strategies for which STBs are responsible.

The regional evidence base would be evidence-based and should not be limited to performing a mechanical sifting exercise. As a minimum, the department would expect them to comprise the following:

- an assessment of the overall condition of the existing network and its performance.
- the identification of network-wide issues and priority corridors.
- analysis of potential region-wide solutions and the development of specific interventions to tackle the issues identified over at least a 5 year period, although we expect and encourage STBs or regions to look beyond this in their strategic planning.
- an assessment of the potential sequencing of the schemes identified.

Q10. Are there any other factors, or evidence, that should be included within the scope of the regional evidence bases?

X Yes

If you answered yes, describe the additional factors or evidence you feel should be within the scope of the regional evidence bases.

The “performance” of the existing network should include specific metrics relating to public transport and non-motorised users.

The “identification of [...] priority corridors” should include the needs of public transport and non-motorised users in the priority corridor and include the possibility of parallel or off-line investments from MRN funds that bring performance benefits to all categories of road user.

14. Investment planning – the role of Highways England

A core principle of the MRN programme is to bring more coordinated planning to these important roads. Given Highways England’s experience in road investment planning, and the need to ensure a seamless transition between the SRN and MRN, we propose that Highways England, the body responsible for running the SRN, should also have a role in the MRN Programme. This role could include:

- **programme support** - Highways England could have a role in the governance of the MRN investment programme advising the department on the development of the MRN pipeline and its interactions with the SRN, and providing wider support as needed.
- **analytical support** - Highways England could support the department in analysing the regional evidence bases in order to prepare advice to ministers on the MRN investment programme.
- **cost estimate support** - Highways England could support the department in assessing scheme cost estimates.
- **delivery support** - Highways England could support, if required, LAs in the delivery of agreed MRN schemes. This could include advising LAs on design and development as well as supporting access to the supply chain to enable LAs to take advantage of economies of scale that may be available.

Q11. Do you agree with the role that has been outlined in the consultation document for Highways England?

X Yes

15. Eligibility criteria

Questions in this section relate to pages 32 to 35 of the consultation document, ‘Eligibility and investment assessment criteria’.

The department does not intend to replace existing funding streams such as formula funding for Highway Maintenance or Integrated Transport Block funding which may be directed to any LA roads including the MRN network. For that reason, we propose that funding to improve and enhance the MRN should be targeted towards significant interventions that will transform important stretches of the network.

We propose that only proposals for contributions of £20 million or over will be considered for MRN funding. As we want this fund to benefit all areas of the country and produce an improvement for users across the network we would expect that most funding requests would not exceed £50 million, where there is a strong case we would be willing to consider scheme proposals requiring higher contributions, up to a maximum of £100 million.

To get the best value for money, regions and local authority promoters should work to minimise scheme costs through scheme optimisation and the securing of third party contributions, alongside local contributions. We are proposing the following schemes would be eligible for MRN funding:

- **bypasses**
- **missing road links**
- **widening of existing MRN roads**
- **major structural renewals**
- **major junction improvements**
- **variable message signs**
- **traffic management and the use of smart technology and data**
- **packages of improvements**

Q12. Do you agree with the cost thresholds outlined in the consultation document?

Yes

Q13. Do you agree with the eligibility criteria outlined in the consultation document?

No

If you answered no, what should the eligibility criteria be?

The criteria should be extended to include the possibility of public transport and non-motorised user interventions on priority corridors.

We have found that these enhancements are appropriate investments for heavily trafficked urban sections of road (for example in Reading on the A33 between the M4 and the town centre; and again on the A4 between the A3290 and the town centre; and in Slough on the A4)

16. Investment assessment criteria

To support the development of regional evidence bases and a national investment programme we are proposing that a clear set of criteria be developed. These support the government's overarching objectives for the MRN programme whilst providing local and regional bodies the flexibility to develop proposals that support the delivery of local and regional objectives.

We propose that these criteria should be as follows:

| Objective | Criteria |
|--------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Reduce Congestion | <ul style="list-style-type: none"> ○ Alleviate Congestion ○ Environmental Impacts: <ul style="list-style-type: none"> ○ Improve air quality and biodiversity ○ Reduce noise and risk of flooding ○ Protect water quality, landscape and cultural heritage sites |
| Support Economic Growth & Rebalancing | <ul style="list-style-type: none"> ○ Industrial Strategy: Supports regional strategic goals to boost economic growth ○ Economic Impact: Improve ability to access new or existing employment sites ○ Trade & Gateways Impact: Improve international connectivity, e.g. access to ports & airports |
| Support Housing Delivery | <ul style="list-style-type: none"> ○ Support the creation of new housing developments by improving access to future development sites and boosting suitable land capacity |
| Supporting All Road Users | <ul style="list-style-type: none"> ○ Deliver benefits for non-motorised users, including cyclists, pedestrians and disabled people ○ Safety Benefits: Reduce the risk of deaths/serious injuries for all users of the MRN |
| Support the SRN | <ul style="list-style-type: none"> ○ Improve end to end journey times across both networks. ○ Improve journey time reliability ○ Improve SRN resilience |

Q14. Do you agree with the investment assessment criteria outlined in the consultation document?

X No

If you answered no, what should the investment assessment criteria be?

Under the sub-heading "Supporting All Road Users", we welcome the specific reference to non-motorised users: we suggest this should also mention the possibility of using public transport interventions to improve the standard and performance of the MRN. We support the other criteria.

Q15. In addition to the eligibility and assessment criteria described what, if any, additional criteria should be included in the proposal? Please be as detailed as possible.

There should be some acknowledgement of the potential role of rail, light-rail, tram and busways in addressing the standards and performance of the MRN.

We make this suggestion because of the interim findings of the M25 SWQ Strategic Study currently being conducted on behalf of the DfT by Highways England. This project has reached the conclusion that to achieve further improvement in the performance of the M25, the government must consider the widest range of possible solutions for further investment.

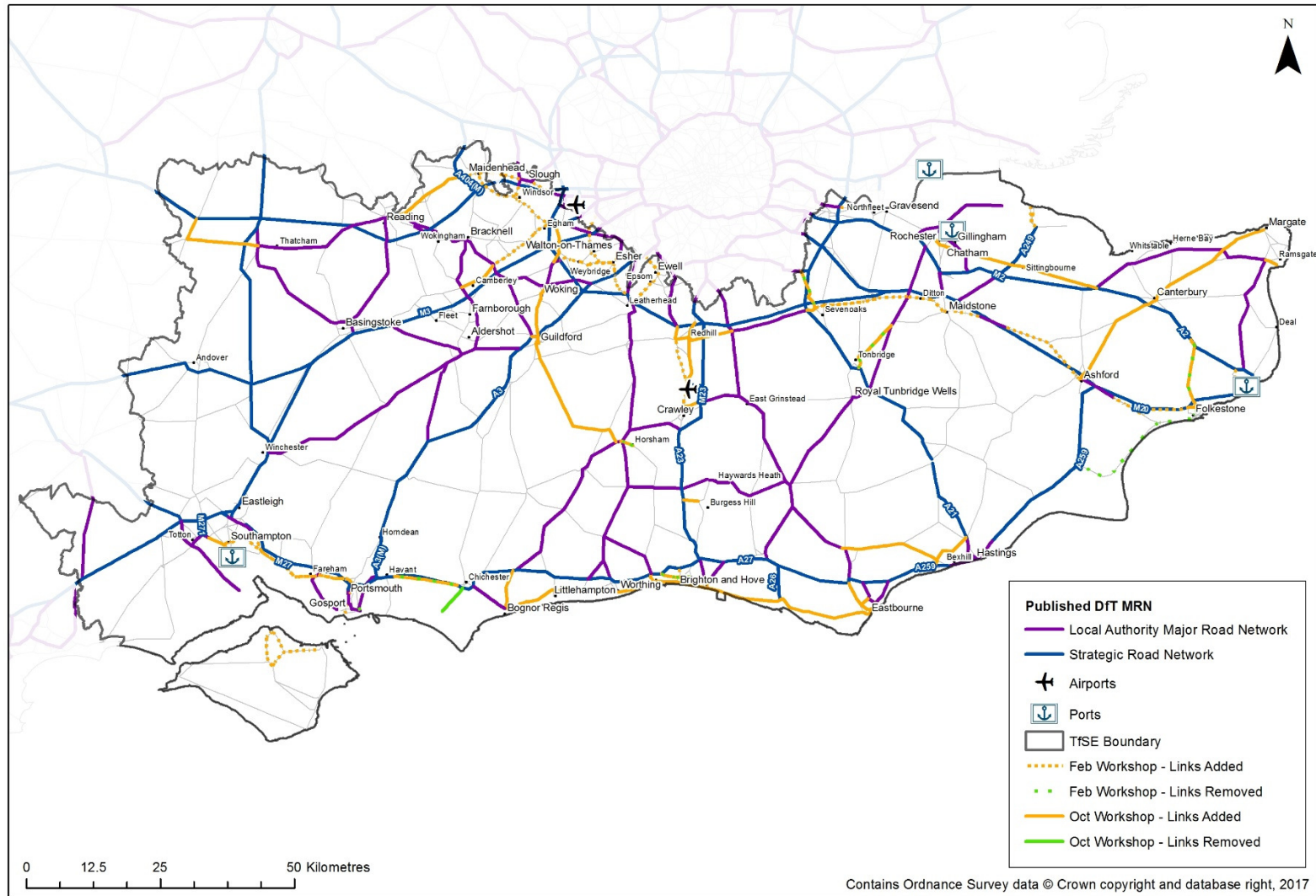
17. Other considerations

Q16. Is there anything further you would like added to the MRN proposal?

The Rees Jeffreys report suggested a classification of roads within the MRN reflecting the differences between urban and rural settings and between limited or multi-access road design. This attempt to differentiate the “standard and performance” of the sections of the proposed MRN has been lost.

We suggest that the proposals be further refined to acknowledge that different interventions are appropriate in different parts of the country. In particular the sections of MRN that are within urban areas should be differentiated from longer distance sections that connect centres of population.

We suggest this distinction will be useful in accommodating our earlier comments about widening the scope of appropriate interventions on the busiest urban sections of MRN to include a fuller consideration of public transport and non-motorised users.



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BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB

DATE: 15 March 2018

CONTACT OFFICER: Nigel Pallace, Interim Chief Executive Slough Borough Council, lead Chief Executive to the BLTB

PART I

Item 7: Heathrow Airport Expansion - proposed consultation response

Purpose of Report

1. To report on [Heathrow's expansion public consultation](#)¹ and to recommend a response. The consultation started on 17 January and runs till 28 March 2018.

Recommendation

2. You are asked to endorse the response set out in the appendix to this report.

Other Implications

Financial

3. There are no direct financial implications of this report for Berkshire Local Transport Body.
4. Through the Heathrow Strategic Planning Group, of which TVB LEP is a member, and Slough BC is the lead authority, some of the costs associated with responding to the expansion proposals incurred by LEPs and local planning authorities are being met by contributions from Heathrow Airport Limited. Government financial support for HSPG has also been secured.

Risk Management

5. There are limited risks for Berkshire Local Transport Body associated with Heathrow's consultation process. It is a public process, and it is open to anyone and everyone to respond.

Human Rights Act and Other Legal Implications

6. Slough Borough Council will provide legal support for the BLTB, should any questions arise.

Supporting Information

7. On 17 January 2017, Heathrow Airport Limited (HAL) launched "[Consultation 1](#)" in anticipation of the government confirming the Airports National Policy

¹ <https://www.heathrowconsultation.com/>

Statement (NPS) later this year. Assuming the NPS is confirmed, it will set out the conditions that HAL will have to meet in order to get a Development Consent Order (DCO) for their expansion project.

8. A subsequent part of the DCO application process will be “Consultation 2” in which HAL will set out the details of the final scheme for which they are seeking a Development Consent Order. Therefore, there will be further opportunities to consider the airport’s proposals.
9. There are two parts to this consultation:
 - The first relates to the physical changes on the ground needed to build a new north west runway and operate an expanded airport;
 - The second relates to potential principles we could apply when designing the new airspace required for an expanded airport. At this early stage, we are not consulting on future flight path options.
10. The proposals are extensive and cover a very wide range of policies and proposals, many of which are beyond the scope of this body’s competence.
11. In addition to responding the proposals in this consultation exercise, TVB LEP has joined the Heathrow Strategic Planning Group (HSPG) along with other LEPs and Local Planning Authorities as a response to “duty to cooperate” obligations. HSPG is providing a full and detailed response to the airport’s proposals.
12. This consultation exercise is one of a series seeking our views about aspects of strategic economic planning. To avoid unintended inconsistencies between our responses, we have prepared a “Position Statement” on Heathrow expansion setting out our general position; detailed comments on the expansion plans will be fed in through the HSPG process.
13. TVB LEP has been a supporter of airport expansion in the south east and has expressed a preference for expansion at Heathrow over Gatwick. Our support for Heathrow expansion is conditional on there being a full range of mitigation measures addressing noise, pollution, congestion and other adverse impacts.
14. TVB LEP acknowledges that not all local authorities share its support for expansion at Heathrow and it has published its support on the basis of it being a majority, not a unanimous, position.

Conclusion

15. Support for airport expansion is conditional on appropriate mitigation measures being in place, whether they relate to noise, air quality, congestion, environmental impact or any other matter.

Background Papers

16. TVB LEP has a collection of reports and responses to previous consultations concerning Heathrow, Surface Access and related matters

Heathrow – Summary of TVB LEP and BLTB’s Position

1. The TVB Strategic Economic Planⁱ (2014) identifies proximity to Heathrow Airport as a major economic advantage because it:
 - is a source of employment;
 - supports inward investment; and
 - helps attract foreign owned companies (see page 13).
2. The London Heathrow Economic Impact Studyⁱⁱ (2013) concluded
 - The “western wedge” area around Heathrow Airport has a strong, dynamic economy. It generates £1 in every £10 of UK economic output and is home to over 2.4 million jobs. It is an economic powerhouse for the UK.
 - Within the western wedge area, the aviation and related activity at Heathrow Airport currently supports around 120,000 jobs and contributes £6.2 billion to the economy.
3. In March 2014, TVB LEP Forum resolved to accept the importance of retaining the world’s busiest hub airport at Heathrow and
 - a. To endorse the Airports Commission’s conclusion, at paragraph 33, page 13, that, “there is a clear case for at least one net additional runway in London and the South East, to come into operation by 2030.”
 - b. To reiterate the findings of the London Heathrow Economic Impact Study which identified that the “do-nothing” option of maintaining Heathrow’s two runways would result in a steady decline in local employment and prosperity.
 - c. To recognise the significant economic and employment benefits to the Thames Valley economy, and beyond of, Heathrow and Gatwick airports, and to put our support behind the option of an expanded Heathrow.
 - d. To support the call by the Airports Commission to implement immediate measures to improve the public transport surface access arrangements.
4. For these reasons, TVB LEP continues supports the need for expansion of the airport, subject to an appropriate package of mitigating measures addressing surface access, air quality and noise impacts on the airport’s neighbours.
5. The TVB LEP support for expansion is a majority position; it recognises that within our partnership there are opponents of expansion.

Heathrow Expansion, National Policy and local Planning Authorities

6. The government has acknowledged that airport capacity in the south east is a question of national significance. It has set in train the processes by which the decision whether or not to approve expansion will be taken; and if it is to proceed, the process by which the details of the expansion plan will be determined. TVB LEP, along with neighbouring LEPs and Planning Authorities, has supported the formation of the Heathrow Strategic Planning Group, of which Slough BC is now the lead authority.

Heathrow Strategic Planning Group

7. This is a “Duty to Co-operate” grouping which supports the need for a reliable evidence base to inform a co-ordinated response. It includes organisations with a range of attitudes to expansion; what unites the

Group is a need for a common view about the impact of the current two-runway Airport as well as a shared analysis of the expansion proposals.

8. HSPG has a memorandum of cooperation with Heathrow Airport Limited, and some of the costs involved with responding to HAL's requests for information are met by HAL. Government grant has been secured. Our detailed comments will be communicated through the work of the HSPG.

Publications and Evidence Base

9. Heathrow Airport dominates the economy of the "Western Wedge" area from west London out along the M40, the Chiltern Mainline, the M4, the Great Western mainline, the M3, and South Western Mainline.
10. We have commissioned and published a number of studies, with our partners and in our own name, that provide the evidence base for our support for continued investment in the capacity of the airport. The conclusion we have reached is that on-, near- and off-airport infrastructure needs to be well planned and co-ordinated in order to reap the maximum benefits for the local economy, and to minimise the negative impact on local communities. We have concluded that surface access to airport is the most pressing problem, both now and following any expansion.

Surface Access Proposals

11. TVB LEP's number one infrastructure investment priority is the Western Rail Link to Heathrow scheme. The Strategic Outline Business Case supports this investment on the basis of a two-runway airport; this view was endorsed by the Airports Commission report.
12. This view is shared by the Berkshire Members Strategic Planning Group who in their response to the draft London Plan noted, "*The Plan should emphasise the need for western and southern rail access to Heathrow **now**; they are already necessary to tackle existing transport and air quality problems, and should be implemented for the current two-runway configuration rather than as a by-product of expansion, should it happen*"
13. We provide the secretariat for the WRLtH Stakeholder Steering Group, currently co-chaired by Tan Dhesi MP (Lab, Slough) and Richard Benyon MP (Con, Newbury) and we are working closely with the Network Rail team promoting the Development Consent Order application for this scheme.
14. We are aware of other proposals for step-change investment in public transport to and from the airport, and in the area around it, including Southern Rail Access to Heathrow; Slough Rapid Transit Phase 2; West London Orbital Rail; Piccadilly Line upgrade, Old Oak Common Interchange; and the M25 South West Quadrant study.

ⁱ<http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Strategic%20Economic%20Plan/TVB%20SEP%20-%20Strategy.pdf?inline-view=true>

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

BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**REPORT TO:** BLTB**DATE:** 15 March 2018**CONTACT OFFICER:** Nigel Pallace, Interim Chief Executive Slough Borough Council, lead Chief Executive to the BLTB**PART I****Item 8: Mayor of London's Draft Transport Strategy – report back from 2017 Consultation*****Purpose of Report***

1. Colleagues will recall that in 2017 the Mayor of London launched his [draft Transport Strategy for London](#)¹, and that at your meeting on 20 July 2017 you agreed a [response to the consultation](#)².
2. The Mayor has now published TfL's [response](#)³ to the consultation, and this report sets out how our views have shaped the final Transport Strategy.

Recommendation

3. You are asked to note the report.

Other Implications***Financial***

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

Risk Management

5. There are limited risks for Berkshire Local Transport Body associated with the Mayor of London's Transport Strategy.

Human Rights Act and Other Legal Implications

6. Slough Borough Council will provide legal support for the BLTB, should any questions arise.

Supporting Information

7. The document "[TfL's Report to the Mayor on the statutory consultation March 2018](#)" runs to 208 pages and covers all aspects of the consultation response.

¹ <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/the-mayors-transport-strategy>

² <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5719&Ver=4> see item 7.

³ https://consultations.tfl.gov.uk/policy/mayors-transport-strategy/user_uploads/mts-consultation-report-4.pdf

8. The report says, “We received 6,110 public responses and 476 responses from stakeholders and businesses which generated 43,550 discrete comments. We received a further 383 campaign-based responses as part of five stakeholder led campaigns. We also ran a series of deliberative workshops to ensure we received the views of a diverse sample of Londoners.”
9. An edited version of the TVB LEP response is reproduced at Appendix 1. I have omitted the questions where we made no comment. I have added a summary of the TfL report’s commentary on the consultation responses where we did make submissions.
10. The most significant section of the report for TVB LEP is section on Public transport links to airports / Focus on the unacceptable impact of expanding Heathrow (pp180-2), reproduced here:

6.5.11 Public transport links to airports / Focus on the unacceptable impact of expanding Heathrow (Policy 20 and proposals 95-96)

Comments in support: We received 79 supportive comments from stakeholders and businesses and 41 supportive comments from the public. Particular areas of support were at times conflicting and included:

- Improving surface links to London airports
- Seeking commitment from Government to fund and deliver transport measures supporting Heathrow expansion
- Another runway or alternative airport in the south-east (e.g. Gatwick or Stansted)
- The strategy’s position on Heathrow expansion

Comments noting concerns or opposition: We received 101 comments of concern from stakeholders and businesses and 57 comments of concern from the public. Particular areas of concern were:

Heathrow expansion

- Heathrow cannot be expanded with zero increases in air and noise pollution and traffic congestion
- Oppose the strategy’s position on Heathrow expansion – suggest the Mayor supports the findings of the independent Airports Commission
- The aspiration for no net increase in passenger and staff highway trips as a result of Heathrow expansion is unachievable
- Concern over funding for transport schemes linked to Heathrow expansion, e.g. proposed Southern Rail Access Improving rail access to Heathrow without airport expansion
- Proposed Southern rail link to Heathrow airport is needed with or without expansion - Some respondents expressed concern about the alignment for this scheme as shown in Figure 52

Comments making suggestions: We received 175 comments of suggestion from stakeholders and businesses and 122 comments of suggestion from the public. Particular suggestions included:

Heathrow expansion

- Opposition of Heathrow expansion should be unconditional
- Heathrow and/or Gatwick must be expanded as a priority to support the economy
- Heathrow expansion should be conditional on mitigation or air and noise pollution for all affected Londoners both now and in the future

- Heathrow expansion should only occur if improvements to public transport links will accommodate background growth as well as demand

Rail links to airports

- Proposal should reference additional schemes, including Heathrow Southern Access, Heathrow Western Access and Brighton Main Line
- Rail links to all airports should be improved Improving rail access to Heathrow without airport expansion
- Surface access improvement to Heathrow is required regardless of its potential expansion

TfL response and recommendation

Heathrow expansion

The Mayor's position on expansion is clear in its opposition to Heathrow expansion, underpinned by the evidence presented the Airports Commission and the Government's National Policy Statement (NPS), as well as analysis undertaken by TfL. In his submissions to Government, the Mayor is adamant that expansion cannot be taken forward as proposed, with severe noise and air quality impacts and without the transport investment that could accommodate the additional traffic from expansion alongside background demand.

The aspiration for no increase in highway trips is Heathrow Airport's, and is recognised by the Mayor as critical.

The Mayor seeks better use of existing capacity but also recognises the pressing need for new capacity so long as it can be delivered without severe environmental impacts or placing significant pressure on surface access networks. His aviation policy is further elaborated in the Draft London Plan.

TfL recommends a change to the narrative to clarify that the aspiration for no increase in highway trips is Heathrow Airport's, not Government's.

Improving rail access to Heathrow without airport expansion

The Mayor believes investment in significant new public transport infrastructure is essential for Heathrow expansion and he remains deeply concerned that none is currently committed.

Since the draft MTS was published, a process has been launched with the key stakeholders to better understand the nature of the surface access requirement and assess the various options. Once the package of surface access schemes required to enable expansion is identified, it will be the responsibility of Heathrow Airport and the Government to set out how they will be funded, including a key role for the former. The Mayor has been explicit in his submissions to Government that it should not be left to Londoners to pay for the transport improvements required.

Government policy is to support Heathrow expansion and schemes which have not yet been committed such as Western Rail Access and Southern Rail Access should be developed on that basis. Should the Government reverse its policy support for a third runway, then the schemes can be reviewed on that basis, recognising that the objectives, design, business case and funding approach of any scheme could be considerably different under a non-expansion scenario.

TfL recommends a change to Proposal 96 to add a clause stating that the Mayor will engage with stakeholders to assess the various options for surface access to Heathrow.

So as not to prejudge the conclusion of that process, TfL recommends a change to remove the map showing the indicative alignment of the Southern Rail Access scheme and a change to the narrative to clarify, at a high level, what is required of any Heathrow surface access scheme.

Rail links to airports

The importance of good rail links to all of London's airports is emphasised in the strategy. The strategy states that improvements should include:

- New, longer trains for Gatwick and Luton airports as part of the Thameslink Programme and Brighton Main Line upgrade, followed by next phase of upgrade and redevelopment of Gatwick Airport station.*
- Upgrading the West Anglia Main Line serving Stansted airport, including four-tracking, to be followed by increasing frequencies associated with Crossrail 2.*
- Enabling new routes and frequencies to Heathrow airport, with the delivery of the Elizabeth line.*
- Further introduction of full-length and more frequent DLR services to London City airport.*
- Increased frequencies on rail services to Southend airport.*
- New automated people-mover to better connect Luton airport with the rail network.*

TfL recommends a change to the narrative to add a reference to the next phase of the Brighton Main Line upgrade and the redevelopment of Gatwick Airport station.

Conclusion

11. The Mayor of London has conducted a full consultation on the proposed Transport Strategy, and some of our comments have been acknowledged and incorporated into the recommended final version.

Background Papers

12. The relevant documents are all referenced in the text of the report

Appendix

| Heading | Question | TVB LEP Response | Reaction from Mayor of London |
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| CHAPTER 1 – THE CHALLENGE (pp 9-16) | <p>1) London faces a number of growing challenges to the sustainability of its transport system. To re-examine the way people move about the city in the context of these challenges, it is important that they have been correctly identified.</p> <p>– Please provide your views on the challenges outlined in the strategy, and describe any others you think should be considered.</p> | <p>London is a world-class city, and both its influence and economic impact are felt well beyond its electoral boundary. In common with other Local Enterprise Partnerships that border London, Thames Valley Berkshire acknowledges the advantages of being located close to London.</p> <p>We agree that the challenges identified are all relevant; in addition we suggest that the themes that are covered in the section: “LONDON’S LINKS WITH THE WIDER SOUTH EAST AND BEYOND” (pp 178-181) should be brought into the “Challenges” chapter, with particular emphasis on the idea expressed in Proposal 70 “The Mayor, through the GLA and TfL, will work with relevant stakeholders to seek to ensure that transport investment on corridors in the Wider South East supports the realisation of any associated economic and housing growth potential.”</p> | <p>39% Strongly agree 32% Partially agree 13% partially or strongly disagree The remainder neither agree nor disagree, have no opinion or did not answer.</p> <p>The summary notes the following suggestion “<i>Recognition of challenges facing the areas adjacent to London</i>”</p> <p>And responds</p> <p>“Funding challenge and cross-borough / boundary delivery <i>Chapter six of the strategy sets out how the strategy will be funded and acknowledges the challenges around this. It is felt that this is a more appropriate section for these challenges to be raised. The MTS makes clear the need for the Mayor, TfL, London’s boroughs and other delivery partners to work closely together to deliver the aims of the strategy. TfL in particular will be working closely with the boroughs to support the delivery of the strategy as well as with London Councils. There is also a commitment in the strategy to work more closely with neighbouring authorities on cross boundary issues. There will be on-going stakeholder engagement following the publication of the final strategy to ensure any future challenges can be overcome. TfL recommends no change to the strategy in response to these comments.</i></p> |
| CHAPTER 2 – THE VISION | 2) The Mayor’s vision is to create a future London that is not only home | We support this statement of the vision | 46% Strongly agree 22% Partially agree |

| Heading | Question | TVB LEP Response | Reaction from Mayor of London |
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| (pp 17-38) | to more people, but is a better place for all of those people to live and work in. The aim is that, by 2041, 80 per cent of Londoners' trips will be made on foot, by cycle or using public transport. – To what extent do you support or oppose this proposed vision and its central aim? | | 17% partially or strongly disagree The remainder neither agree nor disagree, have no opinion or did not answer. |
| CHAPTER 2 – THE VISION (pp 17-38) | 3) To support this vision, the strategy proposes to pursue the following further aims: | | |
| | • by 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day | | 47% Strongly agree 19% Partially agree 16% partially or strongly disagree |
| | • for no one to be killed in, or by, a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from our streets by 2041 | | 63% Strongly agree 12% Partially agree 9% partially or strongly disagree |
| | • for all buses to be zero emission by 2037, for all new road vehicles driven in London to be zero emission by 2040, and for London's entire transport system to be zero emission by 2050 | | 62% Strongly agree 14% Partially agree 12% partially or strongly disagree |
| | • by 2041, to reduce traffic volumes by about 6 million vehicle kilometres per day, including reductions in freight traffic at peak times, to help keep streets operating efficiently for essential business and the public | | 54% Strongly agree 17% Partially agree 13% partially or strongly disagree |

| Heading | Question | TVB LEP Response | Reaction from Mayor of London |
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| | • to open Crossrail 2 by 2033 | | 49% Strongly agree 16% Partially agree 8% partially or strongly disagree |
| | • to create a London suburban metro by the late 2020s, with suburban rail services being devolved to the Mayor | | 50% Strongly agree 19% Partially agree 11% partially or strongly disagree |
| | • to improve the overall accessibility of the transport system including, by 2041, halving the average additional time taken to make a public transport journey on the step-free network compared with the full network | | 57% Strongly agree 19% Partially agree 5% partially or strongly disagree |
| | • to apply the principles of good growth | | 49% Strongly agree 19% Partially agree 5% partially or strongly disagree |
| | – To what extent do you agree or disagree with the aims set out in this chapter? | We support these aims | |
| CHAPTER 4 – A GOOD PUBLIC TRANSPORT EXPERIENCE (pp 115-190) | 16) Policy 14 and proposals 55 to 67 set out the Mayor’s draft plans to improve rail services by improving journey times and tackling crowding (see pages 140 to 166).. – To what extent do you agree or disagree that these plans would achieve this? | We support Policy 14 and the associated proposals. | 36% Strongly agree 27% Partially agree 14% partially or strongly disagree |
| | | We suggest that appropriate recognition should be given to the need to develop partnership and cooperation with transport authorities and other relevant bodies outside London where rail services also serve areas outside London. | No comment made |
| | | Proposal 56 refers specifically to Crossrail 2, including to “ <i>finalising the route alignment and stations.</i> ” | No comment made |

| Heading | Question | TVB LEP Response | Reaction from Mayor of London |
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| | | <p>There is an opportunity to revisit the extreme south-western alignment, including giving further consideration to using Crossrail 2 to deliver Southern Rail Access to Heathrow Airport. Figure 52 on page 251 shows a possible alignment for Southern Rail Access to Heathrow running alongside Crossrail 2 at Kingston and again on the South West mainline to the south-west of Wimbledon.</p> | |
| | | <p>Proposal 57 refers to “<i>opening the Elizabeth Line in 2019</i>”. We strongly support this proposal, as this service will provide important local services in Thames Valley Berkshire (serving Reading, Twyford, Maidenhead, Burnham, Slough and Langley in Berkshire as well as Taplow and Iver in Buckinghamshire).</p> | <p>The summary notes comments in support “<i>Delivering Crossrail 2 by 2033</i>” and “<i>Opening the Elizabeth Line in 2019 and increasing its frequency as required</i>”</p> |
| | | <p>We suggest further commitments should be made to exploring the opportunities for coordinating Elizabeth Line services with the proposed Western Rail Link to Heathrow services in order to eliminate turn-back services and promote through running at Heathrow.</p> | <p>No comment made</p> |
| | | <p>We further suggest that consideration be given to allowing outer-suburban services on the</p> | <p>No comment made</p> |

| Heading | Question | TVB LEP Response | Reaction from Mayor of London |
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| | | Great Western Line (originating in, say Newbury, Didcot or Oxford) access to the Elizabeth Line tunnels, thus allowing more commuting journeys to be completed without the need for interchange at Paddington, Old Oak Common or other intermediate stations. | |
| | | Proposal 59 refers to “ <i>encourage the DfT to increase the capacity of the national rail network in London to manage crowding on both local and longer distance services.</i> ” We suggest that this be amended to include a reference to undertaking this task in partnership and cooperation with transport authorities and other relevant bodies outside London. | The summary includes the following commentary, “ <i>National Rail investment concerns and suggestions relating to capacity, reliability, service patterns, journey times and long-term investment on the national rail network in London are noted. TfL recommends a change to Proposal 59 and the narrative to add more detail on national rail priorities and the importance of the national rail network in delivering the aims of the strategy.</i> ” |
| | | Proposal 61 refers to “ <i>devolution from DfT to the Mayor/TfL of the responsibility for local stopping rail services</i> ”. In effect the decision to operate the Elizabeth Line as a TfL concession has already achieved this proposal for a large number of local stopping services on the Great West Mainline. The logic of the service means that the concession includes services outside London. We suggest that it is important to develop further proposals for devolution in | The summary includes the following commentary, “ <i>Rail devolution A minority of respondents expressed opposition or concern relating to rail devolution. This is noted. TfL has proven what can be delivered from rail devolution – more frequent trains, fewer cancellations and delays, more staff on stations and more affordable fares. There is a very strong business case for devolving local stopping services to TfL: http://content.tfl.gov.uk/rail-devolution-business-case-narrative.pdf. The MTS already states that passengers using longer-distance services would be unaffected in terms of fares, train stopping patterns or relative priority of services. TfL</i> |

| Heading | Question | TVB LEP Response | Reaction from Mayor of London |
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| | | partnership and cooperation with transport authorities and other relevant bodies outside London. | <i>recommends no change to the strategy in response to these comments.</i> |
| | | Proposal 64 refers to the upgrade of “rail freight routes outside London”. We suggest that this be amended to include a reference to undertaking this task in partnership and cooperation with transport authorities and other relevant bodies outside London. | The summary recommends “a change to move Proposal 64 to this new focus box, and a change to clarify the importance of working with Network Rail and make clear that both passenger services and London-bound freight services would be beneficiaries when rail paths within London are freed following upgrades to rail freight routes outside London.” |
| CHAPTER 4 – A GOOD PUBLIC TRANSPORT EXPERIENCE (pp 115-190) | 17) Policies 15 to 18 and proposals 68 to 74 set out the Mayor’s draft plans to ensure river services, regional and national rail connections, coaches, and taxi and private hire contribute to the delivery of a fully inclusive and well-connected public transport system. The Mayor’s policy to support the growing night-time economy is also set out in this section (see pages 176 to 187). – To what extent do you agree or disagree that these plans would deliver a well-connected public transport system? | Policy 16 says “ <i>The Mayor, through TfL, will support improvements to public transport to enhance travel between London and the rest of the UK, and require regional and national public transport schemes to be integrated into London’s public transport system wherever practical.</i> ” We welcome the Mayor’s support for transport improvements outside London. We suggest that this Policy should be amended to include words reflecting the spirit of “partnership and cooperation with transport authorities and other relevant bodies outside London”. | The summary notes the following responses, “ <i>Comments in support</i> <i>We received 34 supportive comments from stakeholders and businesses. Respondents supported the overall policy and gave qualified support for strategic investment on corridors in the Wider South East that support economic and housing growth, provided this growth is mutually beneficial and not solely for to the benefit of London.</i> <i>Comments noting concerns or opposition</i> <i>We received 16 comments of concern from stakeholders and businesses and 8 comments of concern from the public. Respondents expressed concern that the strategy may imply that London’s housing needs would be accommodated by neighbouring authorities.</i> <i>Comments making suggestions</i> <i>We received 43 comments of suggestion from stakeholders and businesses and 13 comments of suggestion from the public. Suggestions were primarily around improving connectivity to neighbouring authorities, including making a</i> |

| Heading | Question | TVB LEP Response | Reaction from Mayor of London |
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| | | | <p><i>stronger commitment to the Metropolitan Line Extension.”</i></p> <p>It goes on, <i>“Improving connectivity to neighbouring authorities: Policy 16 states the importance of integrating regional public transport schemes into London’s public transport system wherever practical. TfL recommends a change to Policy 16 to add reference to international travel (e.g. Channel Tunnel) to indicate that this is also within the scope of the policy.”</i></p> |
| | | <p>We welcome Proposal 70 <i>“The Mayor, through the GLA and TfL, will work with relevant stakeholders to seek to ensure that transport investment on corridors in the Wider South East supports the realisation of any associated economic and housing growth potential.”</i> In particular we welcome the commitment to working with relevant stakeholders, and we acknowledge that dialogue already established in the Wider South East Group.</p> <p>We suggest that Local Enterprise Partnerships should continue to be considered as relevant stakeholders, and that your engagement with us and our partners could usefully be directed via the emerging sub-national transport body, “Transport for the</p> | <p>No comment made</p> |

| Heading | Question | TVB LEP Response | Reaction from Mayor of London |
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| | | <p>South East”.</p> <p>Proposal 71 refers to the development of a “<i>new gateway station at Old Oak Common</i>” which will be served by the Great Western Mainline, Elizabeth Line, HS2 and Overground services. While the main impact of this will be local to West London, the full potential of this new interchange will have an impact far beyond London. We look forward to the development of “partnership and cooperation with transport authorities and other relevant bodies outside London” in order to realise the full potential of this investment.</p> <p>Proposal 72 refers to working “<i>with stakeholders</i>” in connection with long distance coach services. We suggest that Local Enterprise Partnerships should be considered as relevant stakeholders, and that your engagement with us and our partners could usefully be directed via the emerging sub-national transport body, “Transport for the South East”.</p> | <p>No comment made</p> <p><i>TfL recommends a change to Proposal 72 to add reference both scheduled and tourist coach service and their safe and efficient operation, and a commitment for TfL to work with delivery partners including the coach and tourism industries to develop FORS for coaches.</i></p> |
| CHAPTER 5 – NEW HOMES AND JOBS (pp 191-254) | 18) Policy 19 and proposals 75 to 77 set out the Mayor’s draft plans to ensure that new homes and jobs are delivered in line with the transport principles of ‘good | We support Policy 19 and the associated proposals 75 to 77. | |

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| | <p>growth' (see pages 193 to 200). – To what extent do you agree or disagree that these plans would achieve this?</p> | | |
| CHAPTER 5 – NEW HOMES AND JOBS (pp 191-254) | <p>19) Proposals 78 to 95 set out the Mayor's draft plans to use transport to support and direct good growth, including delivering new rail links, extensions and new stations, improving existing public transport services, providing new river crossings, decking over roads and transport infrastructure and building homes on TfL land (see pages 202 to 246). – To what extent do you agree or disagree that these plans would ensure that transport is used to support and direct good growth?</p> | <p>We welcome Proposal 86 "<i>The Mayor, through TfL and the boroughs, will pilot bus transit networks in outer London Opportunity Areas with the aim of bringing forward development, either ahead of rail investment or to support growth in places without planned rail access.</i>" We suggest that reference be made to extension of such networks outside the GLA boundary where appropriate. We draw attention to the ambition of the Slough MRT system to better connect Heathrow Airport with Slough, which is promoted by Slough BC and supported by Thames Valley Berkshire LEP.</p> | <p>The summary says, "<i>Comments in support of proposals 85 - 87 are noted and welcomed.</i>"</p> |
| | | <p>There is a reference on p203 to "<i>working with willing partners to support development along the strategic corridors</i>" in the Wider South East. We welcome the commitment to partnership working contained in Proposal 94 and look forward to specific proposals for how this might be achieved.</p> | <p>The summary says, "<i>Comments in support of proposals for working with planning authorities within and beyond London in support of good growth are noted and welcomed.</i>"</p> |
| | | <p>We welcome Proposal 95 "<i>The</i></p> | <p>The summary notes the following suggestions,</p> |

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| | | <p><i>Mayor will promote the improvement of surface links to London's airports, with airport operators contributing a fair share of the funding required."</i></p> <p>We suggest that the accompanying text make specific reference to three new routes currently proposed for improving public transport access to Heathrow: Western Rail Link to Heathrow; Southern Rail Access to Heathrow; and Slough MRT (referred to at Proposal 86 above). We believe that investment in these three schemes is justified on the basis of a two-runway airport. We do not regard any or all of them as appropriate mitigation for any expansion proposals.</p> | <p><i>"Heathrow expansion: Opposition of Heathrow expansion should be unconditional · Heathrow and/or Gatwick must be expanded as a priority to support the economy · Heathrow expansion should be conditional on mitigation or air and noise pollution for all affected Londoners both now and in the future · Heathrow expansion should only occur if improvements to public transport links will accommodate background growth as well as demand.</i></p> <p><i>"Rail links to airports: Proposal should reference additional schemes, including Heathrow Southern Access, Heathrow Western Access and Brighton Main Line · Rail links to all airports should be improved</i></p> <p><i>"Improving rail access to Heathrow without airport expansion: Surface access improvement to Heathrow is required regardless of its potential expansion"</i></p> <p>The summary goes on to say, <i>"In his submissions to Government, the Mayor is adamant that expansion cannot be taken forward as proposed, with severe noise and air quality impacts and without the transport investment that could accommodate the additional traffic from expansion alongside background demand."</i></p> |
| CHAPTER 5 – NEW HOMES AND JOBS (pp 191-254) | 20) Policy 20 and proposal 96 set out the Mayor's proposed position on the expansion of Heathrow Airport (see pages 248 to 249). – To what extent do you agree or disagree with this position? | Thames Valley Berkshire LEP supports the expansion of the airport subject to appropriate mitigation measures in respect of noise, pollution, surface access and other adverse impacts ⁴ . | See main body of the report for a full discussion of this section. |

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| | | Therefore, we support Policy 20 which allows for the Strategy to support expansion as long as robust safeguards about mitigation of adverse impacts are secured. | |
| | | We regard both the Western Rail Link and the Southern Rail Access schemes to be justified on the basis of a two-runway airport. This position was also adopted by the Davies Commission. We suggest that Proposal 96 is amended to reflect this position. | See main body of the report for a full discussion of this section. |
| | | We suggest that the possible alignment of Southern Rail Access to Heathrow is amended to show other potential alignments which have been reviewed by Network Rail and others. | See main body of the report for a full discussion of this section. |

⁴ "The strength of feeling against Heathrow expansion cannot be ignored by the LEP. The current operational environment at Heathrow causes considerable impact in respect of noise, pollution and local congestion. Any proposals for expansion will need to be accompanied by a full range of mitigation measures that acknowledge and respond to these issues." TVB LEP 20 September 2012

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BLTB Forward Plan 2018/19

| 19th July 2018 | |
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| <p><i>Deadline for final reports:</i> 9th July</p> <p><i>Agenda published:</i> 11th July</p> | <ul style="list-style-type: none"> • Financial approval for 2.24 Newbury Station Improvements • Financial approval for 2.27 Maidenhead Town Centre: Missing Links • Financial approval for 2.28 Bracknell: A3095 Corridor Improvements • One-year-on Impact report for 2.03 Newbury: London Road Industrial Estate • Business Rates Retention Pilot – Prioritisation of bids/programme entry • Growth Fund Unallocated funds – Prioritisation of bids/programme entry • Progress reports • Forward Plan |
| 15th November 2018 | |
| <p><i>Deadline for final reports:</i> 5th November</p> <p><i>Agenda published:</i> 7th November</p> | <ul style="list-style-type: none"> • Financial approval for 2.26 Wokingham Winnersh Relief Road Phase 2 • One-year-on Impact report for 2.19 Bracknell: Town Centre Regeneration • Progress reports • Forward Plan |
| 14th March 2019 | |
| <p><i>Deadline for final reports:</i> 4th March</p> <p><i>Agenda published:</i> 6th March</p> | <ul style="list-style-type: none"> • Financial approval for 2.29 Wokingham: Winnersh Parkway (tbc) • One-year-on Impact report for 2.08 Slough: Rapid Transit Phase 1 • One-year-on Impact report for 2.17 Slough: A355 route • Progress reports • Forward Plan |

July 2019

Deadline for final reports:
tbc

Agenda published:
tbc

- One-year-on Impact report for 2.09.2 Sustainable Transport: A4 Cycle (tbc)
- One-year-on Impact report for 2.10 Slough: A332 Improvements (tbc)
- One-year-on Impact report for 2.22 Slough: Burnham Station Access Improvements (tbc)
- Progress reports
- Forward Plan

Other items

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