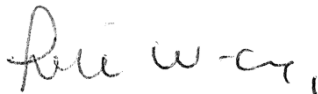


Date of issue: Wednesday, 7 November 2018

MEETING	BERKSHIRE LOCAL TRANSPORT BODY	
	Member	Authority
	Councillor Bicknell	The Royal Borough of Windsor & Maidenhead
	Councillor Brunel-Walker	Bracknell Forest Council
	Councillor Carter	Slough Borough Council
	Councillor Clifford	West Berkshire Council
	Councillor Page	Reading Borough Council
	Councillor Pollock	Wokingham Borough Council
	Stuart Atkinson	Thames Valley Berkshire LEP
	Charles Eales	Thames Valley Berkshire LEP
	Dr Peter Howe	Thames Valley Berkshire LEP
	Malcolm Kempton	Thames Valley Berkshire LEP
	Simon Ratcliffe	Thames Valley Berkshire LEP
	Matthew Taylor	Thames Valley Berkshire LEP
DATE AND TIME:	THURSDAY, 15TH NOVEMBER, 2018 AT 4.00 PM	
VENUE:	THE CURVE - WILLIAM STREET, SLOUGH, BERKSHIRE, SL1 1XY	
	MEETING ROOMS 1 & 2 (2ND FLOOR)	
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.



JOSIE WRAGG
Chief Executive

AGENDA

PART 1



<u>AGENDA</u> <u>ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>
	Apologies for absence.	
1.	BLTB Membership <i>To welcome Simon Ratcliffe and Malcolm Kempton to BLTB following their recent appointments by Thames Valley Berkshire LEP.</i>	-
2.	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>	-
3.	Minutes of the Meeting held on 19th July 2018	1 - 10
4.	Briefing Note - TVB LEP/BLTB 'How We Work' - To Note	11 - 12
5.	Thames Valley Berkshire Local Growth Deal 2015/16 to 2020/21	13 - 80
6.	Financial Approval for 2.26 Wokingham Winnersh Relief Road Phase 2	81 - 106
7.	Financial Approval for 2.27 Maidenhead Town Centre: Missing Links	107 - 134
8.	2.04.4 Wokingham: Arborfield Cross Relief Road - Preliminary Costs	135 - 136
9.	Business Rates Retention Pilot - Revenue Support and New Bid	137 - 156
10.	Network Rail Access for All CP6 Programme	157 - 160
11.	BLTB Forward Plan	161 - 162
12.	Date of Next Meeting - 14th March 2019	-

Press and Public

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

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

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Berkshire Local Transport Body – Meeting held on Thursday, 19th July, 2018.

Present:-	Councillor Page	Reading Borough Council
	Stuart Atkinson	Thames Valley Berkshire LEP
	Councillor Bicknell	RBWM
	Councillor Brunel-Walker	Bracknell Forest Council
	Councillor Carter	Slough Borough Council
	Councillor Clifford (until 5.07pm)	West Berkshire Council
	Charles Eales	Thames Valley Berkshire LEP
	Ingrid Fernandes (from 4.09pm)	Thames Valley Berkshire LEP
	Peter Howe	Thames Valley Berkshire LEP
	Councillor Pollock	Wokingham Borough Council
	Graeme Steer	Thames Valley Berkshire LEP
	Matthew Taylor (from 4.12pm)	Thames Valley Berkshire LEP

Also present under Rule 30:- Councillor Sleight (Wokingham Borough Council),
Councillor Ardagh-Walter (West Berkshire Council)

Observer:- Richard Bunn, RBWM (accountable body for TVB LEP)

Apologies for Absence:- None

PART 1

1. Declarations of Interest

Charles Eales declared that he worked for Microsoft based at Thames Valley Park, which would be served by the East Reading MRT scheme.

2. Election of Chair 2018/19

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

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

Councillor Page was proposed by Councillor Clifford and seconded by Councillor Carter.

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

Resolved – That Councillor Page be elected as Chair of BLTB for the 2018/19 municipal year.

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

(Councillor Pollock joined the meeting)

3. Election of Deputy Chair 2018/19

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

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

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

Resolved – That Charles Eales be elected as Deputy Chair of BLTB for the 2018/19 municipal year.

4. Minutes of the Meeting held on 15th March 2018

Resolved – That the minutes of the Berkshire Local Transport Body (BLTB) held on the 15th March 2018 be approved as a correct record.

5. 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.

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

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

A report was received on the progress of the Thames Valley Berkshire Local Growth Deal which set out the status of approved schemes, updated financial profile and identified risks.

Updates were provided by scheme promoters on each of the approved schemes:

2.01 Newbury: Kings Road Link Road – the update on funding issues was noted. It was hoped that works would re-commence in August.

2.02 Bracknell: Warfield Link Road – update noted.

2.03 Newbury: London Road Industrial Estate – one year impact assessment would be considered later on the agenda.

2.04.4: Wokingham: Arborfield Relief Road – update noted.

2.05 Newbury: Sandleford Park – update noted. An agreement had now been reached with Newbury College and the RAG rating at Table 5 had changed from ‘Red’ to ‘Green’.

2.06 Reading: Green Park Railway Station – update noted. Enabling works were underway and detailed design work was ongoing.

2.07 Bracknell: Coral Reef Roundabout – project completed.

2.08 Slough: Rapid Transit Phase 1 – update noted. Construction was complete and a closed service was currently running.

(Ingrid Fernandes joined the meeting)

2.09.1 Sustainable Transport NCN 422 – update noted.

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

2.10 Slough: A332 Improvements – update noted. It was anticipated the scheme would be completed by the end of August following a delay caused by utility issues.

2.11 and 2.12 Reading: South Reading MRT phases 1 and 2 – update noted. Due for completion in September.

2.13 Wokingham: Thames Valley Park & Ride (previously called 2.13 Reading: Eastern Park & Ride) – update noted. Scheme on track with detailed design work ongoing.

(Matthew Taylor joined the meeting)

2.14 Reading: East Reading MRT Phase 1 and 2.25 Reading: East Reading MRT Phase 2 – it was noted that Reading’s Planning Committee had approved the application on 30th May, however, Wokingham’s Planning Committee refused permission on 25th June. A new application was being prepared to address the issues raised and the LTB discussed the impact on the costs and programme delivery. A revised funding profile was set out in section 3 of the project update and the Growth Deal funding was fixed so any risks of increased costs were matters for the scheme promoter. Members were advised that delivery of the scheme remained realistic if the revised planning application was approved and the scheme promoters remained committed to the project. The LTB would review the position in November 2018 if planning consent had not been achieved.

2.15 Bracknell: Martins Heron Roundabout – update noted.

2.16 Maidenhead Station Access – update noted.

2.17 Slough: A355 Route – the scheme had been completed and the one year impact assessment was included later on the agenda.

2.18 No scheme.

2.19 Bracknell: Town Centre Regeneration and Infrastructure Improvements – the scheme had been completed. One year on impact report was due for consideration in March 2019.

2.20 No scheme.

2.21 Slough: Langley Station Access Improvements – update noted.

2.22 Slough: Burnham Station Access Improvements – update noted.

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

2.24 Newbury: Railway Station improvements – a report seeking financial approval was included later in the agenda.

2.25 – see 2.14

2.26 Wokingham: Winnersh Relief Road (Phase 2) – update noted. Phase 1 was open and a planning application for Phase 2 was being prepared with a view to work commencing on site in March 2019.

2.27 Maidenhead Town Centre: Missing Links – update noted.

2.28 Bracknell: A3095 Corridor Improvements – a report seeking financial approval was included later in the agenda.

2.29 Wokingham: Winnersh Parkway – update noted. Business case expected to be considered by the LTB in March 2019.

The fact that a number of schemes had or were running behind the original schedule was raised and Members discussed the lessons learned and any ways in which project management could be improved. It was noted that there would inevitably be slippage on schemes of this complexity and that it was considered that the programme overall was being well managed. Local authorities, as the primary scheme promoters, commented that accelerating preparatory work prior to funding approval could mitigate some of the risks, however, this required upfront development costs which were at risk if schemes did not secure funding. Members were assured that scheme development was WebTAG compliant which included optimisation bias and this was built into the programme. The LTB concluded that robust project management and monitoring was in place and that the programme was being well managed, however, Officers should continue to review risks and learn any lessons from the delivery of the programme to date.

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

7. Business Rates Retention Pilot - Prioritisation of Bids

A report was considered about the Business Rates Retention Pilot (BRRP) in 2018 – 2019 and the agreement of a process for allocating resources in March 2018. The report set out the relationship with the Local Growth Fund (LGF) process; bids received and recommended a priority order for allocating the available money. Funding some of the schemes through the BRRP would release LGF for other priority schemes and the differences in the way each funding stream operated were noted.

BLTB considered Options A and B for the allocation of funds as set out in Table 3 to the report.

- Option A – £13.3m for Slough MRT; £7.898m for South Reading MRT Phases 3 and 4; and £5.728m for Maidenhead Housing Sites Enabling Works Phase 1. Total - £26.926m
- Option B – £13.3m for Slough MRT; £7.898m for South Reading MRT Phases 3 and 4; and £6.260m for Winnersh Relief Road Phase 2. Total - £27.458m

Option B was the Officer's recommendation. The Berkshire Treasurers' Group had calculated a planning figure of £25m for allocation in 2018-2019. However, since publication of the report it had been confirmed that the £25m was a cash limit rather than a planning figure and it was therefore necessary to amend whichever option was to be agreed.

After discussion, it was proposed that Option B be amended to reduce the funding for Slough MRT by £5m to £8.3m by 2019/20, with the further £5m to invest in park and ride to be prioritised in 2020/21 subject to the extension of the BRRP scheme. The profile of spending on the Winnersh Relief Road would be adjusted to provide the full £6.260 by 2019/20. This option would mean £14.158m of LGF could be realised to allow further schemes to come forward on longer timescales. The revised recommendation for Option B was approved.

Resolved – To amend Option B by reducing the approval for Slough Mass Rapid Transit (SMaRT) Phase 2 from £13.3m to £8.3m in 2018/19 and 2019/20. The approval of the remaining £5m in 2020/21 to be subject to the successful renewal of the BRRP scheme beyond its first year; and to change the profile of payments for Winnersh Relief Road Phase 2 to £3m in 2018/19 and £3.26m in 2019/20.

8. Local Growth Funds - Re-prioritisation of Bids

A report was considered on the bids received and recommended priority order for allocating the Local Growth Funds released by the funding of some schemes through the Berkshire-wide Business Rates Retention Pilot (BRRP).

The decision taken during the previous item released £14.158m of previously allocated LGF and a prioritisation process had taken place using the agreed methodology on the 16 schemes submitted as set out in the table on paragraph 14 of the report. It was proposed that programme entry status be given to the three top ranked schemes – Slough: Stoke Road Area Regeneration (£7.65m), Maidenhead: Housing Sites Enabling Works (£4.66m) and GWR: Maidenhead to Marlow Branch Line Upgrade (£1.525m).

Members asked a number of questions about the proposed schemes including the contribution of GWR to the Maidenhead to Marlow branch line scheme. All of the schemes would be subject to business case approval. After due consideration, Option B was agreed.

Resolved – That the priority order for allocating the money set out in paragraph 13 of the report be approved; and, subject to confirmation of the yield from the BRRP scheme, programme entry status be awarded to schemes in Option B – Slough: Stoke Road Area Regeneration; Maidenhead Housing Enabling Works Phase 1; and GWR Marlow to Maidenhead Branch Line Upgrade.

9. Business Rates Retention Pilot - Revenue Support for Scheme Development

A report was considered that proposed “top-slicing” some of the £25m Business Rates Retention Pilot (BRRP) allocation in order to establish a scheme for providing revenue support to local authorities for the development of a strong pipeline of future infrastructure schemes.

The proposal was set out in paragraphs 17 and 18 of the report which was that £600,000 of the £25m be “top-sliced” and allocated to the six Berkshire authorities with each receiving £100,000 in 2018/19. The purpose was to develop major infrastructure projects identified in the emerging Local Plans and was subject to the money being spent on outline business cases for transport infrastructure projects and BLTB approving the timetable and list of projects before the money was released.

The LTB recognised the importance of investment in the development of a strong pipeline of schemes and the proposal was agreed.

Resolved – That the process set out in paragraphs 17 and 18 of the report be approved.

10. Financial Approval 2.24 Newbury: Railway Station Improvements

A report was considered to give financial approval to scheme 2.24 Newbury: Railway Station Improvements, which would enhance and improve multi-modal transport exchange at Newbury railway station. The scheme was being jointly promoted by West Berkshire Council and Great Western Railway.

The LTB was advised that in principle it was a good scheme, however, there remained some issues to be resolved with the Independent Assessor and it was recommended that conditional approval be given. West Berkshire Council stated that it accepted the conditions and was confident that they would be met. After due consideration, the scheme was given conditional financial approval.

Resolved – That scheme 2.24 Newbury: Railway Station Improvements be given financial approval in the sum of £6,051,000 over three years (2018/19-2020/21) on the terms of the funding agreement set out at paragraph 11 step 5 of the report, subject to the Independent Assessor being satisfied that the following conditions be met:

1. Clear demonstration, across all elements of the business case, of the co-dependencies of each component part of the scheme submission, specifically the MSCP, the northern pedestrian/cycle link, the southern interchange works, and the internal station works. This should include how all project elements were procured and managed in a co-ordinated manner.
2. Clear scheme optioneering process identifying why each element of the project should be included within the final scheme, including demonstration that each element offered value for money, either as a standalone element or by facilitating wider benefits within the overall scheme. This may be achieved through additional assessment of current operational performance of the station and the estimation of additional scheme benefits from investment.
3. Either i) a clear statement justifying the inclusion of 90% of the farebox revenue stream accruing the Public Accounts, or ii) a revision to the value included. Any justification must go beyond a simple statement referring to previous review by DfT.
4. Either i) evidence that the project would meet the fourth scheme objective, to contribute to solutions to resolve flooding issues at the station, or ii) re-definition of the fourth scheme objective.
5. Clear demonstration that the scheme costs take into account any necessary construction cost inflation.
6. Additional written evidence to justify the projected environmental and distributional impacts presented within the Appraisal Summary Table.
7. Additional evidence within the Commercial and Management Cases to demonstrate that the optimum procurement processes have been selected.
8. That the scheme retains high or better value for money once these conditions have been met.

(Councillor Clifford left the meeting at this point and Councillor Ardagh-Walter deputised)

11. Financial Approval 2.28 Bracknell: A3095 Corridor

A report was considered that recommended giving financial approval to scheme 2.28 Bracknell: A3095 Corridor. The highway was a key link between the M4 and M3 and the scheme was focused on the section between the Hanworth Roundabout through to the Golden Retriever Junction and aimed to improve traffic flow and assist in unlocking housing development.

The Independent Assessment of the Business Case at Appendix A to the report was noted and the LTB agreed to give the scheme full financial approval.

Resolved – That scheme 2.28 Bracknell: A3095 Corridor full financial approval in the sum of £2,000,000 in 2019/20 and £3,518,800 in 2020/21 on the terms of the funding agreement set out at paragraph 11 step 5 of the report.

12. 2.17 Slough A355 Route - One Year Impact Report

A LTB received the one year impact report for scheme 2.17 Slough: A355 Route. The project received £4.4m towards a total cost of £5.8m to make improvements to the A355 Tuns Lane and Copthorne Roundabout which was a key link between the M4 and Slough Trading Estate and the town centre.

The scheme promoter had stated that new infrastructure had brought considerable improvements to traffic flow, reduced congestion and made journey times more reliable. It was noted that the independent assessor had raised some issues about the traffic flow and journey time data, however, this was due to the location the data was collected and journey times between M4 Junction 6 and the town centre had reduced from 20-25 minutes to 10-11 minutes. Members commented that the new roundabout had made significant improvements to traffic flow on the route.

A query was raised about the current speed limit of 30mph. This was an experimental limit and would be reviewed as part of the Air Quality Management Area with a decision likely in the next two months.

At the conclusion of the discussion, the one year impact report was noted.

Resolved – That the One Year Impact Reports of the scheme promoter and the independent assessor for scheme 2.17 Slough: A355 Route be noted.

13. 2.03 Newbury London Road Industrial Estate - One Year Impact Report

The LTB received the one year impact report for scheme 2.03 Newbury: London Road Industrial Estate. The scheme received £1.9m towards the total

cost of £4.5m to improve road, pedestrian and cycle links to the site to support economic development.

The scheme had been delivered although it had been delayed and had cost more than anticipated in the business case due to additional work undertaken. However, the scheme promoter concluded that the scheme had delivered the full range of expected transport related benefits and access to the industrial estate had been vastly improved, enabling the development and regeneration of the site. The independent assessor had commented that the scheme had been successful in terms of the operation of the highway network although the future impact on the industrial estate could not be accurately quantified. The report was noted.

Resolved – That the one year impact reports from the scheme promoter and the independent assessor for scheme 2.03 Newbury: London Road Industrial Estate be noted.

14. Southern Rail Access to Heathrow

A report was considered that set out a response to the Government's call for market-led proposals for a new Southern Rail Access to Heathrow airport. It was proposed that a response be submitted to the Department for Transport requesting that any proposals it received be considered in view of the principles set out in paragraph 20 of the report.

These included that proposals be designed to meet the needs of the South of England not just South London; be co-ordinated with major housing and employment off-airport sites; and that they be fully integrated with national and regional tickets.

Members commented on the importance of securing direct benefits to the sub-region, particular services between Reading and Waterloo and it was agreed to strengthen the wording in paragraph 20(b) – "The proposals should serve the sub-region and well as the airport" to reflect this ambition. With this amendment noted, it was agreed to respond in line with the principles set out in paragraph 20 of the report.

Resolved – That the response to the Government's call for market-led proposals for a new Southern Rail Access to Heathrow as set out in paragraph 20 of the report be agreed.

15. TfSE Collaboration Agreement

A report was considered that sought authority to delegate the signing of the Transport for the South East (TfSE) Collaboration Agreement on behalf of Berkshire Local Transport Body. It was proposed that Joe Carter, Director of Regeneration at Slough Borough Council, BLTB's accountable body, be authorised to sign the agreement.

The Collaboration Agreement would establish the relationships between the parties involved in TfSE and acknowledged East Sussex County Council's role as lead authority for the TfSE Shadow Partnership Board. It would define the governance arrangements, roles and responsibilities, contractual relationships and a range of other practical issues. Whilst the six Berkshire authorities were recognised as individual constituent authorities they had chosen to manage their memberships through BLTB.

After due consideration, BLTB agreed the delegation to the sign the Collaboration Agreement.

Resolved – That Joe Carter, Director of Regeneration at Slough Borough Council be authorised to sign the TfSE Collaboration Agreement on behalf of Berkshire Local Transport Body.

16. 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. It was noted that the one-year-on impact report for 2.19 Bracknell: Town Centre Regeneration would be considered at the meeting in March 2019, not November 2018 as stated in the plan.

Resolved – That the BLTB Forward Plan, with the above amendment, be noted.

17. Vote of Thanks

It was noted that the terms of office of four of the six business members appointed via Thames Valley Berkshire LEP would be expiring. It was expected to be the final meeting for Matt Taylor, Graeme Steer, Ingrid Fernandes and Peter Howe, although it was reported that Mr Taylor's term was likely to be extended by a further year to provide continuity. BLTB recognised the significant contribution made by each of the retiring members and thanked them for their service.

Resolved – That the retiring business members be thanked for their contribution to the LTB.

18. Date of Next Meeting

The date of the next meeting was confirmed as 15th November 2018 at 4.00pm in Slough.

Chair

(Note: The Meeting opened at 4.00 pm and closed at 5.30 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 November 2018**CONTACT OFFICER:** Joe Carter, Director of Regeneration, Slough Borough Council, lead officer 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}](#); and on the progress of schemes funded by the Business Rates Retention Pilot (BRRP) 2018-19.
2. The headline figure for transport scheme grants under the three Local Growth Deals is £135.926m. This included £24m of “DfT retained” allocation relating to the Wokingham Distributor Roads. This report provides progress reports on all programme entry schemes and the TVB Smart City Cluster (Smart Berkshire) scheme. A further £25m has been released through the BRRP 2018-19 scheme.
3. £14.742m was spent on transport schemes in 2015/16, £16.546m in 2016/17 and £15.055m in 2017/18. We are planning (at 1 November 2018) to spend £28.059m this year; £16.072 from Local Growth Deals and £11.798m from BRRP.

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 Local 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 2018/19 and there is a provisional profile for payments in the financial years 2019/20 - 2020/21.

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

£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
Local Growth Deal Total		135.9
BRRP 2018/19		25.0
Grand Total		160.9

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

Table 2: Local Growth Deal and BRRP 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	15.3	-	-	61.6
Growth Deal 1 (DfT Major Schemes) <i>indicative</i>	-	-	-	0.9	23.1		24.0
Combined Growth Deal 1, 2 and 3 LTB Allocation <i>indicative profile</i>	-	-	-	-	16.6	33.8	50.3
Local Growth Deal Total	14.7	16.5	15.1	16.2	73.4		135.9
BRRP	-	-	-	25.0	-		25.0
Grand Total							160.9

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 Local Growth Deal funding profile.

Table 3 – Local Growth Deal and BRRP 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	Complete	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	-	-	-	0.874	-	23.126	24.00

	Scheme Name		Status	15/16	16/17	17/18	18/19	19/20	20/21	£m
2.05	Newbury: Sandleford Park	GD 2	On site	-	-	-	2.400	<i>0.500</i>	-	2.900
2.06	Reading: Green Park Railway Station	GD 1	On site	-	-	4.575	4.575	-	-	9.150
2.07	Bracknell: Coral Reef Roundabout	GD 1	Complete	2.100	-	-	-	-	-	2.100
2.08	Slough: MRT 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	0.200	<i>0.400</i>	-	4.200
2.09.2	Sustainable Transport: A4 Cycle	GD 1	Complete	-	0.483	-	-	-	-	0.483
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	<i>0.900</i>	-	2.900
2.14	Reading: East Reading MRT Ph1	GD 1	Full approval	-	-	-	-	<i>3.000</i>	<i>16.067</i>	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	<i>2.475</i>	-	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	GD 2	Complete	2.000	-	-	-	-	-	2.000
2.20	not used	-	-	-	-	-	-	-	-	-
2.21	Slough: Langley Station Access Improvements	GD 2	On site	-	-	1.500	-	-	-	1.500
2.22	Slough: Burnham Station Access Improvements	GD 2	Complete	-	2.000	-	-	-	-	2.000
2.23	Reading: South Reading MRT Phases 3-4	GD 3*	On site. Part-funded by BRRP see below	-	-	2.250	-	-	-	2.250
2.24	Newbury: Railway Station Improvements	GD 3	Conditional approval	-	-	-	3.630	<i>0.921</i>	<i>1.500</i>	6.051
2.25	Not used									
2.27	Maidenhead Town Centre: Missing Links	GD 3	FBC due November 2018	-	-	-	0.243	<i>0.818</i>	<i>1.181</i>	2.241
2.28	Bracknell: A3095 Corridor Improvements	GD 3	On site – enabling works	-	-	-	0.200	<i>1.800</i>	<i>3.519</i>	5.519
2.29	Wokingham: Winnersh Parkway	GD 3 reserve scheme	FBC due March 2019	-	-	-	-	<i>0.250</i>	<i>2.750</i>	3.000
2.31	Slough: Stoke Road Area Regeneration	GD 3 reserve scheme	FBC due March 2019	-	-	-	0.300	<i>2.200</i>	<i>5.150</i>	7.650

	Scheme Name		Status	15/16	16/17	17/18	18/19	19/20	20/21	£m
2.32	Maidenhead: Housing Sites Enabling Work Phase 1	GD 3 reserve scheme	FBC due March 2019	-	-	-	0.438	1.765	2.457	4.660
2.33	GWR: Maidenhead to Marlow Branch Line Upgrade	GD 3 reserve scheme	Being managed by Bucks TV LEP	-	-	-	-	1.525	-	1.525
2.xx	Unallocated			-	-	-	-	-	1.166	1.166
Local Growth Deal Total				14.742	16.546	15.055	16.135	16.554	56.916	135.948
2.23	Reading: South Reading MRT Phases 3-4	BRRP	On site. Part funded in GD3 see above	-	-	-	7.898	-	-	7.898 LEP total 10.148
2.34	Slough MRT Phase 2	BRRP	FBC due March 2019	-	-	-	0.300	9.942	-	10.242
2.26	Wokingham: Winnersh Relief Road Phase 2	BRRP	FBC due November 2018	-	-	-	3.000	3.260	-	6.260
2.xx	Business Case Preparation	BRRP		-	-	-	0.600	-	-	0.600
BRRP Total				-	-	-	11.798	13.202	-	25.000

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 one of the 30 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 (8)

	Scheme	Notes
2.02	Bracknell: Warfield Link Road	The road is fully open to the public. One-year-on impact report due November 2019
2.03	Newbury: London Rd Industrial Estate	One-year-on impact report submitted July 2018
2.07	Bracknell: Coral Reef	One-year-on impact report submitted November 2017
2.08	Slough: Rapid Transit Phase 1	One-year-on impact report due March 2019
2.09.2	Sustainable Transport: A4 Cycle	One-year-on impact report due March 2020
2.17	Slough: A355 route	One-year-on impact report submitted July 2018
2.19	Bracknell: Town Centre Regeneration	One-year-on impact report due March 2019
2.22	Slough: Burnham Station Access Improvements	LGF forecourt work completed October 18 Further Network Rail work to start 2019 One-year-on impact report to follow NR completion

Table 5: Risk rating of schemes with a 2015/16, 2016/17, 2017/18 or 2018/19 start
(15)

	Scheme	Status	RAG rating	Notes
2.01	Newbury: Kings Road Link Road	On site	Green	Completion due January 2021
2.05	Newbury: Sandleford Park	On-site	Green	Completion due autumn 2020
2.06	Reading: Green Park Station	On site	Green	Completion revised to winter 2019
2.09.1	Sustainable Transport: NCN 422	On site	Green	Completion due December 2019
2.10	Slough: A332 improvements	On site	Green	Completion due November 2018
2.11 and 2.12	Reading: South Reading MRT phases 1 and 2	On site	Green	Completion due winter 2018/19
2.13	Wokingham: Thames Valley Park and Ride formerly Reading: Eastern Reading Park and Ride	On site	Green	Completion due summer 2019
2.15	Bracknell: Martins Heron	On site	Green	Completion due February 2019
2.16	Maidenhead: Station Access	Full approval	Green	Due on-site January 2019
2.21	Slough: Langley Station Access Improvements	On site	Green	Completion revised to March 2019
2.23	Reading: South Reading MRT Phases 3-4	On site	Green	Completion March 2020
2.24	Newbury: Railway Station Improvements	Conditional approval	Amber	Full approval anticipated November 2018. Start on site due February 2019
2.28	Bracknell: A3095 Corridor Improvements	Enabling works started on site	Green	Please see note 16 below.
2.32	Maidenhead: Housing Sites Enabling Works Phase 1	FBC due March 2019	Amber	
2.34	Slough MRT Phase 2	FBC due March 2019	Amber	

Table 6: Risk rating of schemes with later starts (7)

	Scheme	Status	RAG rating	Notes
2.04.4	Wokingham Distributor Roads	Detailed scheme in development	Amber	DfT assessment process. Funding now 100% to Arborfield Cross Relief Road. Advance fees approval elsewhere on this agenda.
2.14 and 2.25	Reading: East Reading Mass Rapid Transit 1&2	Full approval	Red	New planning permission being prepared
2.26	Wokingham: Winnersh Relief Road Phase 2	FBC conditional approval recommended November 2018	Amber	Start on site due summer 2019
2.27	Maidenhead Town Centre: Missing Links	FBC conditional approval recommended November 2018	Amber	Start on site due July 2020

	Scheme	Status	RAG rating	Notes
2.29	Wokingham: Winnersh Parkway	Detailed scheme in development	Amber	Full Business Case due March 2019
2.31	Slough: Stoke Road Area Regeneration	Detailed scheme in development	Amber	Full Business Case due March 2019
2.33	GWR: Maidenhead to Marlow Branch Line Upgrade	Detailed scheme in development	Amber	Approval process via Bucks TV LEP

12. In addition to these capital schemes, there is a further Local Growth Deal funded project called 2.30 TVB Smart City Cluster (Smart Berkshire). The project delivers three key deliverables:

- a. Smart city platform: consisting of an Internet of Things (IoT) communication platform across Reading, Wokingham, West Berkshire and Bracknell and a cross-authority open data platform. This is enabling infrastructure for the delivery of a wide range of IoT technologies including traffic signal communications which will provide the revenue savings to maintain and operate the system.
- b. Challenge funded IoT solutions: grant funded IoT solutions to real Local Authority challenges which will utilise the platform. These grants will be awarded through competition and will be on the basis of co-funding.
- c. Cross authority / cross sector smart city group: This includes a Steering Group to oversee the project delivery and act as a catalyst for wider smart city debate, project development and funding

A pro-forma giving detailed progress is included in Appendix 1.

Human Rights Act and Other Legal Implications

13. 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

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

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

16. Scheme 2.28 Bracknell: A3095 Corridor Improvements received full financial approval in July. Drafting amendments have resulted in minor changes to the Capital Grant Letter. Further details are available on request.

Monitoring and Evaluation

17. 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, there will be requirements to cooperate with the overall monitoring and evaluation plan for the Growth Deal.
18. 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.
19. 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} <http://www.thamesvalleyberkshire.co.uk/investing-in-growth>

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Highlights since last report

No change since last time. The Developer has re-started work on this scheme. The decontamination is well underway with lots of activity on site.

1 The Scheme

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 1.1 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. To assist with the shortfall in funding now that costs have significantly increased (as evidenced by an updated viability assessment), the Council submitted a bid for £1.5m to the Housing Infrastructure Fund. The site was considered to fit well with the criteria for their Marginal Viability Fund and the full £1.5m requested has been allocated to this scheme.

There has been a delay in this funding becoming available, due to Homes England's protracted process in agreeing a form of contract that they will take up with the individual authorities. It looks like the Homes England funding may not be available until November. The Council is therefore working with the developer to plug this temporary shortfall in funding during the decontamination process. As a result of this working together, works have re-commenced on site and the decontamination is well underway.

2.4. The Council and the Developer have established a funding agreement to ensure the correct governance of the public money contributing to this scheme.

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.

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		£1,335,000	£1,000,000				£2,335,000
Local contributions from							
- Section 106 agreements		£40,000		£80,000	£200,000	£180,000	£500,000
- Council Capital Programme					£180,000	£200,000	£380,000
- Other sources (NR and HIF)	£1,010,000	£600,000		£1,500,000			£3,110,000
Total Scheme Cost	£1,010,000	£1,975,000	£1,000,000	£1,580,000	£380,000	£380,000	£6,325,000

Risks

4 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.	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 will be explored for any additional funding sources (such as HIF). A funding agreement sets out a maximum sum available to the Developer for the delivery of the road from the Council, the HIF and the LEP.

Programme

Task	Original Timescale	Oct-18 Timescale (where changed)
Programme Entry Status	14-Jul-13	
Independent Assessment of FBC	Due October 2014	Mar-15
Financial Approval from LTB	Due November 2014	Mar-15
Feasibility work	N/a	
Acquisition of statutory powers	Complete	
Detailed design	Nov-14	Mar-15
Procurement	Dec-14	
Start of construction	Jan-15	Remediation Jul-18 to Feb-19 Main works Mar-19
Completion of construction	Apr-15	Jan-21
One year on evaluation	Mar-17	Jan-22
Five years on evaluation	Mar-20	Jan-26

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: King's Road	Oct-18	Q2 18/19
1. CORE METRICS	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£6,325,000	£1,730,000	£0
Funding breakdown			
Local Growth Deal	£2,335,000	£120,000	
s.106 and similar contributions	£500,000	£0	
Council Capital Programme	£380,000	£0	
Other	£3,110,000	£1,610,000	
<i>In-kind resources provided</i>	£20,000	£13,000	£3,000
Outcomes		Actual to date	
Planned Jobs connected to the intervention	150	20	
Commercial floorspace constructed (square metres)	-	-	
Housing unit starts	177	0	
Housing units completed	177	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	2.01 Newbury: King's Road	Oct-18
Outputs	Planning Numbers	Actual to date
Total length of resurfaced roads	N/a	0
Total length of newly built roads	230m	0
Total length of new cycle ways	N/a	0
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. The first Growth Deal payment was made in March 2017; the second and final payment was made in March 2018. This is the original scheme approved in Growth Deal 1.

2.02 Bracknell: Warfield Link Road

Highlights since last report

Road opened on 26th Oct and working well

1 The Scheme

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

The scheme is now complete with the road fully opened to the public on 26 October 2018

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	£3,500,000						£3,500,000
Local contributions from							£0
- Section 106 agreements		£1,700,000					£1,700,000
- Council Capital Programme							£0
- Other sources							£0
Total Scheme Cost	£3,500,000	£1,700,000	£0	£0	£0	£0	£5,200,000

4 Risks

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
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	Original Timescale	Nov-18 Timescale (where changed)
Programme Entry Status	Jul-14	
Independent Assessment of FBC	Due October 2014	
Financial Approval from LTB	Due November 2014	Jan-15
Feasibility work	Complete	
Acquisition of statutory powers	Not needed	
Detailed design	Mar-15	Jan-15
Procurement	Developer s278 agreement	
Start of construction	Apr-15	Feb-15
Completion of construction	Mar-17	Road open for construction traffic Apr-17; Fully open to the public Nov-18
One year on evaluation	Mar-18	Nov-19 (1 year from when open to public)
Five years on evaluation	Mar-22	Nov-23

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	Nov-18	Q2 18/19
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	
s.106 and similar contributions	£1,700,000	£1,700,000	
Council Capital Programme			
Other		£30,000	
<i>In-kind resources provided</i>			
Outcomes	Planning Numbers	Actual to date	
Planned Jobs connected to the intervention	0		
Commercial floorspace constructed (square metres)	0		
Housing unit starts	750	473	
Housing units completed	2,200	303	
Number of new homes with new or improved fibre optic provision	2200	303	

2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport	2.02 Bracknell: Warfield Link Road	Nov-18
Outputs	Planning Numbers	Actual to date
Total length of resurfaced roads	Approximately 100m of resurfaced	
Total length of newly built roads	Approximately 750-1000m of newly	
Total length of new cycle ways	Approximately 750-1000m of new cycleways adjacent 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	N/a	
Commercial floorspace occupied	N/a	
Commercial rental values	N/a	

7. Further Information for Summary Reports

This road unlocks 2,200 new dwellings, schools, neighbourhood centre, etc. Started on site in February 2015, 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.

Highlights since last report

No change since last time. The Council is awaiting the outcome of the Court Hearing relating to the Appeal to the High Court. The appeal was made against the decision to appoint St Modwen as the Council's development partner for the regeneration scheme that the delivered infrastructure will unlock.

1 The Scheme

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

1.2. The scheme and the redevelopment of the industrial estate that it will unlock is a long-standing objective within the Council's 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 is the Housing Site Allocations DPD. Both political parties wish to see the redevelopment of this area which this scheme will enable.

1.4. The Council has appointed a development partner (St. Modwen) for the redevelopment project. This is an indication of the commitment of the Council to the wider project and has the full support of the Executive.

2 Progress with the scheme

2.1. Planning permission was granted for the scheme on 4 February 2015.

2.2. Financial approval was given for the scheme by the BLTB following confirmation from White Young Green in relation to the supporting Business Case (letter 9 March 2015).

2.3. The scheme was successfully completed on 27 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. The Court Hearing has taken place and we await the outcome of this.

2.5. The one-year evaluation report has been completed and is available on the Council's website along with all other documents relating to the scheme www.westberks.gov.uk/sep

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 from							£0
- Section 106 agreements	£90,000						£90,000
- Council Capital Programme	£255,000	£945,000					£1,200,000
- Other sources		£1,310,000					£1,310,000
Total Scheme Cost	£845,000	£3,655,000	£0	£0	£0	£0	£4,500,000

Risks

4 4.1. The scheme is complete

Task	Original Timescale	Oct-18 Timescale (where changed)
Programme Entry Status	24-Jul-14	
Independent Assessment of FBC	Oct-14	
Financial Approval from LTB	Nov-14	Mar-15
Feasibility work	Complete	
Acquisition of statutory powers	Feb-15	
Detailed design	trial pits and other investigation underway	Complete
Procurement	Aug 2014 – March 2015	Sep-15
Start of construction	Aug-15	Feb-16
Completion of construction	May-16	Mar-17
One year on evaluation	May-17	Jul-18
Five years on evaluation	May-21	Mar-22

Growth Deal Reporting Framework

6 6.1. The following table is an extract from the Growth Deal reporting matrix. The entries made here will be reported on a project by project basis.

Growth Deal Schemes:	Transport scheme		
Thames Valley Berkshire LEP	2.03 Newbury: London Road Industrial Estate	Oct-18	Q2 18/19
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	£1,200,000	£1,200,000	£0
Other	£1,310,000	£1,310,000	£0
<i>In-kind resources provided</i>			£0
Outcomes		Actual to date	
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	2.03 Newbury: London Road Industrial Estate	Oct-18
Outputs	Planning Numbers	Actual to date
Total length of resurfaced roads	400 metres (one lane)	400 metres (one lane)
Total length of newly built roads	400 metres (one lane) plus 70 metres (2 lanes)	400 metres (one lane) plus 70 metres (2 lanes)
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	
Commercial floorspace occupied	14,000 m2	
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. The first Growth Deal payment was made in March 2016 and the final Growth Deal payment was made in March 2017. This is the original scheme set out in Growth Deal 1. The 1-Year Evaluation Report has been completed.

Highlights since last report

Work on the business case continues ahead of the early 2019 submission to the DfT.
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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 early 2019, with the methodology approach confirmed at the DfT meeting in mid-June.
- 2.2 Negotiations continue with title owners for voluntary acquisition of land and property on the route of the scheme, however WBC now owns one piece of land and agreements are close on the other two pieces. 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.
- 2.3 WBC's Executive has approved the use of compulsory purchase order (CPO) powers to be used if required in the event that the land cannot be obtained through voluntary acquisition. Preparation for the CPO is being finalised and negotiations are continuing alongside this.
- 2.4 The detailed design work is progressing well. Early archaeological enabling surveys will be commenced shortly and the discharge of some planning conditions is also being sought.

3 Funding

- 3.1. The following table sets out the funding for the scheme on the basis of our unapproved funding profile. N.B WBC forward funded work, which is being clawed back in 2019/20.

Source of funding	2016/17	2017/18	2018/19	2019/20	2020/21	Later years	Total
Amount from LEP Local Growth Deal	-	-	£874,176	£22,125,824	£1,000,000	-	£24,000,000
Local contributions from							
- Section 106 agreements	£544,360	£318,879	£3,485,105	-£3,947,514	£1,696,711	£2,015,459	£4,113,000
- Council Capital Programme							£0
- Other sources (private sector)							£0
Total Scheme Cost	£544,360	£318,879	£4,359,281	£18,178,310	£2,696,711	£2,015,459	£28,113,000

4 Risks

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. One parcel of land is in WBC ownership and the other 2 are nearing completion. However, approval to use CPO has been granted and will be used as required in order to minimise impacts on the delivery of the scheme.

5 Programme

Task	Original Timescale	Oct-18 Timescale (where changed)
Programme Entry Status	Jul-14	
Independent Assessment of FBC	Nov-15	Feb-19
Financial Approval from LTB	Mar-16	Apr-19
Feasibility work	Complete	Mar-15
Acquisition of statutory powers	Planning permission required	Jan-18
Detailed design	Detailed design needed to complete the scheme	Nov-18
Procurement	On going	Mar-19
Start of construction	2016	May-19
Completion of construction	2019	Jul-20
One year on evaluation	2020	Jul-21
Five years on evaluation	2024	Jul-25

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 Cross Relief Road	Oct-18	Q2 18/19
1. CORE METRICS	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£28,113,000	£0	£0
Funding breakdown			
Local Growth Deal DfT	£24,000,000		
s.106 and similar contributions	£4,113,000		
Council Capital Programme	£0		
Other	£0		
<i>In-kind resources provided</i>	£0		
Outcomes			
Planned Jobs connected to the intervention			
Commercial floorspace constructed (square metres)	A share of 25000		
Housing unit starts	57 (As at 31 March 2017)		
Housing units completed	A share of 3500		
Number of new homes with new or improved fibre optic provision			

2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention			
Transport	2.04.4 Wokingham – Arborfield Cross Relief Road	Oct-18	Q2 18/19
Outputs	Planning Numbers	Actual to date	Actual for the quarter
Total length of resurfaced roads	2.5km		
Total length of newly built roads	2.5km		
Total length of new cycle ways	2.5km		
Type of infrastructure	New carriageway		
Type of service improvement	Enabling housing development		
Outcomes			
Follow on investment at site	Unknown at present. To be assessed 1 and 5 years after scheme opening		
Commercial floorspace occupied	Unknown at present. To be assessed 1 and 5 years after scheme opening		
Commercial rental values	Unknown at present. To be assessed 1 and 5 years after scheme opening		

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			
	Planning Numbers	Actual to date	Actual for the quarter
Average daily traffic and by peak/non-peak periods	To be determined by FBC (due end Jan 19)		
Average AM and PM peak journey time per mile on key	To be determined by FBC (due end Jan 19)		
Average AM and PM peak journey time on key routes	To be determined by FBC (due end Jan 19)		
Day-to-day travel time variability	To be determined by FBC (due end Jan 19)		
Average annual CO2 emissions	To be determined by FBC (due end Jan 19)		
Accident rate	To be determined by FBC (due end Jan 19)		
Casualty rate	To be determined by FBC (due end Jan 19)		
Nitrogen Oxide and particulate emissions	To be determined by FBC (due end Jan 19)		
Traffic noise levels at receptor locations	To be determined by FBC (due end Jan 19)		
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.

Highlights since last report

Work is progressing well on site. The contractors for the first phase of works will now also construct the second phase of the new access road which will see the road extended to the boundary of the strategic housing site. This enables them to continue on site and provides good value for money for the delivery of this phase of the scheme.

1 The Scheme

1.1 The purpose of this scheme is to deliver additional accesses to Sandlford 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 Following planning application refusals (in December 2017) of the housing that the LEP scheme is helping to unlock, West Berkshire Council has received new planning applications. Two applications have been submitted and the problems the Council were experiencing previously with the two developers not working together appear to have fallen away. The two developers have presented joint plans (where appropriate in relation to master planning) and have produced a Memorandum of Understanding which has been submitted as part of the application documentation. This includes a commitment to a contribution to the A339 element of the LEP scheme which had never been previously confirmed.

2.3 The Council and Newbury College have signed a Development Agreement in relation to the delivery of the new A339 access road and the Primary School. This has enabled the construction contract for the school and first section of the access road to be fully awarded. Work is now well underway on site. This has enabled the LEP to amend the RAG rating for this scheme from red back to green as it is now on track for successful delivery.

2.4 At the request of Newbury College a further planning application was 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. The Planning Committee resolved to grant planning permission at their meeting on 14 March 2018.

2.5 The Development Agreement between West Berkshire Council and Newbury College has been signed (July 2018) and, as a result, the full contract for the construction of the Primary School has also been signed (July 2018). Work on site is well underway with the first phase seeking to deliver the middle section of the access road and the Primary School by July 2019.

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				£2,400,000	£500,000		£2,900,000
Local contributions from							
Developers				£4,700,000	£1,900,000	£460,000	£7,060,000
- Council Capital Programme				£400,000			£400,000
- Other sources				£600,000			£600,000
Total Scheme Cost	£0	£0	£0	£8,100,000	£2,400,000	£460,000	£10,960,000

4 Risks

The key risks on delivering this 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 – this is within the Control of the Council and Newbury College and negotiations are ongoing with regular communications.
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. The legal costs are escalating as a result of the drawn out legal negotiations. Requests have been made for forecasts of all legal costs in order that this can be managed.

5 Programme

Task	Original Timescale	Oct-18 Timescale (where changed)
Programme Entry Status	Mar-15	
Independent Assessment of FBC	Jan-16 (provisional)	Jun-16
Financial Approval from LTB	Mar-16 (provisional)	Jul-16
Feasibility work	Spring / Summer 2015 (provisional)	
Acquisition of statutory powers	Winter 2015/16 (provisional)	Summer 2017 (and further in March 2018)
Detailed design	Summer 2015 (provisional)	Autumn / Winter 2017 / 18
Procurement	Autumn / Winter 2015/16 (provisional)	Spring 2018
Start of construction	April 2017 (provisional)	Aug-18
Completion of construction	March 2020 (provisional)	Autumn 2020
One year on evaluation	March 2021 (provisional)	Autumn 2021
Five years on evaluation	March 2025 (provisional)	Autumn 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	2.05 Newbury: Sandleford	Nov-18	Q2 18/19
1. CORE METRICS	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£10,960,000	£260,000	£200,000
Funding breakdown			
Local Growth Deal	£2,900,000	£200,000	£200,000
s.106 and similar contributions	£7,660,000	£0	£0
Council Capital Programme	£400,000	£60,000	£0
Other			£0
<i>In-kind resources provided</i>	£100,000	£35,000	£0
Outcomes			
		Actual to date	
Planned Jobs connected to the intervention	450		
Commercial floorspace constructed (square metres)	35,500		
Housing unit starts	1,500		
Housing units completed	1,500		
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	2.05 Newbury: Sandleford	Nov-18
Outputs	Planning Numbers	Actual to date
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 Autumn 2018, completion due Spring 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.

Highlights since last report

- | |
|--|
| <ul style="list-style-type: none"> - Enabling works for the interchange construction commenced on-site in March 2018. Construction of the station is due to start in the winter. - Detailed design work for the station and building is being progressed in partnership with Network Rail and GWR. Form 1 designs for the station building have been approved in principle and 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 has been submitted to Wokingham and West Berkshire due to the platforms moving south outside the original red line boundary, with a decision due in Autumn. - Due to delays associated with the planning and station building design processes, it is now envisaged that the station will be complete in winter 2019. |
|--|

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, will significantly improve accessibility and connectivity of the existing Green Park business park and surrounding area, and will 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 has been submitted to Wokingham and West Berkshire due to the platforms moving south outside the original red line boundary, with a decision due in Autumn.
- 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 interchange construction commenced on-site in March 2018. Construction of the station is due to start in the winter. 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 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			£4,575,000	£4,575,000			£9,150,000
Local contributions from							
- Section 106 agreements				£2,300,000	£2,300,000		£4,600,000
- Council Capital Programme							
- Other sources (Prupim undergrounding)		£1,000,000					£1,000,000
- Other sources New Stations Fund 2					£2,300,000		£2,300,000
Total Scheme Cost	£0	£1,000,000	£4,575,000	£6,875,000	£4,600,000	£0	£17,050,000

4 Risks

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
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. Amended planning permission required from Wokingham and West Berkshire.
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 GWR, including preparation of the business case and design of the station.
Scheme costs significantly increase.	Costs are being reviewed and cost savings sought, contingency has been built into the overall scheme cost.

5 Programme

Task	Original Timescale	Oct-18 Timescale (where changed)
Programme Entry Status	Jul-13	
Feasibility work	Mar-14	
Independent Assessment of FBC	Oct-14	
Financial Approval from LTB	Nov-14	
Acquisition of statutory powers	Jan-15	May-15
Design (GRIP 1-3)	Apr-15	Dec-17
Procurement	Sep-15	Jan-18
Start of construction – interchange	Oct-15	Mar-18
Design (GRIP 4-5)	Oct-15	Winter 2018
Start of construction – station	Oct-15	Winter 2018
Completion of construction	Sep-16	Winter 2019
Open to public	Dec-16	Winter 2019
One year on evaluation	Sep-17	Winter 2020
Five years on evaluation	Sep-21	Winter 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	Oct-18	Q2 18/19
1. Core Metrics	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£17,050,000	£1,530,491	£36,500
Funding breakdown			
Local Growth Deal	£9,150,000	£1,530,491	£36,500
s.106 and similar contributions	£4,600,000		
Council Capital Programme			
Other (PRUPIM)	£1,000,000		
Other (New Stations Fund 2)	£2,300,000		
<i>In-kind resources provided</i>	£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	2.06 Reading Green Park Railway Station	Oct-18	Q2 18/19
Outputs	Planning Numbers	Actual to date	Actual for the quarter
Total length of resurfaced roads	230m	n/a	n/a
Total length of newly built roads	250m	n/a	n/a
Total length of new cycle ways	310m	n/a	n/a
Type of infrastructure	Rail/public transport Interchange		
Type of service improvement	Decongestion Benefits, Journey Time Savings Reliability Journey		
Outcomes			
Follow on investment at site	Development of GPV & GP		
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	Planning Numbers	Actual to date	Actual for the quarter
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. It started on site in March 2018, with completion due winter 2019. First of two Growth Deal payments was made in 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.

2.07 Bracknell: Coral Reef Roundabout

Highlights since last report
The scheme is complete and working well.

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.

2.3. 12 month assessment of scheme has been carried out in accordance with DfT guidance and handed to WYG.

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	£2,100,000						£2,100,000
Local contributions from							£0
- Section 106 agreements		£270,000					£270,000
- Council Capital Programme		£640,000					£640,000
- Other sources							£0
Total Scheme Cost	£2,100,000	£910,000	£0	£0	£0	£0	£3,010,000

4 Risks

4.1. The scheme is complete

5 Programme

Task	Original Timescale	Oct-18 Timescale (where changed)
Programme Entry Status	Jul-13	
Independent Assessment of FBC	Jun-14	Complete
Financial Approval from LTB	Jul-14	Jan-15
Feasibility work	Complete	Complete
Acquisition of statutory powers	None required	
Detailed design	Oct-14	Complete Feb 2015
Procurement	Term contractor	Complete
Start of construction	Jun-15	Apr-15
Completion of construction	Nov-16	Apr-16
One year on evaluation	Nov-17	
Five years on evaluation	Nov-21	Apr-21

6 Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme		
Thames Valley Berkshire LEP	2.07 Bracknell: Coral Reef Roundabout	Oct-18	Q2 18/19
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	-
s.106 and similar contributions	£270,000	£270,000	-
Council Capital Programme	£640,000	£640,000	-
Other			-
<i>In-kind resources provided</i>		£100,000	-
Outcomes		Actual to date	
Planned Jobs connected to the intervention	0	0	
Commercial floorspace constructed (square metres)	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	2.07 Bracknell: Coral Reef Roundabout	Oct-18
Outputs	Planning Numbers	Actual to date
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	0
Commercial floorspace occupied	0	0
Commercial rental values	0	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

2.08 Slough: Rapid Transit Phase 1

Highlights since last report

No updates, scheme is complete

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.

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 - complete.
- 2.7 Scheme completed – snagging in progress including final updates to traffic signals configurations.

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	£3,100,000	£2,500,000					£5,600,000
Local contributions from							£0
- Section 106 agreements	£600,000	£300,000					£900,000
- Council Capital Programme	£700,000	£1,000,000	£900,000				£2,600,000
- Other sources							£0
Total Scheme Cost	£4,400,000	£3,800,000	£900,000	£0	£0	£0	£9,100,000

4 Risks

The scheme is complete

5 Programme

Task	Original Timescale	Oct-18 Timescale (where changed)
Programme Entry Status	Jul-13	Jul-13
Independent Assessment of FBC	Jun-14	Jun-14
Financial Approval from LTB	Jul-14	Jul-14
Feasibility work		Complete
Acquisition of statutory powers	Planning permission and CP Orders required	Complete
Detailed design	Council Cabinet 15th September 2014 agreed subject to outcome of public consultation	Complete
Procurement	Due May 2015	May-15
Start of construction	Dec-15	Dec-15
Completion of construction	Jun-16	Dec-17
One year on evaluation	Jun-17	Dec-18
Five years on evaluation	Jun-21	Dec-22

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	Oct-18	Q2 18/19
1. CORE METRICS	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£9,100,000	£9,100,000	£0
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	£0
Other			£0
<i>In-kind resources provided</i>	£110,000	£110,000	£0
Outcomes		Actual to date	
Planned Jobs connected to the intervention	2,460		
Commercial floorspace constructed (square metres)	108,700		
Housing unit starts	3,120		
Housing units completed	3,120		
Number of new homes with new or improved fibre optic provision	3,120		

2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport	2.08 Slough: Rapid Transit Phase 1	Oct-18
Outputs	Planning Numbers	Actual to date
Total length of resurfaced roads	Partial resurfacing of 2000m for bus lane provision	1500m
Total length of newly built roads	150m	110m
Total length of new cycle ways	2850m (bus lane)	2140m
Type of infrastructure	Junction improvements, traffic signal enhancement, road widening, bus lanes	
Type of service improvement	Enhanced bus services: greater frequency and reliability, reduced journey times	
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	2.08 Slough: Rapid Transit	Oct-18
	Planning Numbers	Actual to date
Average daily traffic and by peak/non-peak periods	Data for 3 sections of A4: • Bath Rd • Wellington Rd • London Rd	
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	
Day-to-day travel time variability	Data for bus travel time variations from timetabled services on A4 Bath Rd and A4 London Rd	
Average annual CO2 emissions	Data for Slough-wide emissions from traffic on 'A' roads	
Accident rate	Data for rates along A4	
Casualty rate	Data for KSI and slights along A4	
Nitrogen Oxide and particulate emissions	Data for Slough AQMAs 3 & 4	
Traffic noise levels at receptor locations	N/A	
Annual average daily and peak hour passenger boarding's	Data for 'Series 7' Heathrow bus services: • Boarding's in A4 Bath Rd and A4 London Rd • Boarding's in A4 Bath Rd and A4 London Rd • Boarding's in A4 Bath Rd and A4 London Rd	
Bus/light rail travel time by peak period	intermediate bus travel times for A4 Bath Rd services	
Mode share (%)	n/a	
Pedestrians counts on new/existing routes	n/a	
Cycle journeys on new/existing routes	Data for journeys along A4 Bath Rd	
Households with access to specific sites by mode within threshold times (#)	Data for households within 45 mins bus journey time of Heathrow	

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.

2.09.1 Sustainable Transport NCN 422

Highlights since last report

In Wokingham, the section between Wokingham Town Centre and Coppid Beech has been programmed to be completed by the end of 2018/19.
 In Reading the delivery of Phase 2, linking Bath Road to London Road via the town centre, is underway and is expected to be complete in Q3 2018/19.
 The design work for Phase 3 of the Reading route, between Watlington Street/London Road and Three Tuns, is expected to be complete September 2018 and works are due to commence on-site in Q3 2018/19.
 In West Berks consultation has been completed on Phase 2 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, Bracknell and West Berkshire 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.
 - Phase 2 Design work linking Bath Road to London Road via the town centre is now complete. Delivery commenced in Nov 2017, due to finish Q3 2018/19.
 - Phase 3 route, between Watlington Street/London Road and Three Tuns, is currently being developed and is due to commence Q3 2018/19.
- 2.4. The works in **Bracknell** have included:
 - New 3m – 4m wide shared footway / cycleway alongside The Ring (also 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
 - The section between Wokingham Town Centre and Coppid Beech has been programmed to be completed by the end of 2018/19.
- 2.6. • In **West Berks** consultation has been completed on Phase 2 on the West Berks scheme Newbury to Thatcham.

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	200,000	0	0	0	0	200,000
2019/20	400,000					400,000
Total	1,100,000	1,200,000	1,050,000	850,000	0	4,200,000

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	£200,000	£400,000		£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	£1,400,000	£400,000	£0	£7,250,000

4 Risks

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
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

Task	Original Timescale	Oct-18 Timescale (where changed)
Programme Entry Status	Jul-14	
Independent Assessment of FBC	Complete	Nov-15
Financial Approval from LTB	Due July 2015	Nov-15
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	Nov-16	Jan-17
Completion of construction	End of 2019	Dec-19
One year on evaluation	End of 2020	Dec-20
Five years on evaluation	End of 2024	Dec-24

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	Oct-18	Q2 18/19
1. CORE METRICS	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£7,250,000	£5,450,000	£525,000
Funding breakdown			
Local Growth Deal	£4,200,000	£3,600,000	£375,000
s.106 and similar contributions	£2,750,000	£1,600,000	£100,000
Council Capital Programme	£300,000	£250,000	£50,000
Other			
<i>In-kind resources provided</i>	estimated required		
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	2.09.1 Sustainable Transport	Oct-18	Q2 18/19
Outputs	Planning Numbers	Actual to date	Actual for the quarter
Total length of resurfaced roads	1.1km		1.1km
Total length of newly built roads	N/A		N/A
Total length of new cycle ways	4.9km		4.9km
Type of infrastructure	Cycleway		
Type of service improvement	Cycling		
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

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 in March 2018, with the third due in March 2019. The works within the scheme set out in Growth Deal 1 have been revised; no change to the financial contribution.

Highlights since last report

No updates, scheme is complete

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 carried out.

2.5 Delay in construction. Now on course for completion in July 18.

2.6 Work completed September 2018.

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		£483,000					£483,000
Local contributions from							£0
- Section 106 agreements		£50,000					£50,000
- Council Capital Programme			£397,000				£397,000
- Other sources							£0
Total Scheme Cost	£0	£533,000	£397,000	£0	£0	£0	£930,000

Note: Other sources of funding include £1,542,700 from Thames Valley Bucks LEP and £185,900 from Bucks S106. This is not reported here.

4 Risks

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	Oct-18 Timescale (where changed)
Programme Entry Status	24-Jul-14	
Data collection	Apr-15	Jun-15
Independent Assessment of FBC	Due May 2015	Oct-15
Financial Approval from LTB	Due July 2015	Nov-15
Feasibility work	complete	
Acquisition of statutory powers	Unlikely to be needed	
Cabinet approve scheme	Spring/summer 2015	Jan-16
Detailed design	-	February – June 2016
Procurement	Complete by December 2015	Sep-16
Start of construction	Spring 2016	Feb-17
Completion of construction	Dec-16	Sep-18
One year on evaluation	Dec-17	Sep-19
Five years on evaluation	Dec-21	Sep-23

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 Route with Bucks	Oct-18	Q1 18/19
1. CORE METRICS	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£930,000	£950,000	£0
Funding breakdown			
Local Growth Deal	£483,000	£483,000	£0
s.106 and similar contributions	£50,000	£90,000	£0
Council Capital Programme	£397,000	£377,000	£0
Other		£0	£0
<i>In-kind resources provided</i>	£50,000	£0	£0
Outcomes			
	Outputs under review	Actual to date	
Planned Jobs connected to the intervention	-		
Commercial floorspace constructed (square metres)	-		
Housing unit starts	-		
Housing units completed	-		
Number of new homes with new or improved fibre optic provision	-		

2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention			
Transport	2.09.2 Sustainable Transport A4 Cycle Route with Bucks	Oct-18	
	Planning Numbers	Actual to date	
Total length of resurfaced roads	0	0	
Total length of newly built roads	0	0	
Total length of new cycle ways	2.4km Excl. Bucks section	1.8km	
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		

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 July 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.

Highlights since last report

No updates this period

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 development. 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.

2.7 Utility services work still to be completed. Anticipated completion date revised to July 2018.

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

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	£1,266,667	£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	£0	£0	£0	£5,000,000

4 Risks

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.
Changes to design after commencing construction.	Fully complete design prior to commencing construction/ allow for contingency provision.

^[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.

5 Programme

Task	Original Timescale	Oct-18 Timescale (where changed)
Programme Entry Status	Jul-14	Jul-14
Independent Assessment of FBC	Oct-14	Oct-14
Financial Approval from LTB	Nov-14	Nov-14
Feasibility work	Completed	
Acquisition of statutory powers	planning permission and CP Orders required	Sep-14
Cabinet approve scheme		Dec-14
Detailed design	Mar-15	Jan-15
Procurement	May-15	Sep-15
Start of construction	Jun-15	Dec-15
Completion of construction	Jun-16	Nov-18
One year on evaluation	Jun-17	Nov-19
Five years on evaluation	Jun-21	Nov-23

6 Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme		
Thames Valley Berkshire LEP	2.10 Slough: A332 Improvements	Oct-18	Q1 18/19
1. CORE METRICS	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£5,000,000	£5,000,000	0
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	
Other			
<i>In-kind resources provided</i>	£90,000		

Outcomes		Actual to date
Planned Jobs connected to the intervention	2,150	
Commercial floorspace constructed (square metres)	79,150	
Housing unit starts	2,995	
Housing units completed	2,995	
Number of new homes with new or improved fibre optic provision	2,995	

2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport	2.10 Slough: A332 Improvements	Oct-18
Outputs	Planning Numbers	Actual to date
Total length of resurfaced roads	500m	375
Total length of newly built roads	500m of additional traffic	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	
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. Anticipated completion date revised to July 2018 due to extended delay in resolution of utility services work.

Highlights since last report

- 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) will be delivered alongside the Phases 3 & 4 scheme. Completion due Winter 2018.

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 autumn 2018 to be delivered alongside the Phases 3 & 4 scheme.
- 2.7 Feedback on the scheme has been positive to date and quantitate 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 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		£2,970,000	£1,530,000				£4,500,000
Local contributions from							
- Section 106 agreements							
- Council Capital Programme			£1,120,000				£1,120,000
- Other sources (Prupim undergrounding)							
-Other sources New Stations Fund 2							
Total Scheme Cost	£0	£2,970,000	£2,650,000	£0	£0	£0	£5,620,000

4 Risks

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	Oct-18 Timescale (where changed)
Feasibility work	Mar-14	
Programme Entry Status	Jul-14	
Independent Assessment of FBC	Sep-15	
Financial Approval from LTB	Nov-15	
Acquisition of statutory powers	Mar-16	Jun-16
Detail Design	Jun-15	Phase 1 - Apr' 16; Phase 2 - Nov' 16
Procurement	Jun-16	Phase 1 - Jul' 16; Phase 2 - Mar' 17
Start of construction	Aug-16	Phase 1 - Aug' 16; Phase 2 - Apr' 17
Completion of construction	Nov-17	Winter 2018
One year on evaluation	Nov-18	Winter 2019
Five years on evaluation	Nov-22	Winter 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 & 2.12 Reading: South Reading MRT phase 1 & 2	Oct-18	Q2 18/19
1. Core Metrics	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£5,620,000	£4,896,588	£90,588
Funding breakdown			
Local Growth Deal	£4,500,000	£4,500,000	
s.106 and similar contributions	£1,120,000	£396,588	£90,588
Council Capital Programme			
Other			
<i>In-kind resources provided</i>	£350,000		
Outcomes			
Planned Jobs connected to the intervention	2,424		
Commercial floorspace constructed (square metres)	44,016		
Housing unit starts	527		
Housing units completed	527		
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	2.11 & 2.12 Reading: South	Oct-18	Q2 18/19
Outputs	Planning Numbers	Actual to date	Actual for the quarter
Total length of resurfaced roads	1,000m (Phase 1) 390m (Phase 2)		1) 390m (Phase 2)
Total length of newly built roads	1,900m (Phase 1) 1,360m (Phase 2)		1) 500m (Phase 2)
Total length of new cycle ways	2,000m (Phase 1) 200m (Phase 2)		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 Mereok 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 September 2018. First of two Growth Deal payments made March 2017. This is the original scheme set out in Growth Deal 1.

2.13 Wokingham: Thames Valley Park, Park and Ride

Highlights since last report
No updates this period

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 have appointed the project team including the Project Manager and Commercial Officer.
- 2.4 Site management works are now complete.
- 2.5 Progressing with the ecological next steps and the extents of the site has been secured by temporary fencing and signing.
- 2.6 Topographical survey completed.
- 2.7 Commencing with the Ground Investigation works.
- 2.8. Ecology surveys now complete
- 2.9. Archaeology surveys now complete
- 2.10. Detailed Design ongoing and Planning Variation to be considered at October 2018 Planning Committee.

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				£2,000,000	£900,000		£2,900,000
Local contributions from							£0
- Section 106 agreements			£250,000	£450,000			£700,000
- Council Capital Programme							£0
- Other sources							£0
Total Scheme Cost	£0	£0	£250,000	£2,450,000	£900,000	£0	£3,600,000

4 Risks

- 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	Oct-18 Timescale (where changed)
Programme Entry Status	Jul-14	
Independent Assessment of FBC	Sep-15	October 2016 (submit first draft FBC)
Financial Approval from LTB	Nov-15	Jul-17
Feasibility work	Mar-14	
Acquisition of statutory powers	Sep-15	Nov-16
Detailed design	Sep-15	Oct-18
Procurement	Mar-16	Nov-18
Start of construction	Apr-16	Clearance work commenced Feb 2018
Completion of construction	Sep-17	Summer 2019
One year on evaluation	Sep-18	2020
Five years on evaluation	Sep-22	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, Park and Ride	Oct-18	Q2 18/19
1. CORE METRICS	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£3,600,000	£250,000	£0
Funding breakdown			
Local Growth Deal	£2,900,000		
s.106 and similar contributions	£700,000	£250,000	
Council Capital Programme			
Other			
<i>In-kind resources provided</i>			
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	
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2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention			
Transport	2.13 Wokingham: Thames Valley Park, Park and Ride	Oct-18	Q2 18/19
Outputs	Planning Numbers	Actual to date	Actual for the quarter
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 summer 2019. First of two Growth Deal payments due March 2019. This is the original scheme set out in Growth Deal 1.

Highlights since last report

- Following Wokingham's Planning Committee refusal in June, a further public exhibition was undertaken in September on options to enhance the visual aspects of the proposal to feed into the new planning application.

- A new planning application was submitted in October and a decision is anticipated in early 2019. The scheme programme and funding profile have been amended accordingly.

1 The Scheme

1.1 East Reading Mass Rapid Transit (MRT) Phases 1 and 2 is a proposed public transport, walking and cycling link between central Reading town centre 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. As part of the independent validation of this process it was identified that the Reading Transport Model should be updated, which resulted in a significant delay to the original programme for the scheme.

2.3 A planning application was submitted to both Reading and Wokingham Planning Authorities in July 2017, following pre-application discussions. Significant work was subsequently undertaken post-submission in order to mitigate the environmental, flooding, landscaping and visual impact aspects of the scheme, resulting in no objections being raised to the application from statutory consultees.

2.4 The scheme revisions were consolidated into an updated planning application for the scheme which was formally submitted in May 2018. Reading's Planning Application's Committee resolved to grant permission for this application on 30th May, however Wokingham's Planning Committee refused permission for the application on 25th June.

2.5 New planning applications were submitted to Reading and Wokingham Councils to address concerns raised by Wokingham's Planning Committee, including a new EIA (Environmental Impact Assessment) scoping opinion agreed with both planning authorities. A decision on the planning applications is expected early 2019.

2.6 The scheme programme, risk register and funding profile have been updated to reflect the implications resulting from the significant planning delays associated with the scheme.

2.7 Negotiations are on-going with third party landowners in order to acquire the land required for the scheme.

2.8 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.

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					£3,000,000	£16,067,000	£19,067,000
Local contributions from							
- Section 106 agreements						£4,800,000	£4,800,000
- Council Capital Programme							
- Other							
Total Scheme Cost	£0	£0	£0	£0	£3,000,000	£20,867,000	£23,867,000

4 Risks

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	A rigorous site option assessment process has been undertaken and significant mitigation measures proposed as part of the scheme.
Planning permission is not granted / objections through the planning process	A new planning application is being prepared to address the concerns raised by Wokingham's Planning Committee.
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 are within local authority ownership and negotiations are on-going with third party landowners.
Scheme costs increase significantly	Costs are being reviewed and cost savings sought due to the significant cost increases associated with delays and increased scope of the scheme.

5 Programme

Task	Original Timescale	Oct-18 Timescale (where changed)
Feasibility work	Jul-13	
Programme Entry Status	Mar-14	
Independent Assessment of FBC	Sep-15	Sep-17
Financial Approval from LTB	Nov-15	Nov-17
Acquisition of statutory powers	Sep-15	Feb-19
Procurement (Design & build contract)	Mar-16	May-19
Legal Processes (River Crossing Order and Land	Mar-16	Oct-19
Land Acquisitions/CPO	Mar-16	Oct-19
Detailed design	Mar-16	Mar-20
Start of construction (including enabling works and utility	Apr-16	Mar-20
Completion of construction	Sep-17	Apr-23
One year on evaluation	Sep-18	Apr-24
Five years on evaluation	Sep-22	Apr-28

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:			
Thames Valley Berkshire LEP	Transport scheme 2.14 & 2.25 Reading: East Reading Mass Rapid Transit (MRT) Phase 1 & 2	Oct-18	Q2 18/19
1. Core Metrics	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£23,867,000	£529,534	£59,228
Funding breakdown			
Local Growth Deal	£19,067,000		
s.106 and similar contributions	£4,150,000		
Council Capital Programme	£650,000	£529,534	£59,228
Other			
<i>In-kind resources provided</i>			
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	2.14 & 2.25 Reading: East Reading Mass Rapid Transit (MRT) Phase 1 & 2	Oct-18	Q2 18/19
Outputs	Planning Numbers	Actual to date	Actual for the quarter
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;		
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	Planning Numbers	Actual to date	Actual for the quarter
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 a segregated bus, cycle and pedestrian route 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 March 2020, with completion in April 2023. The first of two Growth Deal payments is due in March 2020. Phase 1 is the original scheme set out in Growth Deal 1; Phase 2 is the original scheme set out in Growth Deal 3.

2.15 Bracknell: Martins Heron

Highlights since last report

Phase 4 essential gas board diversions are underway and will be completed by 26 October 2018. The final construction phase which will involve turning the roundabout into a signalised junction will begin on the 19 November 2018.

1 The Scheme

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.

2.3. Scheme started on site and phases 1 and 2 of 4 have been completed. Phase 3 now under way to align with utility diversions required as part of the scheme.

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		£200,000	£2,700,000				£2,900,000
Local contributions from							£0
- Section 106 agreements		£100,000	£100,000	£250,000			£450,000
- Council Capital Programme			£100,000	£350,000			£450,000
- Other sources							£0
Total Scheme Cost	£0	£300,000	£2,900,000	£600,000	£0	£0	£3,800,000

4 Risks

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 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	Oct-18 Timescale (where changed)
Programme Entry Status	Jul-14	
Independent Assessment of FBC	Apr-16	Nov 2016 (conditional)
Financial Approval from LTB	Nov-16	Jan-17
Feasibility work		Apr-16
Acquisition of statutory powers	N/a	
Detailed design	Oct-16	
Procurement	Term contractor	
Start of construction	Jun-17	Apr-17
Completion of construction	Nov-18	Feb-19
One year on evaluation	Nov-19	Feb-19
Five years on evaluation	Nov-23	Feb-23

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	Oct-18	Q2 18/19
1. CORE METRICS		Planning Numbers	Actual to date	Actual for the quarter
Inputs				
Expenditure		£3,800,000	£2,600,000	£500,000
Funding breakdown				
Local Growth Deal		£2,900,000	£2,100,000	£500,000
s.106 and similar contributions		£450,000	£300,000	
Council Capital Programme		£450,000	£200,000	
Other				
<i>In-kind resources provided</i>	Surveys and turning counts		£10,000	
Outcomes			Actual to date	
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		2.15 Bracknell: Martins Heron	Oct-18
Outputs		Planning Numbers	Actual to date
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 5 & 6 underway
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 complete
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 second and final Growth Deal payment was made in March 2018. This is a repackaged scheme: the original Growth Deal 1 scheme was enlarged and additional funding approved in July 2016.

Highlights since last report

The route requirements have been agreed with Network Rail. The Basic Access Protection Agreement is currently being drafted. Detailed design has been commissioned. Still on programme to meet delivery timescales - commencing site work in January 2019 with completion by end of March 2020. Early contractor involvement has commenced to facilitate this. Programme does not account for any delays based on Crossrail / Elizabeth Line possession of site.

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; 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. Walking and cycling routes to the station are narrow and congested and 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. 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 re-provided nearby.
- 2.13. 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 contains proposals to provide a range of temporary and permanent parking solutions in Maidenhead town centre. This initially included plans for an additional deck on the Stafferton Way multi-storey car park to accommodate the parking displaced from the station forecourt. However, this was subsequently discounted due to issues with the foundations and difficulties in keeping the car park open during construction. Alternative solutions have since been identified, including the construction of a new multi-storey car park on Vicus Way.
- 2.15. 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.
- 2.16. 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.
- 2.17. The feasibility design proposal had been approved and detailed design is scheduled to be completed in December 2018.
- 2.18. The Project Working Group including representatives from Network Rail and Great Western Railway met on 21 March 2018 to review the Business Case and to confirm the outline plans. It was confirmed that several agreements are needed in order for the scheme to be progressed.
- 2.19. RBWM has signed a Basic Service Agreement allowing Network Rail to engage on the project. A Basic Asset Protection Agreement (BAPA) that defines the scope of the works and programme for delivery is due to be signed in October - discussions about delivery cannot take place until this document is signed. The design programme is now being integrated into the Network Rail process and Network Rail has assigned a Project Manager to co-ordinate the works.
- 2.20. Network Rail has confirmed that there will be a redesign of the station building as part of the Crossrail / Elizabeth Line works. This is currently going through the station GRIP process (and is at GRIP 4). A meeting has been held with the project team who have confirmed the proposed layout at the forecourt and southern entrance. 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. The new ticket hall will not extend past the current awning and should not impact on the proposed design for the station forecourt. Further details will be made available once the GRIP process has been completed. The current programme is to deliver the interchange scheme in advance of the Elizabeth Line works.
- 2.21. In order for RBWM to progress the re-provision of the long-stay parking a Non-Disclosure Agreement has been signed to cover the financial elements. This allows discussions on the legal agreement to commence. 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.
- 2.22. It is proposed that the long-stay parking that will be lost from the station forecourt will be reprovided within the existing Stafferton Way multi-storey car park and a new multi-storey car park is being provided at Vicus Way to accommodate vehicles displaced from Stafferton Way and increased parking demand associated with town centre regeneration. A planning application for the car park has recently been submitted.
- 2.23 Detailed design work has been commissioned and the project remains on track for delivery by end of March 2020 with a start of site by January 2019. Early contractor involvement has commenced to facilitate this.

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				£1,275,000	£2,475,000		£3,750,000
Local contributions from							
- Section 106 agreements			£125,000		£625,000		£750,000
- Council Capital Programme							
-Other TV Bucks LEP and Bucks LA s106							
Total Scheme Cost	£0	£0	£125,000	£1,275,000	£3,100,000	£0	£4,500,000

4 Risks

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 and provision of temporary spaces	Hold early discussions with GWR and ensure support for project at business case stage. Develop detailed plan in conjunction with GWR.
Drainage / SUDS requirements for station forecourt	Early discussion with NR to identify standards and scheme requirements
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
CrossRail station improvements conflict with the scheme and delivery programme	Meetings with delivery team to fully understand and integrate the two projects.
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. Disclosure of buried services information by Network Rail as part of the BAPA process.

5 Programme

Task	Original Timescale	Oct-18	Timescale (where changed)
Programme Entry Status	24-Jul-14		
Feasibility / outline design	Mar-15		Aug-17
Selection of preferred option			Sep-17
Preparation of FBC			Oct-17
Independent Assessment of FBC	Mar-16		Oct-17
Financial Approval from LTB	Jul-16		Nov-17
Car park design			Aug-18
Car park planning application submitted			Aug-18
Junction design			Dec-18
Start of construction - junctions / car park			Jan-19
Forecourt design			Mar-19
Procurement	Mar-17		Apr-19
Start of construction - forecourt	Apr-17		Jun-19
Completion of construction	Mar-17		Mar-20
One year on evaluation	Oct-18		Mar-21
Five years on evaluation	Oct-22		Mar-25

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	Oct-18	Q2 18/19
1. CORE METRICS	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£4,500,000	£170,000	£45,000
Funding breakdown			
Local Growth Deal	£3,750,000	£0	
s.106 and similar contributions	£750,000	£0	
Council Capital Programme			
Other		£170,000	£45,000
<i>In-kind resources provided</i>	£100,000	£70,000	
Outcomes*			
Planned Jobs connected to the intervention	2,080		
Commercial floorspace constructed (square metres)	29,000		
Housing unit starts	212		
Housing units completed	50		
Number of new homes with new or improved fibre optic provision	50		

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

2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention			
Transport	2.16 Maidenhead: Station Access	Oct-18	Q2 18/19
Outputs	Planning Numbers	Actual to date	Actual for the quarter
Total length of resurfaced roads	0		
Total length of newly built roads	0		
Total length of new cycle ways	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 floorspace occupied	TBC		
Commercial rental values	TBC		

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.

Highlights since last report

No updates, scheme is 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

2.2 Outcomes under review.

2.3 One year on report provided to the July 2018 BLTB meeting.

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	£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	£0	£0	£0	£0	£5,800,000

4 Risks

The scheme is complete.

⁽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.

5 Programme

Task	Original Timescale	Oct-18 Timescale (where changed)
Programme Entry Status	Jul-14	Jul-14
Independent Assessment of FBC	Oct-14	Oct-14
Financial Approval from LTB	Nov-14	Nov-14
Feasibility work	Completed	
Acquisition of statutory powers	n/a	Completed
Detailed design	Mar-15	Mar-15
Procurement	May-15	May-15
Start of construction	Jun-15	Dec-15
Completion of construction	Jun-16	Feb-17
One year on evaluation	Jun-17	Jul-18
Five years on evaluation	Jun-21	Feb-22

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	Oct-18	Q1 18/19
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			
<i>In-kind resources provided</i>	£90,000	£90,000	£0
Outcomes			
		Actual to date	
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	2.17 Slough: A355 Route	Oct-18
Outputs	Planning Numbers	Actual to date
Total length of resurfaced roads	550m	550m
Total length of newly built roads	500m of additional traffic	500m
Total length of new cycle ways	Nil	
Type of infrastructure	Signalised roundabout, road widening and bridge improvements	
Type of service improvement	Relieve congestion, reduce journey times, increase journey reliability	
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 with 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.

2.19 Bracknell Town Centre Regeneration

Highlights since last report

12 months after opening and the early figures show a positive story with more shops coming on line and further phases of development to begin shortly. Officers are now gathering data collected over the past 12 months to prepare the first year evaluation report for the March 2019 LTB meeting.

1 The Scheme

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

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	£2,000,000						£2,000,000
Local contributions from							£0
- Section 106 agreements							£0
- Council Capital Programme	£1,000,000	£3,382,000					£4,382,000
- Other sources							£0
Total Scheme Cost	£3,000,000	£3,382,000	£0	£0	£0	£0	£6,382,000

4 Risks

The scheme is complete

5 Programme

Task	Original Timescale	Oct-18 Timescale (where changed)
Programme Entry Status	Mar-15	
Independent Assessment of FBC	Oct-15	
Financial Approval from LTB	Nov-15	
Feasibility work	Nov-14	
Acquisition of statutory powers	Not needed	
Detailed design	Mar-15	
Procurement	Developer s278 agreement	
Start of construction	Apr-15	
Completion of construction	Apr-17	Sep-17
One year on evaluation	Apr-18	Mar-19
Five years on evaluation	Apr-22	Sep-22

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		Q2 18/19
1. CORE METRICS	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£6,382,000	£6,382,000	£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			
<i>In-kind resources provided</i>			
Outcomes		Actual to date	
Planned Jobs connected to the intervention	3,540	3,500	
Commercial floorspace constructed (square metres)	270,000	270,000	
Housing unit starts	1,000	892	
Housing units completed	1,000	250	
Number of new homes with new or improved fibre optic provision	1000	250	
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention			
Transport	2.19 Bracknell Town Centre Regeneration		Oct-18
Outputs	Planning Numbers	Actual to date	
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	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		
Commercial floorspace occupied	Work underway to determine figures		
Commercial rental values	Work underway to determine value		

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

Meeting Date: 15 November 2018
2.21 Slough: Langley Station Access Improvements

Highlights since last report
No updates this period

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. Work commenced on site in March 2018 with trial holes. Ongoing work programme requires further coordination with Network Rail and MRT.
- 2.3. Expected completion date revised to March 2019

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			£1,500,000				£1,500,000
Local contributions from							0
- Section 106 agreements			£50,000				£50,000
- Council Capital Programme			£210,000				£210,000
- Other sources (public - railway)			£3,500,000				£3,500,000
Total Scheme Cost	£0	£0	£5,260,000	£0	£0	£0	£5,260,000

^[1] £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.

4 Risks

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
Higher than expected costs	Financial and project management.
Delays in procurement process	Programme allows sufficient time for process.

5 Programme

Task	Original Timescale	Oct-18 Timescale (where changed)
Programme Entry Status	March 2015 BLTB	
Independent Assessment of FBC	Oct-15	May-16
Financial Approval from LTB	Nov-15	Nov-16
Feasibility work	Sep-15	Dec-15
Acquisition of statutory powers	n/a	
Cabinet approve scheme	Jan-16	Jan-17
Detailed design	Summer 2016	Oct-17
Procurement	Autumn 2016	Nov-17
Start of construction	Jan-17	Mar-18
Completion of construction	Mar-18	Mar-19
One year on evaluation	Mar-19	Mar-20
Five years on evaluation	Mar-23	Mar-24

6 Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme		
Thames Valley Berkshire LEP	2.21 Slough: Langley Station Access Improvements	Nov-18	Q1 18/19
1. CORE METRICS	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£5,260,000		£350,000
Funding breakdown			
Local Growth Deal	£1,500,000	£750,000	£350,000
s.106 and similar contributions	£50,000		£0
Council Capital Programme	£210,000		£0
Other (public - railway)	£3,500,000		
<i>In-kind resources provided</i>	£130,000		£0
Outcomes		Actual to date	
Planned Jobs connected to the intervention	0		
Commercial floorspace constructed (square metres)	0		
Housing unit starts	500		
Housing units completed	500		
Number of new homes with new or improved fibre optic provision	500		

2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport	2.21 Slough: Langley Station Access Improvements	Nov-18
Outputs	Planning Numbers	Actual to date
Total length of resurfaced roads	400	
Total length of newly built roads	0	
Total length of new cycle ways	400	
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 started on site in March 2018 with completion in December 2018. The first and only Growth Deal payment was made in March 2018. This is the original scheme set out in Growth Deal 2.

Meeting Date: 15 November 2018
2.22 Slough: Burnham Station Access Improvements

Highlights since last report
Station forecourt work was completed in October 2018.

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 for 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 The majority of the work has been completed, including car park, footways and road crossings.
- 2.3 Forecourt work to be completed. Ongoing coordination with Network Rail's works. End date revised to October 2018.
- 2.4 The majority of the work has been completed, including car park, footways and road crossings.
- 2.5 Station forecourt work was completed in October 2018. Network Rail work set to start in 2019, 1 year impact will follow this completion.

3 Funding

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

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal		£2,000,000					£2,000,000
Local contributions from							0
- Section 106 agreements							
- Council Capital Programme			£100,000				£100,000
- Other sources (public railway)					£4,150,000		£4,150,000
Total Scheme Cost	£0	£2,000,000	£100,000	£0	£4,150,000	£0	£6,250,000

4 Risks

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
Higher than expected costs.	Financial and project management.

5 Programme

Task	Original Timescale	Oct-18 Timescale (where changed)
Programme Entry Status	March 2015 BLTB	
Independent Assessment of FBC	Jun-15	Started October 2015
Financial Approval from LTB	Jul-15	Mar-16
Feasibility work	May-15	Sep-15
Acquisition of statutory powers	n/a	
Cabinet approve scheme	Sep-15	Jan-16
Detailed design	Autumn 2015	Jul-16
Procurement	Autumn 2015	Sep-16
Start of construction	Jan-16	Jan-17
Completion of construction	Mar-17	Forecourt completed Oct-18; NR work TBC
One year on evaluation	Mar-18	2020
Five years on evaluation	Mar-22	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	2.22 Slough: Burnham Station Access Improvements	Oct-18	Q2 18/19
1. CORE METRICS	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£6,250,000	£2,100,000	£0
Funding breakdown			
Local Growth Deal	£2,000,000	£2,000,000	
s.106 and similar contributions	£100,000	£100,000	
Council Capital Programme			
Other (rail)	£4,150,000	To be advised	
<i>In-kind resources provided</i>			
Outcomes		Actual to date	
Planned Jobs connected to the intervention	1,050		
Commercial floorspace constructed (square metres)	40,000sqm		
Housing unit starts			
Housing units completed			
Number of new homes with new or improved fibre optic provision			

2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport	2.22 Slough: Burnham Station Access Improvements	Oct-18
Outputs	Planning Numbers	Actual to date
Total length of resurfaced roads	600m	
Total length of newly built roads		
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 June 2018. All Growth Deal payments made. This is the original scheme set out in Growth Deal 2.

2.23 Reading: South Reading MRT Phases 3 and 4
Originally an LGF scheme but moved to Business Rates Retention Pilot

Highlights since last report

-Construction of Phase 3 A33 works has commenced with detailed design for Phase 4 ongoing.

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 Construction of the town centre elements of the scheme are complete, including commissioning of the pedestrian crossing on London Street.
- 2.3 Construction of Phase 3 A33 works commenced in August and are due to be complete in Spring 2019.
- 2.4 Detailed design of Phase 3 A33 works and traffic signal upgrades at Oracle Roundabout and A33 Bennet Road gyratory are on-going.
- 2.5 This work is being progressed in line with the latest land-use development proposals for the A33 corridor. Discussions are on-going with the developer of the Southside site to acquire the third party land needed for the scheme, although a revised scheme is also being developed to avoid third party land if it cannot be acquired.
- 2.6 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.
- 2.7 Construction of the town centre elements of the scheme are complete, including commissioning of the pedestrian crossing on London Street.

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			£2,250,000				£2,250,000
Local contributions from							
- Section 106 agreements				£1,268,000	£1,268,000		£2,536,000
- Council Capital Programme							
- Other BRRP (TVB LEP)				£7,898,000			£7,898,000
Total Scheme Cost	£0	£0	£2,250,000	£9,166,000	£1,268,000	£0	£12,684,000

4 Risks

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

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

5 Programme

Task	Original Timescale	Oct-18 Timescale (where changed)
Feasibility work	May-16	
Programme Entry Status	Mar-17	
Independent Assessment of FBC	May-17	Sep-17
Financial Approval from LTB	Jul-17	Nov-17
Acquisition of statutory powers	Sep-17	Mar-18
Detailed design		
- Phase 3	Sep-17	Phase 3 March 2018; Phase 4 March 2019
- Phase 4		
Procurement	Jan-18	Phase 3 June 2018; Phase 4 June 2019
Start of construction	Mar-18	
Completion of construction	Mar-20	
One year on evaluation	Mar-21	
Five years on evaluation	Mar-25	

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	Oct-18	Q2 18/19
1. Core Metrics	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£12,684,000	£1,871,934	£520,929
Funding breakdown			
Local Growth Deal	£2,250,000	£1,871,934	£520,929
s.106 and similar contributions	£2,536,000		
Council Capital Programme			
BRRP (TVB LEP)	£7,898,000		
<i>In-kind resources provided</i>	£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	2.23 Reading: South Reading MRT Phases 3 and 4	Oct-18	Q2 18/19
Outputs	Planning Numbers	Actual to date	Actual for the quarter
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 made in March 2018. This is the original scheme set out in Growth Deal 3.

Highlights since last report

Conditional approval has been granted by the BLTB for this scheme at their meeting in July. Work to satisfy the conditions is underway and a useful meeting with Regeneris has taken place. Discussions have taken place in relation to achieving the best use of the business start up / incubator units planned as part of this development. Confirmation has been received that the Network Rail compound will be relocated which provides additional certainty for the delivery of all aspects of the scheme and provides options for the location of the business start up units. Currently working to discharge the conditions. Start on site due February 19.

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 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 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.
- 2.3 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 are involved in the Project Team as required.
- 2.4 Flooding in and around Newbury Railway Station is a significant problem. The Project Team is remaining in contact with the group that is looking at the flooding issues. The short-term work that has been identified has been delivered, the medium term proposals have also been delivered and it is looking likely that the identified longer term solutions may not be necessary. Drainage features have been included in the design work for the interchange enhancements on the south side of the station to help contribute to improving the situation on the surrounding highway in relation to the flooding issues.
- 2.5 The Market Street mixed use (but predominantly housing) development with which this scheme closely links was approved by the Council's Planning Committee in November 2016. Closer links have been forged with the wider Market Street development and road schemes programme for the A339 corridor in order that the masterplan can be coordinated. There are monthly meetings for the Market Street development which representatives from the Newbury Station Project Team attend.
- 2.6 The new pedestrian bridge to enable the delivery of electrification of the line is complete and in use in terms of a like for like replacement of the existing. The lifts that are incorporated into the new bridge are anticipated to be operational soon thereby delivering a significant improvement for passengers.
- 2.7 Detailed design and assessment work for the works to the station buildings has taken place to feed into the final business case. This work has established how the range of improvements required will be delivered and has enabled more detailed costs to be established. This has fed into the final scope of works and costs described and assessed in the business case. The new layout and better use of the buildings will bring about significantly improved facilities for passengers and a more welcoming station providing an improved gateway to Newbury.
- 2.8 The full business case was considered at the July BLTB meeting and was granted conditional approval. Work is underway to address the conditions set by Regeneris. The business case prepared assesses the scheme to represent high value for money with a Benefit to Cost Ratio (BCR) of 3.8:1.
- 2.9 A start on site is planned for February 2019 and the phasing will be finalised in conjunction with the linked Market Street redevelopment work and nearby highways works affecting the A339.

3 Funding

3.1. The following table sets out the funding for the scheme on the basis of provisional funding allocations and updated in line with the final costs established through the business case work. The profile is yet to be confirmed for expenditure for this scheme.

	2015/16	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 from							£0
GWR (SCPF) - Public				£1,890,000			£1,890,000
GWR (NSIP) - Public				£450,000			£450,000
Network Rail - Public			£2,000,000	£1,900,000			£3,900,000
WBC				£20,000	£20,000		£40,000
Market St Devt (Grainger) - Private					£4,710,000	£1,400,000	£6,110,000
Total Scheme Cost	£0	£0	£2,000,000	£7,890,000	£5,651,000	£2,900,000	£18,441,000

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	2.24 Newbury: Railway Station Improvements	Oct-18	Q2 18/19
1. CORE METRICS	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£18,441,000	£3,948,281	£12,984
Funding breakdown			
Local Growth Deal	£6,051,000	£48,281	£12,984
s.106 and similar contributions	£6,110,000	£0	
Council Capital Programme	£40,000	£0	
Other (public)	£6,240,000	£3,900,000	
<i>In-kind resources provided</i>		£10,000	
Outcomes		Actual to date	
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	2.24 Newbury: Railway Station Improvements	Oct-18
Outputs	Planning Numbers	Actual to date
Total length of resurfaced roads	250m	
Total length of newly built roads	0	
Total length of new cycle ways	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	Planning Numbers	Oct-18
		Actual to date
Average daily traffic and by peak/non-peak periods		
Average AM and PM peak journey time per mile on key		
Average AM and PM peak journey time on key routes		
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

7.1. 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 awarded in March 2017. Start on site due February 2019 and due to complete March 2021. First Growth Fund payment due March 2019. This is the original scheme set out in Growth Deal 3.

Meeting Date: 15 November 2018

2.26 Wokingham: Winnersh Relief Road (Phase 2)

Originally an LGF scheme but moved to Business Rates Retention Pilot

Highlights since last report

The Phase 2b planning application was approved at planning committee on 10 October. Business case submitted to Hatch Regeneris ahead of November BTLB. Final scheme costs updated.

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, delivered by a Bovis / Persimmon, opened on Monday 11 June.
- 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).
- 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 and the scheme construction is now complete and the opened in June 2018. The planning permission 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) and detailed design has commenced on this section. Full planning permission for phase 2b (King Street Lane to Reading Road) is being sort and an application was submitted in March 2018 and was approved at Planning Committee in October 2018. All the land needed to deliver phase 2b is already in control of Wokingham Borough Council, which 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	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Business Rates Retention Pilot				£2,848,000	£2,022,000	£1,390,000	£6,260,000
Local contributions from							
Private sector (Developer delivery of Phase 1)			£6,500,000		-	-	£6,500,000
- Council Capital Programme					£7,204,223		£7,204,223
- Other sources (private sector)		£438,000					£438,000
Total Scheme Cost	£0	£438,000	£6,500,000	£2,848,000	£9,226,223	£1,390,000	£20,402,223

4 Risks

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.
Flooding	The land on which the relief road is being constructed, floods, but that has been mitigated by using flood analysis data and the associated construction techniques.
Political support	There is strong political support for the scheme as it's seen as part of wider package of measures to support the growth of Wokingham Borough.
Land ownership	Land constraints identified, elements of land within local authority ownership.
Planning consent for Phase 2b (King Street Lane to Reading Road)	Need to obtain planning consent for Phase 2b. WBC as applicant are working with the planning officer to address any clarifications being raised through the planning consultation stage.

5 Programme

Task	Original Timescale	Oct-18 Timescale (where changed)
Programme Entry Status	Mar-17	
Independent Assessment of FBC	Spring 2018	
Financial Approval from LTB	Jul-18	Nov-18
Feasibility work	Complete. (2015-2016)	
Acquisition of statutory powers	Nov-17	Mar-18
Detailed design	May-18	Apr-18
Procurement	Nov-18	
Start of construction	Jan-19	Summer 2018 (enabling), main works to start summer/autumn 2019.
Completion of construction	Aug-20	Sep-20
One year on evaluation	2021	Sep-21
Five years on evaluation	2025	Sep-25

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 (Phase 2)	Oct-18	Q2 18/19
1. CORE METRICS	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£20,402,223	£0	£0
Funding breakdown			
Business Rates Retention Pilot	£6,260,000		
s.106 and similar contributions	£6,500,000		
Council Capital Programme	£7,204,223		
Other	£438,000		
<i>In-kind resources provided</i>			
Outcomes			
Planned Jobs connected to the intervention	5250 (construction)		
Commercial floorspace constructed (square metres)			
Housing unit starts	Share of 500		
Housing units completed	Share of 500		
Number of new homes with new or improved fibre optic provision			

2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention			
Transport	2.26 Wokingham: Winnersh Relief Road (Phase 2)	Oct-18	Q2 18/19
Outputs	Planning Numbers	Actual to date	Actual for the quarter
Total length of resurfaced roads	1.5km (Both phases)		
Total length of newly built roads	1.5km (Both phases)		
Total length of new cycle ways	1.5km (Both phases)		
Type of infrastructure	New carriageway		
Type of service improvement	Enabling housing development and congestion relief		
Outcomes			
Follow on investment at site	Unknown at present. To be assessed 1 and 5 years after scheme opening		
Commercial floorspace occupied	Unknown at present. To be assessed 1 and 5 years after scheme opening		
Commercial rental values	Unknown at present. To be assessed 1 and 5 years after scheme opening		

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 to complete 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.

Highlights since last report

The business case remains on track to be presented to the Local Transport Body on 15 November. The business case has been reviewed by Hatch Regeneris. The economic assessment shows a BCR of 2.1. The options assessment and scheme designs are complete.

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.

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:
- Up to 4,870 new dwellings
 - Over 65,000 m² of new office space
 - An enhanced retail offer
 - An improved leisure offer, with new cafes and restaurants
 - 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 Maidenhead Station Access 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 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 pedestrian / cycle bridge is being built 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. In March 2017, the council appointed Countryside PLC as joint venture partners for the regeneration of four major development sites, including: West Street; St Cloud Way; York Road; and Reform Road.
- 2.12. The initial proposals include improvements to pedestrian and cycle access to and through the sites, including a new link over the A4 between West Street and Kidwells Park. Countryside has developed a number of options for the bridge link, but it has proved challenging to integrate the bridge ramps with the new development and alternative options are being explored.
- 2.13. RBWM paused development work on the Missing Links scheme in order to be able to take account of significant changes proposed in connection with a number of major developments.
- 2.14. Work is concluding on the Parking Plan, including proposals for a new multi-storey car park at Vicus Way, redevelopment of the Nicholsons Multi-Storey Car Park and delivery of temporary car parks to accommodate parking that will be displaced during construction.
- 2.15. Planning applications have been submitted for The Landing development and the York Road Opportunity Area. As part of these proposals, options have been put forward for changes to the road network in the town centre, including changes to one-way restrictions and a potential shared space scheme on St Ives Road. These prompted a wider feasibility study looking at options for the town centre road network as a whole, which has recently been completed.
- 2.16. The Royal Borough is also one of the shortlisted local authorities bidding for the 'forward funding' element of the Housing Infrastructure Fund. The Council's bid is focused on providing enabling works for the Golf Course Development to the south of Maidenhead, with up to £9.8 million earmarked for major highways works and access improvements to this major development site. RBWM has recently appointed CALA Homes as the joint venture partner for the development.
- 2.17. The above projects are likely to have a significant impact on how people and vehicles will travel around the town and the Council needed to understand how these schemes will look and how they interact before considering how the Missing Links proposal can best be designed to serve the developments and be integrated with the proposed highway network.

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				£243,310	£817,718	£1,180,759	£2,241,788
Local contributions from							
- Section 106 agreements				£45,621	£153,322	£221,392	£420,335
- Council Capital Programme				£15,207	£51,107	£73,797	£140,112
- Other							
Total Scheme Cost		£0	£0	£0	£304,138	£1,022,148	£1,475,949
							£2,802,235

4 Risks

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 crossing 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	Oct-18 Timescale (where changed)
Programme Entry Status	Jan-17	-
Feasibility / outline design	Apr-17	Sep-18
Preparation of FBC	Sep-17	Oct-18
Independent Assessment of FBC	Oct-17	Oct-18
Financial Approval from LTB	Nov-17	Nov-18
Procurement	Dec-17*	Oct-19
Start of construction	Jan-18	Jul-20
Completion of construction	Mar-21	-
One year on evaluation	Mar-22	-
Five years on evaluation	Mar-26	-

*Oldfield Bridge procurement already completed and construction commenced May 2018.

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	Oct-18	Q2 18/19
1. CORE METRICS	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£2,802,235	£166,000	£80,000
Funding breakdown			
Local Growth Deal	£2,241,788		
s.106 and similar contributions	£420,335		
Council Capital Programme	£140,112	£166,000	£66,000
Other			
<i>In-kind resources provided</i>	£150,000	£10,000	£15,000
Outcomes			
Planned Jobs connected to the intervention	8,000		
Commercial floorspace constructed (square metres)	65,404		
Housing unit starts	1,986		
Housing units completed	2,884		
No. new homes with new or improved fibre optic provision	2,884		

2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention			
Transport	2.27 Maidenhead Town	Oct-18	Q2 18/19
Outputs	Planning Numbers	Actual to date	Actual for the quarter
Total length of resurfaced roads	0.33 km		
Total length of newly built roads	0 km		
Total length of new cycle ways	0.8 km		
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 floorspace occupied	3,637		
Commercial rental values	TBC		

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 Oldfield Bridge element of the scheme went on site in May 2018 with the remainder of the works due to start in January 2019, and completion in March 2021. The first Growth Fund payment is due in March 2019.

2.28 Bracknell: A3095 Corridor

Highlights since last report

Officers are now carrying out detailed design of the various elements of the scheme including trial holes and tree surveys.

1 The Scheme

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

2 Progress with the scheme

- 2.1. Options appraised and final designs set and assessed on economic impacts
- 2.2. Modelling shows improved journey times and a positive BCR of 3.2
- 2.3. Financial Business Case now has full financial approval.
- 2.4. Start of construction moved to November 2019 to follow on from the completion of Downshire Way dualling works.
- 2.5. Financial Business Case now has full financial approval and work is planned to begin in 2019/20

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				£200,000	£1,800,000	£3,518,800	£5,518,800
Local contributions from						£2,000,000	£2,000,000
- Section 106 agreements					£500,000		£500,000
- Council Capital Programme							£0
- Other sources							£0
Total Scheme Cost	£0	£0	£0	£200,000	£2,300,000	£5,518,800	£8,018,800

4 Risks

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

5 Programme

Task	Original Timescale	Oct-18 Timescale (where changed)
Programme Entry Status	Jan-17	
Independent Assessment of FBC	Apr-17	Feb-18
Financial Approval from LTB	Jul-17	Jul-18
Feasibility work	Apr-16	
Acquisition of statutory powers	None required	
Detailed design	Jan-19	
Procurement	Term contractor	
Start of construction	Apr-19	Enabling works Oct-19; construction Nov-19
Completion of construction	Nov-21	
One year on evaluation	Nov-22	
Five years on evaluation	Nov-26	

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	Oct-18	Q2 18/19
1. CORE METRICS	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£8,018,800	£0	£0
Funding breakdown			
Local Growth Deal	£5,518,800		
s.106 and similar contributions	£2,500,000		
Council Capital Programme			
Other			
<i>In-kind resources provided</i>		£15,000	
Outcomes			
Planned Jobs connected to the intervention	0		
Commercial floorspace constructed (square metres)	0		
Housing unit starts	1,415		
Housing units completed	1,415		
Number of new homes with new or improved fibre optic provision	1,415		

2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport	2.28 Bracknell: A3095 Corridor	Oct-18
Outputs	Planning Numbers	Actual to date
Total length of resurfaced roads	Approximately 2500 m of	
Total length of newly built roads	Approximately 5700m following removal of the roundabout and realignment of the carriageway.	
Total length of new cycle ways	Existing cycleway network runs adjacent to the junction and is unaffected by the works	
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		
Commercial floorspace occupied		
Commercial rental values		

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		Oct-18
	Planning Numbers	Actual to date
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		
Bus/light rail travel time by peak period		
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

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.

Highlights since last report
No updates this period

1 The Scheme

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

2 Progress with the scheme

- 2.1. Progress to date has been limited to commissioning WSP to develop a design capable of submission to planning for approval and to develop the necessary business case to ensure the scheme demonstrates value for money, following Thames Valley LEP Board approval to progress in November 2017.
 2.2. Initial discussions have been undertaken with South Western Railway (SWR) to understand the level of investment needed 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 the station was inclusive for all users.
 2.3. The Council has had an initial meeting with the new owners of Winnersh Triangle Business Park, Frazer Centrepoint. 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 Triangle 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 [Initial assessment of this element of the project has ruled out this element].
 2.6. Updates have been provided to both SWR and Frazer Centrepoint, with both parties still engaged and supportive of the scheme.
 2.7. WSP to be commissioned to develop a Business Case for the scheme and this will be forthcoming before March 2019.

3 Funding

3.1 The following table sets out the indicative funding for the scheme on the basis of our unapproved funding profile. The funding profile will be updated as the scheme progresses further towards planning and business case approval, however the bulk of the funding will be spent in 2020/21.

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal					£250,000	£2,750,000	£3,000,000
Local contributions from							
- Section 106 agreements					£100,000	£500,000	£600,000
- Railway contributions							£0
- Other sources (private sector)							£0
Total Scheme Cost	£0	£0	£0	£0	£350,000	£3,250,000	£3,600,000

4 Risks

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 car park that manages flooding. The flood risk assessments provided for the car park 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 Railway.

5 Programme

Task	Original Timescale	Oct-18 Timescale (where changed)
Programme Entry Status		Dec-17
Independent Assessment of FBC	Oct-18	Feb-19
Financial Approval from LTB	Nov-18	Mar-19
Feasibility work		
Acquisition of statutory powers		Sept 2019 (Provisional)
Detailed design		Jan 2020 [Car Park Deck]
Procurement		Apr 2020 [Car Park Deck]
Start of construction		Jan 2020 [Station Building/Forecourt] Jun 2020 [Car Park]
Completion of construction		Sep-20
One year on evaluation		Sep-21
Five years on evaluation		Sep-25

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 Triangle Parkway	Oct-18	Q2 18/19
1. CORE METRICS	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£3,600,000	£0	£0
Funding breakdown			
Local Growth Deal	£3,000,000		
s.106 and similar contributions	£600,000		
Council Capital Programme			
Other			
<i>In-kind resources provided</i>			
Outcomes			
Planned Jobs connected to the intervention	220		
Commercial floorspace constructed (square metres)	5,500		
Housing unit starts	433		
Housing units completed			
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	2.29 Wokingham: Winnersh Triangle Parkway	Oct-18	Q2 18/19
Outputs	Planning Numbers	Actual to date	Actual for the quarter
Total length of resurfaced roads	0		
Total length of newly built roads	0		
Total length of new cycle ways	0		
Type of infrastructure	Car Park, Station & Bus turning area		
Type of service improvement	Mode shift opportunity		
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

Wokingham Winners Triangle 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 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.

Highlights since last report

- Workshop 3 has been completed as per the programme. Technical issues have led to some delays in delivery of the LoRa trial and programme is delivery programme is being revised. Workshop 4 timetable is being delayed from Oct / Nov to January to allow review of approach and proper preparation to ensure that Challenges can be developed. Neither are expected to impact on end completion date or deliverables.
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1 The Scheme

1.1. The project delivers three key deliverables:

1.2. Smart city platform: consisting of an Internet of Things (IoT) communication platform across Reading, Wokingham, West Berkshire and Bracknell and a cross-authority open data platform. This is enabling infrastructure for the delivery of a wide range of IoT technologies including traffic signal communications which will provide the revenue savings to maintain and operate the system.

1.3. Challenge funded IoT solutions: grant funded IoT solutions to real Local Authority challenges which will utilise the platform. These grants will be awarded through competition and will be on the basis of co-funding.

1.4. Cross authority / cross sector smart city group: This includes a Steering Group to oversee the project delivery and act as a catalyst for wider smart city debate, project development and funding.

2 Progress with the scheme

2.1. The third workshop has been undertaken with Businesses at Thames Valley Science Park on the 26th September with around 19 individual businesses attending with a spread of interest across transport, planning, and adult social care. Energy was not well represented and we were unable to attract any businesses with an interest in children's services. There was a good mix of company size. It should be noted that transport was by far the largest area in terms of interest and this reflects a more mature technology market in this area.

2.2. The LoRa coverage trials which were due to be complete by the end of September have been delayed due to a variety of issues including technical and access issues. The main technical issue was using the traffic signal controller communication system to connect the gateways to the internet and this was resolved on the 29th October after much work. There are also technical issues with the communication units for connection via 4G mobile communications and these are still being resolved. Thirdly, there has been delay in getting agreement to locating trial equipment on the Town Hall and hence we have moved this unit to a water tower in Newbury and there is a technical site visit to confirm the install details on the 2nd November. The implication of this is that we won't be able to define the network design / spend / cost sharing with Sigfox until later in November once all issues are resolved and trial equipment connected.

2.3. We previously reported first install of the main roll out of LoRa units by Christmas and this is now likely to be January, as, with an internal change in procurement support within RBC for the project, it has been necessary to review the approach and re-do the procurement justification. It is expected that we will be able to go to equipment suppliers for quotes by 6th November which will lead to supply just before Christmas ready for install in the new year.

2.4. Following completion of Workshop 3 the next stage is to use the information collected to identify the challenge areas that best meet the combined requirements (e.g. investment strategy requirements, local authority requirements, suitability for IoT / data analytics solutions etc). The structure / approach to Workshop 4 (defining the challenges) is being reviewed at the next SG on the 15th November and inputs are likely to be in January.

2.5. Programme. Programme is being reviewed in light of the above with the Steering Group on 15th November. Draft programme still completes by Feb 2020 taking account of the above.

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			£83,400	£850,000	£800,254		£1,733,654
Local contributions from							
- DfT C-ITS Funding				£150,000	£100,000		£250,000
- WND SigFox				£225,000			£225,000
- Challenge Fund (co-funding)				£75,000	£236,000		£311,000
Total Scheme Cost	£0	£0	£83,400	£1,300,000	£1,136,254	£0	£2,519,654

4 Risks

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
Smart city communications platform does not meet functional requirements	Due diligence expert appointed to advise on proposal.
Insufficient 'good' interest in challenge fund calls to industry	Opportunities will be widely marketed. Already good interest in calls that will come out so seen as a low risk. More than one call so that second call can be re-targeted.
Challenge fund calls do not result in commercially viable solutions that meet the real needs.	Good input to the definition of the challenge fund calls through working across the authorities. Expert panel to be identified to evaluate calls and question commercial viability.
Data security and personal information	Calls to avoid generating solutions that collect personal data. Combination of datasets to be reviewed so that there is not a risk due to aggregating data. If proposals come forward with data that needs to be kept secure, then these will be carefully evaluated as to their benefit against not providing open data for the smart city platform to ensure data security.
Delays / spend over runs	Effective project management, scalability of challenge fund calls to target spend to the budget.

5 Programme

Task	Original Timescale	Oct-18 Timescale (where changed)
Communications platform specification	Mar-18	Sep-19
Communication platform procurement and implementation	Mar-18	Dec-18
Substantial completion of communications platform	Aug-18	Mar-19
Data platform specification	Mar-18	Jul-18
Data platform Implementation	May-19	Oct-18
Reading backhaul upgrade specification	Mar-18	May-18
Reading backhaul upgrade delivery	Jul-18	Dec-18
Stakeholder workshops	Feb '18; Mar '18; July '18; Aug '18	May '18; July '18; Sep '18; Oct '18
Definition of challenge fund call requirements	Apr-18	Jun-19
Award of challenge fund call 1	Aug-18	Jan-19
Substantial delivery of challenge fund call 1	May-19	Jun-19
Award of challenge fund call 2	Feb-19	May-19
Substantial completion of challenge fund call 2	Oct-19	Oct-19
Project end	Oct-19	Feb-20
One year on evaluation	Oct-20	Feb-21
Five years on evaluation	Oct-24	Feb-25

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	2.30 Thames Valley Berkshire Smart City Cluster	Oct-18	Q2 18/19
1. Core Metrics	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£2,519,654	£126,000	£50,000
Funding breakdown			
Local Growth Deal	£1,733,654	£110,000	£45,000
- DfT C-ITS Funding	£250,000	£8,000	£5,000
- WND SigFox	£225,000	£8,000	£0
- Challenge Fund (co-funding)	£311,000	£0	£0
<i>In-kind resources provided</i>	£786,000	£16,000	£0
Outcomes			
Planned Jobs connected to the intervention	63		
Commercial floorspace constructed (square metres)	N/A		
Housing unit starts	N/A		
Housing units completed	N/A		
Number of new homes with new or improved fibre optic	N/A		

7. Further Information for Summary Reports

The TVB Smart City Cluster project will provide an Internet of Things (IoT) communication platform across Reading, Wokingham, West Berkshire and Bracknell and a cross-authority open data platform. This is enabling infrastructure for the delivery of a wide range of IoT technologies. First of three Growth Deal payments was made in March 2018.

2.31 Slough: Stoke Road Area Regeneration

Highlights since last report
No updates this period

1 The Scheme

1.1. Sustainable transport infrastructure and highway works to support regeneration of six major brownfield sites at Stoke Road and improved interchange and parking at Slough station.

2 Progress with the scheme

2.1. New scheme. Plans to develop the scheme are in progress.

2.2. Program entry status BLTB 14th July 2018

2.3. Funding profile amended due to June 2019 start on site (construction work)

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				£300,000	£2,200,000	£5,150,000	£7,650,000
Local contributions from							£0
- Section 106 agreements					£1,000,000		£1,000,000
- Council Capital Programme							£0
- Other sources						£2,250,000	£2,250,000
Total Scheme Cost	£0	£0	£0	£300,000	£3,200,000	£7,400,000	£10,900,000

4 Risks

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
Delays in approval granted following independent assessment	Limit changes to design scope

5 Programme

Task	Original Timescale	Oct-18 Timescale (where changed)
Programme Entry Status	Jul 2018 BLTB	
Independent Assessment of FBC	Oct-18	
Financial Approval from LTB	Nov-18	
Feasibility work		
Acquisition of statutory powers		
Cabinet approve scheme	Dec-18	
Detailed design		
Procurement		
Start of construction	Jun-19	Mar-19 - enabling works Jun-19 construction
Completion of construction	Mar-22	
One year on evaluation	Mar-23	
Five years on evaluation	Mar-27	

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	2.31 Slough: Stoke Road Area Regeneration	Oct-18	Q2 18/19
1. CORE METRICS	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£7,650,000	£150,000	£150,000
Funding breakdown			
Local Growth Deal	£7,650,000	£150,000	£150,000
s.106 and similar contributions		£0	£0
Council Capital Programme		£0	£0
Other		£0	£0
<i>In-kind resources provided</i>		£0	£0
Outcomes		Actual to date	
Planned Jobs connected to the intervention	293		
Commercial floorspace constructed (square metres)	6400		
Housing unit starts	4360		
Housing units completed	0		
Number of new homes with new or improved fibre optic provision	Not known		

2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport	2.31 Slough: Stoke Road Area Regeneration	Oct-18
Outputs	Planning Numbers	Actual to date
Total length of resurfaced roads	TBC	
Total length of newly built roads	0	
Total length of new cycle ways	TBC	
Type of infrastructure	Highway improvements including junction modifications, cycle ways, footbridge, interchange and associated improvements	
Type of service improvement	Improved network for all road users, including walking and cycling infrastructure and parking facilities at Slough Station	
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	Planning Numbers	Actual to date
Average daily traffic and by peak/non-peak periods	Data for: A4 Wellington Street	
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 Wellington Street and B416 Stoke Road	
Day-to-day travel time variability	Data for bus travel time variations from timetabled services on A4 Wellington Street and B416 Stoke Road	
Average annual CO2 emissions	Data for Slough-wide emissions from traffic on 'A' roads	
Accident rate	Data for rates along A4 and B416	
Casualty rate	Data for KSI and slights along A4 and B416	
Nitrogen Oxide and particulate emissions	Data for Slough AQMA 4	
Traffic noise levels at receptor locations	N/A	
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	TBC	
Cycle journeys on new/existing routes	Data for journeys along A4 Wellington Street and B416 Stoke Road	
Households with access to specific sites by mode within threshold times (#)	Data for households: destinations TBC	

Highlights since last report

The business case is track to be presented to the Local Transport Body on 14 March 2019. The strategic case is being reviewed by Regeneris, with strategic modelling underway to inform the economic assessment.

1 The Scheme

1.1. This scheme consists of a package of traffic management measures to deliver additional capacity at key junctions around Maidenhead where modelling has indicated that severe peak hour congestion is likely to occur as a result of planned development and regeneration activity.
1.2 The scheme will facilitate economic growth by unlocking major housing and commercial development. It will also improve journey times for passengers accessing the Great Western Main Line / Elizabeth Line. The works will be progressed in phases in order to minimise the impact on the local road network.

2 Progress with the scheme

2.1 The Council submitted the Borough Local Plan (BLP) to the Secretary of State in January 2018. It is currently at the examination stage. The BLP makes provision for at least 14,240 new dwellings over the plan period from 2013 to 2033. Development in and adjacent to Maidenhead town centre will provide many of these new dwellings, including redevelopment of existing sites for higher intensity development. The plan also makes provision for at least 11,200 net new jobs across a range of floor spaces, including at least 130,700m² of B Class floor space comprising: 81,300m² of B1 (office); 24,500m² of B2 (manufacturing); and 24,900m² of B8 (warehousing). Sites in and around Maidenhead will account for the majority of this development.

2.2 The impacts of the additional traffic associated with these proposed development sites have been evaluated using a strategic traffic model with a 2032 forecast scenario. This has identified several key junctions where severe peak hour congestion is likely to occur. These include:

- M4 Junction 8/9
- A308(M) / A308 / A330 / The Bingham roundabout
- A404(M) / Stafferton Way / Norreys Drive roundabout
- A404(M) / A404 / A4 roundabout
- A308 / Stafferton Way / Rushington Avenue roundabout
- A4 / A308 roundabout
- A4 / B4447 roundabout
- A4 / A4094 roundabout

2.3 The M4 junctions need to be addressed by Highways England through their Road Investment Strategy processes, but the other schemes mostly affect the local road network for which the Royal Borough is the highway authority. Delivering additional capacity at these junctions is necessary for planned housing and commercial development to come forward.

2.4 Traffic management schemes have been identified for each of the junctions identified above. These schemes have been tested in the borough's strategic traffic model and have been shown to effectively mitigate the congestion issues in each case. Full details can be found in the Strategic Highway Model – Local Plan Assessment Report.

2.5 In addition, the A4 / Oldfield Road junction has been shown as likely to experience significant congestion, albeit just below the levels predicted at the other junctions. However, significant queues are already observed in the peak periods. A proposal for signalisation of this junction has been developed separately to the other mitigation measures identified in the Local Plan Assessment Report.

2.6 Most of the above junctions have been identified as being in a poor condition and are in need of full structural maintenance now or in the next couple of years. Therefore it would be sensible to ensure that this work is carried out at the same time as the capacity improvement works.

2.7 RBWM has commissioned consultants to:

- undertake a review of the junction mitigation measures proposed in the Local Plan Assessment Report
 - prepare preliminary designs to convert the A4 / B3028 Oldfield Road roundabout to a signal-controlled junction
 - prepare a webTAG compliant business case for the full package of junction improvements to be presented to the November Local Transport Body meeting
- 2.8 RBWM has also appointed CALA Homes as its joint venture partner for the Maidenhead Golf Club development, and has submitted a Housing Infrastructure Fund bid for on and off-site transport infrastructure improvements, which is complementary to the LGF bid.

2.9 The business case is on track to be presented to the Local Transport Body on 14 March 2019. The strategic work is underway to inform the economic assessment.

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				£410,877	£2,187,664	£1,888,472	£4,487,012
Local contributions from							
- Section 106 agreements				£31,483	£167,630	£144,704	£343,817
- Council Capital Programme				£71,236	£379,286	£327,414	£777,936
-Other							
Total Scheme Cost		£0	£0	£0	£513,596	£2,734,580	£5,608,765

4 Risks

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.
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, 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.

5 Programme

Task	Original Timescale	Oct-18 Timescale (where changed)
Programme Entry Status	Jul-18	
Feasibility / outline design	Oct-18	
Preparation of FBC	Oct-18	
Independent Assessment of FBC	Oct-18	
Financial Approval from LTB	Oct-18	Mar-19
Detailed design - phase 1	Jan-19	Jun-19
Procurement - phase 1	Jan-19	Jul-19
Start of construction - phase 1	Feb-19	Aug-19
Completion of construction - phase 1	Mar-19	Mar-20
Detailed design - phase 2	Jun-19	
Procurement - phase 2	Jul-19	
Start of construction - phase 2	Aug-19	
Completion of construction - phase 2	Mar-20	
Detailed design - phase 3	Jun-20	
Procurement - phase 3	Jul-20	
Start of construction - phase 3	Aug-20	
Completion of construction - phase 3	Mar-21	
One year on evaluation	Mar-22	
Five years on evaluation	Mar-26	

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	2.32 Maidenhead: Housing Sites Enabling Works Phase 1	Oct-18	Q2 18/19
1. CORE METRICS	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£5,608,765	£10,000	£35,000
Funding breakdown			
Local Growth Deal	£4,487,012		
s.106 and similar contributions	£343,817		
Council Capital Programme	£777,936	£10,000	£10,000
Other			
<i>In-kind resources provided</i>		£15,000	£20,000
Outcomes			
Planned Jobs connected to the intervention			
Commercial floorspace constructed (square metres)			
Housing unit starts			
Housing units completed			
No. new homes with new or improved fibre optic provision			

2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention			
Transport	2.32 Maidenhead: Housing Sites Enabling Works Phase 1	Oct-18	Q2 18/19
Outputs	Planning Numbers	Actual to date	Actual for the quarter
Total length of resurfaced roads	2 km		
Total length of newly built roads	0 km		
Total length of new cycle ways	0 km		
Type of infrastructure	Junction improvements		
Type of service improvement	Additional traffic capacity to improve journey times, congestion		
Outcomes			
Follow on investment at site	TBC		
Commercial floorspace occupied	28,894		
Commercial rental values	TBC		

2.34 Slough MRT Phase 2

Highlights since last report
No updates this period

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. Phase 2 will extend the Slough Mass Rapid Transit (SMArT) project from its current end point at Langley and take it onto the Heathrow service road. Bus lanes and other priority measures will be provided in the new section between Langley and eastwards beyond Junction 5 of the M4 and onto Heathrow.

2 Progress with the scheme

2.1. New scheme. Plans to develop the scheme are in progress.

2.2. Program entry status BLTB 14th July 2018

2.3. We (Slough) have recently updated our traffic model using 2017 survey data, and we encountered a few technical issues that took longer than anticipated to resolve. The resulting delay has meant that we have missed the deadline for submitting a complete Full Business Case for independent assessment by Hatch Regeneris in time for the November meeting.

2.4. The elements of the Full Business Case relating to the bus priority measures along the A4 are now complete and ready for assessment; however the elements relating to the Brands Hill Park and Ride are not. We remain confident that we can produce a WebTAG-compliant Full Business Case that demonstrates good or better value for money. We have recast our timetable on the basis of financial approval in March 2019 and a start on site in the first quarter of 2019-20.

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 Business Rates Retention				£300,000	£9,942,000		£10,242,000
Local contributions from							0
- Section 106 agreements							£0
- Council Capital Programme							£0
- Other sources							£0
Total Scheme Cost	£0	£0	£0	£300,000	£9,942,000	£0	£10,242,000

4 Risks

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
Delays in approval granted following independent assessment	Limit changes to design scope

5 Programme

Task	Original Timescale	Oct-18 Timescale (where changed)
Programme Entry Status	Jul 2018 BLTB	
Independent Assessment of FBC	Oct-18	
Financial Approval from LTB	Nov-18	Mar-19
Feasibility work		
Acquisition of statutory powers		
Cabinet approve scheme	Dec-18	
Detailed design		
Procurement		
Start of construction	Feb-19	
Completion of construction	Feb-20	
One year on evaluation	Feb-21	
Five years on evaluation	Feb-25	

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	2.34 Slough MRT Phase 2	Oct-18	Q2 18/19
1. CORE METRICS	Planning Numbers	Actual to date	Actual for the quarter
Inputs			
Expenditure	£10,242,000	£130,000	£130,000
Funding breakdown			
Business Rates Retention	£10,242,000	£130,000	£130,000
s.106 and similar contributions		£0	£0
Council Capital Programme		£0	£0
Other		£0	£0
<i>In-kind resources provided</i>		£0	£0
Outcomes		Actual to date	
Planned Jobs connected to the intervention	400		
Commercial floorspace constructed (square metres)	5,000		
Housing unit starts	2,160		
Housing units completed	0		
Number of new homes with new or improved fibre optic provision	Not known		

2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport	2.34 Slough MRT Phase 2	Oct-18
Outputs	Planning Numbers	Actual to date
Total length of resurfaced roads	TBC	
Total length of newly built roads	0	
Total length of new cycle ways	TBC	
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	Planning Numbers	Actual to date
Average daily traffic and by peak/non-peak periods	Data for: A4 (including London Road and Colnbrook bypass)	
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 London Road (Langley) and Heathrow	
Day-to-day travel time variability	Data for bus travel time variations from timetabled services on A4 London Road and Colnbrook bypass	
Average annual CO2 emissions	Data for Slough-wide emissions from traffic on 'A' roads	
Accident rate	Data for rates along A4	
Casualty rate	Data for KSI and slights along A4	
Nitrogen Oxide and particulate emissions	Data for Slough AQMAs 1 & 2	
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; • Boarding's in A4 London Rd and Colnbrook bypass Data for <ul style="list-style-type: none"> • 'Series 7' Heathrow bus services; • Boarding's in A4 Bath Rd and A4 London Rd Data for <ul style="list-style-type: none"> • 'Series 7' Heathrow bus services; • Boarding's in A4 Bath Rd and A4 London Rd 	
Bus/light rail travel time by peak period	Data for end-to-end and intermediate bus travel times for A4 London Road services	
Mode share (%)	N/A	
Pedestrians counts on new/existing routes	N/A	
Cycle journeys on new/existing routes	Data for journeys along A4 London Road	
Households with access to specific sites by mode within threshold times (#)	Data for households within 45 mins bus journey time of Heathrow	

BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**REPORT TO:** BLTB**DATE:** 15 November 2018**CONTACT OFFICER:** Joe Carter, Director of Regeneration, Lead Officer to the BLTB**PART I****Item 6: Financial Approval for 2.26 Wokingham Winnersh Relief Road Phase 2*****Purpose of Report***

1. To consider giving financial approval to scheme 2.26 Wokingham Winnersh Relief Road Phase 2 from the Business Rates Retention Pilot.
2. The full project will deliver a new relief road to the west of Winnersh, avoiding the current Winnersh Crossroads junction. The work will be delivered in two phases. The first phase, delivered by a Bovis / Persimmon, opened on in June 2018. 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).
3. This scheme will provide 1,415 new houses and enhance urban connectivity.

Recommendation

4. You are recommended to give scheme 2.26 Wokingham Winnersh Relief Road Phase 2 financial approval in the sum of £6,260,000 (£3,000,000 in 2018/19 and £3,260,000 in 2019/20) on the terms of the funding agreement set out at paragraph 13 step 5 below subject to meeting the following conditions:
 - 4.1. The supply of further evidence which supports the conclusions reached in the Full Business Case in respect of:
 - the provision of cycle lanes and footpaths and their social impacts;
 - revisions to the net land value uplift calculation and adjusted present value of costs in the Economic Case;
 - sensitivity tests, scheme build cost, risk contingency, financial profiles, inflation, maintenance, renewals and optimism bias in the Financial Case;
 - procurement and management of project cost variations;
 - the risk register, risk management, contract management and contingency plans

Other Implications***Financial***

5. Scheme 2.26 Wokingham Winnersh Relief Road Phase 2 was a named scheme in the [Thames Valley Berkshire Growth Deal 3ⁱ](#) announced on [2 February 2017ⁱⁱ](#). You gave it programme entry status in March 2017.

6. In July 2018 you agreed to change the funding source for this scheme from Local Growth Deal to the Business Rates Retention Pilot. All other aspects of the scheme remained unchanged.
7. This report recommends that Wokingham Borough Council be authorised to draw down the capital sum £6,260,000 for this scheme.
8. The funding agreement set out at paragraph 13 step 5 sets out the roles and responsibilities, reporting and auditing arrangements, timing and triggers for payments, contributions from other funders, consequences of delay, consequences of failure, claw back, and evaluation requirements at one and five years on.

Risk Management

9. The risk management arrangements already put in place by the Local Transport Body are as follows:
 - The [Assurance Framework](#)ⁱⁱⁱ has been drafted following DfT guidance and has been approved by the DfT for use in allocating capital funds for transport schemes
 - Hatch Regeneris have been appointed as Independent Assessors and have provided a full written report (see Appendix 1) on the full business case for the scheme
 - The funding agreement set out at paragraph 11, step 5 makes clear that the financial risk associated with implementation of the scheme rests with the scheme promoter.

Human Rights Act and Other Legal Implications

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

Supporting Information

11. The scheme will be carried out for Wokingham Borough Council.
12. The full details of the scheme are available from the Wokingham website^{iv}. A summary of the key points is given below:

Task	Timescale
Procurement	November 2018
Contractor appointed	As above
Construction	Autumn 2019
Open to public	September 2020

Activity	Funder	Cost (approx)
Scheme development	Wokingham Borough	£7.204m
Major scheme funding	Berkshire Local Transport Body	£6.260m

Section 106 agreements	Developers etc (delivery of phase 1)	£6,938m
Total		£20.402m

13. The table below sets out the details of this scheme's compliance with steps 1-5 of paragraph 15 of [Assurance Framework](#)^v.

Assurance Framework Check list	Scheme 2.26 Wokingham Winnersh Relief Road Phase 2			
Step 1: Unapproved or Long List of schemes.	The scheme was originally developed by Wokingham Borough Council in response to the growth pressures at Winnersh crossroads. The SEP assessment process was used, and the scheme was given 28 points and ranked 4th of 27 schemes submitted in GD 3. In July 2018, the scheme was assessed for funding from the Business Rates Retention Pilot. It was again given 28 points and ranked 1 st of 3 schemes in Priority 2a: Large Housing Sites – West/Central.			
	Factor	Raw score	Weighting	Weighted score
	Strategy	3	1.5	4.5
	Deliverability	3	2.0	6.0
	Economic Impact	3	4.0	12.0
	TVB area coverage	2	1.5	3.0
	Environment	2	0.5	1.0
	Social	3	0.5	1.5
	Total			28.0
Step 2: Programme Entry: evolution of the scheme from outline proposal to full business case, external view on the business case, and independent assessment (See paragraphs 15 and 16)	Programme Entry status was given by the BLTB on 16 March 2017 ^{vi} . Progress reports were considered by the BLTB on 20 July 2017 ^{vii} , 16 November 2017 ^{viii} , 15 March 2018 ^{ix} and 19 July 2018 ^x .			
	<p>The Wokingham website^{xi} holds the latest details of the full business case, including the VfM statement certified by the senior responsible officer.</p> <p>Any comments or observations on the scheme received by either TVB LEP or Wokingham Borough Council have been fully considered during the development of the scheme.</p> <p>The report of the Independent Assessor is attached at Appendix 1. The Independent Assessor was asked to report as follows:</p> <ul style="list-style-type: none"> • Completeness – has the promoter prepared a complete Full Business Case submission, when judged against the prevailing advice from the DfT • Accuracy – has the promoter performed the relevant calculations and assessments accurately and without error • Relevance – has the Full Business Case considered all relevant matters, including use of appropriate forecasting models and planning assumptions, and has it included any irrelevant considerations such as unduly-optimistic assumptions or out of date modelling data • Value for Money – does the scheme promoter's Value for Money assessment comply with the prevailing DfT guidance • Evaluation arrangements – has the scheme promoter made provision for appropriate post-implementation evaluation of the scheme. 			

Assurance Framework Check list	Scheme 2.26 Wokingham Winnersh Relief Road Phase 2
	<ul style="list-style-type: none"> Remedies – where the independent assessment reveals a gap between the FBC supplied and the standard anticipated by the DfT guidance, then the advice for the LTB should include recommendations for remedial actions required – e.g., collection of further data, sensitivity tests on particular assumptions etc.
Step 3: Conditional Approval	<p>The Independent Assessor has identified that Conditional Approval is appropriate. This is on the basis that further evidence is supplied which supports the conclusions reached in the Full Business Case in respect of:</p> <ul style="list-style-type: none"> the provision of cycle lanes and footpaths and their social impacts; revisions to the net land value uplift calculation and adjusted present value of costs in the Economic Case; sensitivity tests, scheme build cost, risk contingency, financial profiles, inflation, maintenance, renewals and optimism bias in the Financial Case; procurement and management of project cost variations; the risk register, risk management, contract management and contingency plans
<p>Step 4: Recommendation of Financial Approval</p> <ul style="list-style-type: none"> - High Value for Money - Support of the Independent assessor 	<p>The scheme has a Benefit- Cost Ratio (BCR) of at least 2.77. However, this remains a provisional figure until the conditions have been met.</p> <p>DfT has set thresholds of 2.00 (High VfM) and 4.00 (Very High VfM) and schemes with BCRs above these thresholds can be described as having High or Very High Value for Money.</p> <p>The Independent Assessor's report (see Appendix 1) recommends conditional financial approval for this scheme.</p>
<p>Step 5: Formal Agreement</p> <ul style="list-style-type: none"> - roles - responsibilities - implementation - reporting - auditing - timing and triggers for payments, - contributions from other funders, - consequences of delay, - consequences of failure, - consequences of change to the design or specification of the scheme - claw back, - evaluation one and five years on 	<p>The capital grant of £6,260,000 is a maximum figure which cannot be increased but may be reduced if savings are achieved during implementation. In the event that Wokingham Borough Council wishes to alter the profile of the grant payments, it must seek prior written permission from TVB LEP, having first raised the matter with the BLTB. The grant is made subject to the following:</p> <p>Roles: TVB LEP is a part funder of the scheme. Wokingham Borough Council is the scheme promoter and is the relevant highway and planning authority.</p> <p>Responsibilities: TVB LEP is responsible for allocating the capital finance in accordance with its Assurance Framework. Wokingham Borough Council is responsible for all aspects of the design, risk management, insurance, procurement, construction and implementation of the scheme, including its responsibilities as highway and planning authority, any other statutory duties, and any financial or other liabilities arising from the scheme.</p> <p>Implementation: In addition to any reporting requirements within Wokingham Borough Council, the scheme promoter will use the pro forma supplied by TVB LEP to make reports on progress of the implementation of the capital scheme to each meeting of the BLTB until the build is complete. In particular, Wokingham Borough Council will report on any change in the size, scope or specification of the</p>

Assurance Framework Check list	Scheme 2.26 Wokingham Winnersh Relief Road Phase 2
<p>- other conditions of Local Growth Funds</p>	<p>scheme; and on any substantial savings against the scheme budget whether achieved by such changes to the size, scope or specification of the scheme, or through procurement, or through the efficient implementation of the scheme.</p> <p>Reporting: The scheme promoter must provide accurate, timely, verified and quality assured quarterly monitoring and forecast data, which relate to defined output and outcome indicators agreed between TVB LEP and government as a condition of the Business Rates Retention Pilot.</p> <p>Auditing: Wokingham Borough Council will keep financial records such that the expenditure on the scheme is readily identifiable, and if and when a government department or the accountable body for TVB LEP requests access to financial or other records for the purposes of an audit of the accounts, Wokingham Borough Council will co-operate fully.</p> <p>Timing and Triggers for payments: Payments will only be made against an invoice and accompanying certificate of work completed, along with proof of planning consent.</p> <p>Contributions from Other Funders: Wokingham Borough Council capital programme will contribute £7,204,223 in 2019/20; in addition, there were £438,000 of s.106 contributions secured by Wokingham Borough Council in 2016/17 and £6,500,000 in 2017/18. In the event that the scheme experiences or it is anticipated that the scheme will experience a shortfall in these contributions, Wokingham Borough Council will be required to notify TVB LEP of these developments. The provisions of clauses 8, Consequences of Delay; 9, Consequences of Change to the Design or Specification of the Scheme; or 10, Consequences of Failure will then be applied.</p> <p>Consequences of Delay: In the event that the scheme experiences minor delays to its overall Business Case programme (no more than 10 weeks), Wokingham Borough Council will report these delays and the reasons for them, and the proposed remedial action to the next available meeting of the BLTB. In the event that the scheme experiences major delays to its overall Business Case programme (11 weeks or longer) Wokingham Borough Council will be required to seek permission from TVB LEP to reschedule any payments that are due or may be delayed in falling due because of the delay to the overall Business Case programme.</p> <p>Consequences of Change to the Design or Specification of the Scheme: In the event that Wokingham Borough Council wishes to change the design or specification of the scheme such the scheme delivered will vary in any material aspect from the description given in the overall business case, Wokingham Borough Council will be required to seek prior written consent from TVB LEP. Failing this permission, no further monies will be paid to Wokingham Borough Council after the change becomes apparent to TVB LEP. In addition,</p>

Assurance Framework Check list	Scheme 2.26 Wokingham Winnersh Relief Road Phase 2
	<p>consideration will be given to recovering any monies paid to Wokingham Borough Council in respect of this scheme.</p> <p>Consequences of Failure: As soon as it becomes apparent to Wokingham Borough Council that it will not be possible to deliver the scheme at all; written notice shall be given to the accountable body for TVB LEP. No further monies will be paid to Wokingham Borough Council after this point. In addition, consideration will be given to recovering any monies paid to Wokingham Borough Council in respect of this scheme.</p> <p>Claw back: If the overall scheme achieves savings against budget, these savings will be shared by TVB LEP and the other funders noted above in proportion to the amounts set out in the Financial Profile. The accountable body for TVB LEP reserves the right to claw back any amounts of grant that have been spent on purposes other than the scheme as approved and any repayments due as a consequence of changes to the design or specification of the scheme or scheme failure.</p> <p>Evaluation One and Five Years On: Wokingham Borough Council will produce scheme evaluations One and Five years after practical completion that comply with DfT guidance.</p> <p>Other Conditions: Wokingham Borough Council will also give due regard to the Social Value Act, particularly through the employment of apprentices across the scheme supply chain.</p>

Conclusion

14. This is a well-thought out scheme which will enable the development of 1,400 houses and provide extra capacity on the A329 Reading Road in Winnersh.

Background Papers

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

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

ⁱⁱ<https://www.gov.uk/government/news/multi-million-pound-cash-boost-to-help-create-local-jobs-and-growth>

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

^{iv}<http://www.wokingham.gov.uk/major-new-roads/winnersh-relief-road/>

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

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

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

^{viii}<http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5756&Ver=4>

^{ix}<http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5951&Ver=4>

^x<http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=6027&Ver=4>

^{xi}<http://www.wokingham.gov.uk/major-new-roads/winnersh-relief-road/winnersh-relief-road-phase-2>



HATCH
REGENERIS

Independent Assessment Summary Report: Winnersh Relief Road

A Final Report by Hatch Regeneris Consulting
November 2018

Thames Valley Berkshire Local Enterprise Partnership

Independent Assessment Summary Report: Winnersh Relief Road

November 2018

www.regeneris.co.uk

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Executive Summary

- i. This technical note provides an independent assessment of the Winnersh Relief Road (WRR) Scheme Business Case submission to the Thames Valley Berkshire Local Enterprise Partnership.

Scheme Summary

- 1.1 The business case submission sets out the case for investment for the full development of WRR linking B3270 Lower Earley Way in the west with the A329 in the east. This has been split into two phases:
 - WRR Phase 1, the western section, links the B3270 Lower Earley Way with B3030 King Street Lane – this has already been constructed and open in June 2018;
 - WRR Phase 2, the eastern section, will link King Street Lane to the A329 Reading Road at the M4 overbridge; and includes
 - Lower Earley Way (LEW) dualling
- 1.2 The scheme includes a combination of new road links (WRR), upgrades from single to dual carriageway (LEW), new roundabouts, new and modified traffic signals, and new toucan crossing facilities.

Review Findings

Conclusions

- ii. The Strategic Case demonstrates alignment with strategic priorities and the provides an underlying identification of current congestion issues across the wider Winnersh highway network. The need for infrastructure provision to support the specific Hatch Farm Dairies development, and wider housing growth, is clear. The established scheme objectives link to the issues identified.
- iii. Whilst the scheme optioneering process is not well-articulated, there is considered to be sufficient evidence to demonstrate why this is the preferred scheme option.
- iv. The approach to modelling and assessment of monetised benefits is generally robust and, whilst there may be some errors with the land value assessment and estimates of present values of costs, these are not considered in any way to undermine what is most likely a 'Very High' value for money scheme and, at worse, 'High' value for money.
- v. The Financial Case is considered to contain some errors that are likely to increase the overall life-cycle costs of the scheme. Whilst this may have funding implications for WBC Capital Programme it is not considered to undermine the case for investment.
- vi. The Commercial and Management Cases are considered to be non-compliant, in WebTAG business case terms, but this is due to the Applicants stated reliance upon existing term contracts which, if capable of effectively and efficient delivering all aspects of the scheme, are likely to be the best procurement solution. This does, however, need to be evidenced.

Recommendations

- vii. Whilst the overall case for funding appears strong, it is our conclusion that the overall evidence presented within the business case does not currently permit an unconditional approval of the scheme.

Conditions for Approval

- viii. We recommend that the following series of conditions are applied before the scheme is taken forward:
- 1) Further detail on how the scheme will specifically address the fifth objective to “encourage active transport through provision of cycle lanes and footpaths”.
 - 2) An update to the Economic Case that takes into account necessary revisions to the net land value uplift calculation and adjusted present value of costs, to be fully WebTAG compliant.
 - 3) Inclusion of sensitivity tests to understand the impact of any variability in the benefits and costs of the scheme.
 - 4) Full completion of the Appraisal Summary Table, specifically in relation to social impacts and walking and cycling impacts.
 - 5) An update to the Financial Case that:
 - provides clear and credible evidence of the robustness of the underlying scheme build cost and risk contingency estimates presented;
 - confirms the cost and funding profiles; and
 - takes into account necessary cost inflation, maintenance and renewals, and optimism bias.
 - 6) Provision of evidence to demonstrate available funding from WBC Capital Programme to cover their allocated costs, as well as any project cost variations.
 - 7) Provision of a full risk register and Quantified Risk Assessment.
 - 8) Additional evidence within the Commercial and Management Cases to demonstrate that the optimum procurement processes have been selected.
 - 9) Full completion of the Management Case to provide confidence the management structure and framework are in place to deliver the scheme, particularly in relation to risk management, contract management, and contingency planning.
 - 10) That the scheme retains high or better value for money once these conditions have been met.

1. Introduction

- 1.1 This report provides an independent assessment of the Full Business Case (FBC) submitted by Wokingham Borough Council (WBC) for the delivery of the Winnersh relief Road and dually of the Lower Earley Way (LEW).
- 1.2 The report considers the evidence presented and whether it represents a robust case for the investment of Thames Valley Berkshire Local Enterprise Partnership (TVB LEP) growth deal funds.
- 1.3 The independent assessment has applied criteria from TVB LEP assurance framework and the requirements for transport scheme business cases set out within the Department for Transport (DfT) WebTAG.

Submitted Information

- 1.4 The independent assessment process for the Winnersh Relief Road (WRR) submission has been conducted on the following set of documentation submitted by WBC and their consultant team (WSP):
 - Appraisal Specification Report (23rd August 2018)
 - Present Year Validation Report (4th October 2018)
 - Economic Case Methodology Statement (15th October 2018)
 - Provisional Full Business Case Report (26th October 2018)
 - Addendum to Strategic and Commercial Case (1st November 2018)
 - Final Management Case (2nd November 2018)
 - Final Economic and Financial Case (5th November 2018)
- 1.5 In addition to these formal documents, Hatch Regeneris have engaged with WBC and their consultants between July 2018 and November 2018 to discuss the requirements of the final business case submission and comment upon the acceptability of the proposed appraisal approach and input assumptions and parameters.
- 1.6 No Option Appraisal Report was submitted as part of the business case process.

Report Structure

- 1.7 This Independent Assessors Report responds to the formal submission of documentation, as well as the informal engagement process with WBC and their consultants, to provide a review of information provided, assess its suitability and robustness against TVB LEPs assurance requirements, and provide recommendations in relation to the approval of LEP funding for the proposed scheme.
- 1.8 The report is structured as follows:
 - Section 2: Appraisal Specification Report – presents a high-level review of the ASR and the acceptability of the proposed appraisal approach to be adopted
 - Section 3: Full Business Case Submission – presents an initial summary of scheme elements included in the business case submission, alongside the details presented within each of the five 'cases' (Strategic, Economic, Financial, Commercial, Management). It also sets out the recommendations to the LEP Local Transport Body relating to the suitability of the scheme for funding.

2. Appraisal Specification Report

Overview

- 2.1 The Appraisal Specification Report (ASR) was submitted for assessment and reviewed by Hatch Regeneris in August 2018. It provided:
- An overview of the scheme and its location;
 - The proposed approach to modelling and forecasting, including a description of the Wokingham Strategic Transport Model 3 (WSTM3), its base year 2010 validation, the 2015 'present year' validation, the variable demand modelling, and 'realism testing'; and
 - The proposed approach to developing the Economic Case, including reference to the economic and environmental assessment process.
- 2.2 A telecom was held with WBC and their consultants, (WSP), to discuss the broad approach.

Initial Review

- 2.3 The initial review, and discussions with the Applicant, identified a range of complexities with this scheme and business case submission process. The scheme, and business case submission, encompasses three component parts:
- WRR Phase 1: from Lower Earley Way to King Street Lane
 - WRR Phase 2: from King Street Lane to A129 Reading Road
 - LEW Dualling
- 2.4 WRR Phase 1 has already been delivered through developer funding and provides access to the Hatch Farm Dairies (HFD) housing development site. Local Growth Funding is sought to complete WRR Phase 2 and the LEW Dualling to provide both enhanced access and mitigation to the HFD development, as well as provide congestion relief to the A129 Reading Road corridor.
- 2.5 The delayed production of the full business case has meant that WRR Phase 1 has been completed in advance, but it was always the intention to demonstrate the case for the full scheme. Whilst this is undoubtedly a non-standard approach it is not considered to fundamentally change the outcome of the business case process as it still requires the demonstration that each component element of the scheme represents value for money from investment. If the WRR Phase 2 and LEW Dualling elements cannot be demonstrated to deliver high value for money from public sector investment then these elements of the scheme should not proceed.

WSTM3 Model

- 2.6 The initial area of discussion with the applicant considered the suitability of the WSTM3 for assessing the scheme. Whilst the baseline calibration and validation of the model in 2010 was acceptable, the age of the model was considered to be a concern. In addition, the 'present year' validation of the model (using 2015 data) did not meet WebTAG criteria. As a result, the Applicant was requested to revalidate the model within the scheme impact area to demonstrate that it will accurately assess the impacts of the proposed scheme measures.

Approach to Economic Case

- 2.7 A second discussion focused upon the approach to the Economic Case. The ASR indicated that a standard transport user benefits assessment would be undertaken. A discussion entailed as to whether the HFD housing development scheme was to be treated as dependent development within the business case. It was agreed that this would be the case and so a more involved approach to assessing the economic impacts is therefore required, incorporating an assessment of land value uplift, external transport costs, as well as transport user benefits.
- 2.8 The applicant was requested to resubmit information relating to the robustness of the transport modelling tool and the approach to assessing the economic benefits.

Revised Approach

- 2.9 Two further submissions were made by the applicant:
- A Present Year Validation Report that presents a review of WSTM3 model revalidation work undertaken to enhance the accuracy of the model forecasting within the study impact area
 - A summary of the proposed approach to assessing dependent development

Additional Review

WSTM3 Model Revalidation

- 2.10 The Present Year Validation Report appears to demonstrate that the locally revalidated WSTM3 model performs significantly better within the defined 'Area of Impact'.
- 2.11 The modelled flows now appear to be broadly representative and the journey times are generally good.
- 2.12 Whilst not specifically noted in the report, it is assumed that the revalidation has not created any issues within the wider model that would affect the testing of the scheme. On the basis that it does not, and given the limited time available, it has been accepted that this represents the best modelling tool with which to assess the scheme at the present time. The model outputs will, however, need to be treated with care, in accordance with the robustness of the model. This may require additional model runs, with varying input parameters, to test the sensitivity of the model outputs.

Revised approach to Economic Case

- 2.13 The update approach proposed by the applicant is in alignment with WebTAG procedures and so is considered acceptable.
- 2.14 It will include separate assessments of transport user benefits, external transport costs, land value uplift, changes in amenity values, alongside any social and environmental impacts.

3. Full Business Case

Overview

- 3.1 The full business case submission sets out the case for investment for the full development of Winnersh Relief Road (WRR) linking B3270 Lower Earley Way in the west with the A329 in the east. This has been split into two phases:
- WRR Phase 1, the western section, links the B3270 Lower Earley Way with B3030 King Street Lane – this has already been constructed and open in June 2018;
 - WRR Phase 2, the eastern section, will link King Street Lane to the A329 Reading Road at the M4 overbridge; and includes
 - Lower Earley Way (LEW) dualling
- 3.2 Much of the business case focuses on Phase 2 and in summary includes:
- a new roundabout junction located on the A329 Reading Road, north of the M4 overbridge;
 - a further roundabout located south of the M4 overbridge providing a connection to the proposed West of Old Forest Road scheme;
 - a modified set of traffic signals at Kings Street Lane;
 - a new set of traffic signals on the Reading Road east bound approach at the southern roundabout; and
 - one modified toucan crossing on Reading Road between the two roundabouts close to Woodward Close.

Key Input Assumption and Parameters

- 3.3 The overarching business case is based upon a range of key assumptions, as follows:
- The Hatch Farm Dairies site is classified as 'dependent development' in relation to the WRR scheme. The Economic Case has, therefore, been built through the application of land value uplift approach.
 - The North West Distributor Road is included within the 2026 Reference Case as a committed scheme

Independent Assessor Comment

- 3.4 The assumptions set out were discussed, and agreed, in advance of the business case development and reporting process.

Strategic Case

- 3.5 The Strategic Case provides an overview of the **overarching strategies** for Thames Valley Berkshire LEP, as set out within the Strategic Economic Plan, as well as National Planning Policy Framework, and Wokingham's Core Strategy Development Plan and Local Transport Plan. It examines how the proposed scheme aligns to the policies within these documents.
- 3.6 A range of existing **issues with congestion** are identified along the A329 Reading Road, Lower Earley Way North, Mill Lane and King Street Lane and the impact that future housing growth, including the Hatch Farm Dairies site, will have in exacerbating these issues. It qualitatively describes the impacts of 'no change' upon the local highway network.
- 3.7 The scheme has five **overarching scheme objectives**, summarised below:
- Reduce existing and future peak hour congestion in Winnersh by providing an alternative route for through traffic.
 - Reduce journey times on the A329 Reading Road through Winnersh.
 - Facilitate the Hatch Farm Dairies housing development (433 dwelling units).
 - Cater for traffic generated by other new housing developments in the Borough of Wokingham as set out in the Core Strategy.
 - Encourage active transport through provision of cycle lanes and footpaths
- 3.8 A range of **measures for success** are set out based around permitting the delivery of housing, mitigating current and future transport impacts, and encouraging active transport.
- 3.9 The **constraints and interdependences** of the scheme are considered to be limited to funding. Key stakeholders are set out.
- 3.10 The **summary of options** considered references the planning application process and the different scheme elements considered through this process.

Strategic Case Addendum

- 3.11 Hatch Regeneris raised a number of questions in relation to the initial Strategic Case submission. The Applicant has sought to address these questions by way of a separate addendum.
- 3.12 The addendum provides the following:
- Further evidence on the relationship between the WRR and the North Wokingham Distributor Road;
 - Reference case delays within the transport model as a comparator to Google Maps data;
 - Evidence to support the need for Hatch Farm Dairies development;
 - Evidence to support the need for the full road scheme (WRR Phase 1 and 2, with LEW Dualling) to unlock the Hatch Farm Dairies development;
 - Evidence of how highway delays will increase over time;
 - Clear demonstration of how the scheme objectives link to the underlying identified issues and need for intervention;
 - Revised scheme objectives; and
 - Further evidence of the scheme optioneering process.

Independent Assessor Comment

- 3.13 The Strategic Case sets out clearly the alignment of the scheme to national, regional and local policy objectives, specifically in relation to enhancing strategic access across area to support employment growth and providing direct and indirect access to housing sites, providing the transport capacity to enable, or support, their delivery.
- 3.14 The **problem identification** section focuses upon the existing delays across the highway network, including the A329 Reading Road, and the need to provide relief to benefit existing road users, as well as provide capacity to facilitate additional housing growth, notably the Hatch Farm Dairies site, but also longer-term growth requirements. The initial documentation had limited supporting quantified evidence for the assertions, but some additional transport modelling outputs are provided within the addendum to demonstrate current and future congestion.
- 3.15 Given the importance of the WRR to the Hatch Farm Dairies site, further evidence was requested to demonstrate the specific local housing need for this site to be developed. The addendum provided this evidence to demonstrate there were no alternative viable sites to deliver this housing.
- 3.16 The **impact of not changing** section was, again, relatively qualitative in nature but is considered to highlight a range of key points. The addendum provided some additional quantitative modelling outputs to support the case that highway delays and congestion are forecast to increase across all three time periods (AM, IP, PM).
- 3.17 The initial Strategic Case set out four **scheme objectives** but did not provide any specific demonstration of the link from the issues identified through to the creation of the objectives. The Addendum has provided further text to demonstrate this link.
- 3.18 The measures of success, whilst set out in the Strategic Case, were inconsistent with the scheme objectives. This is rectified within the Addendum.
- 3.19 The Strategic Case states that there will be no planning consent or land ownership issues with the scheme and, as such, the **constraints and interdependencies** are limited. There is no specific **scope of works** presented, although a summary of the scheme elements is presented within an introductory section. This would benefit from more information to understand how the scheme will address the fifth objective to “*encourage active transport through provision of cycle lanes and footpaths*”.
- 3.20 The scheme is considered to be a long-standing aspiration and evidence is provided of its inclusion in the Local Plan (2004). The 2014 WRR Phase 2 Planning Applicant includes a list of variant options along the core route, however, the Strategic Case did not present the evidence to show the wider **scheme optioneering** process that had been undertaken to demonstrate that the WRR scheme represents the best solution to the identified issues. The Addendum provides consideration of other options, different highway capacity options, different route options, and options to increase the capacity of A329 Reading Road. A qualitative assessment is presented to demonstrate why the WRR represents the preferred scheme option. Whilst not detailed in nature, the information presented is considered to be sufficient.

Economic Case

- 3.21 The Economic Case sets out the **modelling approach** applied within assessment. It describes the Wokingham Strategic Transport Model 3 (WSTM3), consisting of a highway (SATURN), public transport (VISUM), and a variable demand model (DIADEM). It sets the parameters and assumptions are applied within the modelling process.
- 3.22 The scenarios appraised are set out in accordance with the requirement for assessing transport user benefit and transport external costs. This includes:
- Do Minimum (Reference Case)
 - Do Something 1 (with scheme, but without Hatch Farm Dairies)
 - Do Something 2 (with scheme, with Hatch Farm Dairies)
- 3.23 The **monetised scheme benefits** are then set out in terms of accident savings, transport user benefits, transport external costs, and the land value uplift and any loss in amenity value from unlocking the Hatch Farm Dairies site.
- 3.24 An **Appraisal Summary Table** is attached that sets out the wider assessment of impacts against all economic, environmental, and social criteria.
- 3.25 A value for money statement outlines that the direct transport impacts of the scheme generate a **benefit cost ratio** of 2.77, representing high value for money. When the land value uplift, amenity value, and transport external cost are added in this increases it into the very high value for money category.
- 3.26 Additional non-monetised impacts are set out within the **Appraisal Summary Report**. There is also a corresponding section that specifically considers the environmental implications of the scheme (see Environmental Summary section below).

Independent Assessor Comment

- 3.27 The Economic Case provides a good overview of the WSTM3 model and the underlying assumptions applied. This reinforces the information presented as part of the Appraisal Specification Report that the modelling tools are sufficient robust to appraise the scheme.
- 3.28 The assessment of accident savings resulting from the scheme measures is considered robust and the outputs from the COBALT model provided.
- 3.29 The approach to assessing both the transport user benefits and transport external cost, utilising TUBA, is considered robust.
- 3.30 Supporting outputs from the WSTM3 model are provided and indicate strong flows along the WRR and increases in traffic on LEW. More importantly, the outputs indicate significant reductions in flows, and delays, along the A329 Reading Road and the B3030 King Street Lane demonstrating the role of the scheme in reducing congestion on the surrounding network, a key objective. The large flow reduction on the section of A329 Reading Road between the junction with WRR Phase 2 and the B3030 King Street Lane, as well as on the B3030 King Street Lane itself, demonstrates the specific value of Phase 2 of the scheme in providing congestion relief.
- 3.31 The basic approach to estimating the land value uplift of the Hatch Farm Dairies site is considered sound, however, the translation of the gross land value uplift figures into net figures is considered inaccurate. This translation is meant to take into account 'deadweight' (any small-scale development that could have taken place on the site without the scheme) and 'displacement' (an assessment of the amount of development that may have been displaced from being delivered in the same timeframe elsewhere in the borough). Whilst a

case can be made for both of these values being zero, in reality it is unlikely, and we would expect some allowance to be made.

- 3.32 Even taking into account a potential adjustment to allow for ‘deadweight’ and ‘displacement’ the land value uplift value will still be considerable and contribute a significant positive economic benefit to the scheme.
- 3.33 The assessment of the loss of ‘Amenity Value’ (the value that the Hatch Farm Dairies may have had in terms of community amenity) is assessed as zero. As the site was previously agricultural land, this is considered reasonable. Even if the site was accessible to the public, the loss of value would be small.
- 3.34 From clarifications provided by the Applicant, it is understood that no optimism bias has been applied within the assessment. This is considered acceptable in relation to WRR Phase 1 of the scheme. For WRR Phase 2 and LEW Dualling we consider that optimism bias needs to be applied. The level will depend upon how well developed the scheme costs are (which is not stated in the Financial Case), however, it may be appropriate that a level of 15% or lower to be applied. This will increase the overall **Present Value of Costs** that goes into the Economic Case. It should be noted it does not affect the Financial Case.
- 3.35 The Financial Case highlights some other areas of the cost estimate process that may result in higher overall costs, which will also increase the Present Value of Costs that is included within the Economic Case.
- 3.36 The combined impact of lower net land value increases and higher present value of costs will reduce the estimated benefit cost ratio for the scheme. Whilst we do not have the information with which to accurately predict a revised ratio, we consider it likely that it will still remain ‘Very High’ and definitely ‘High’.
- 3.37 No sensitivity testing has been undertaken. Ideally a test of low and high traffic growth should have been undertaken. Other key input variables could also have been tested. It is accepted, however, that it is unlikely to result in a significant variation in the overall benefit cost ratio generated and, importantly, it is extremely likely to remain ‘High’ or ‘Very High’.
- 3.38 The wider economic impacts of the scheme are not considered, neither are any of the social impacts beyond journey times and accidents. In reality it is considered likely that the scheme will offer a range of positive or, at worse, neutral impacts across most of the measures by enhancing accessibility and connectivity. The only potential negative impact may be in terms of severance created by the new road for pedestrians and cyclists but even this is likely to be mitigated against. Given that one of the scheme objectives is to “*encourage active transport through provision of cycle lanes and footpaths*” we would expect a greater focus on these outcomes within the assessment.

Financial Case

- 3.39 The Financial Case provides in detail the estimated funding and cost profile and breakdown of the scheme.
- 3.40 A full cost profile covering the period between 2017/18 to 2020/21 is provided. Total expenditure are as follows:
- WR Phase 1 (realised) = £6,500,000 (2018 Quarter 4 prices)
 - LEW Way Dualling = £5,427,101 (2016 Quarter 3 prices)
 - WRR Phase 2 = £8,037,121 (2016 Quarter 3 prices)
- 3.41 The **total funding request** is for £20.402m and covers the period between 2016/17 to 2020/21. A breakdown of funding sources:
- Business Rates Retention Pilot = £6,260,000
 - Private Sector (Phase 1) = £6,500,000
 - Council Capital Programme = £7,204,223
 - Other (Private Sector) = £438,000

Independent Assessor Comment

- 3.42 The overall Financial Case provides sufficient information to give confidence in the broad estimate of the scheme costs in relation to each of the three scheme elements, as well as a profile of spend. It would benefit, however, from some greater transparency and we consider there may be a number of areas where costs have been marginally underestimated.
- 3.43 The overall **total scheme cost** (WRR Phase 1 and 2, and LEW Dualling) is not presented and cannot easily be calculated as the individual cost estimates are presented in different base year prices. We also understand that **no cost inflation** has been applied for Phase 2 and LEW Dualling. We also estimate that the **cost and funding profiles** differ and will need to be carefully managed.
- 3.44 There are no specific details on how the **cost estimates** have been developed and so we cannot verify this process, specifically to what level the scheme has been designed (e.g. preliminary or detailed design). We also understand that no allowance for **maintenance or renewal** has been included.
- 3.45 A **risk budget** of 11% and 6% for the LEW Dualling and WRR Phase 2 schemes has been estimated. We considered these to be relatively low for a scheme of this nature, albeit this relates to the perceived accuracy of the costs themselves. A Quantified Risk Register is not provided within the business case.
- 3.46 In conclusion, we consider it likely that the overall scheme costs will be higher than those presented within the Financial Case and that this additional funding will need to be provided by WBC Capital Programme.
- 3.47 In relation to this final point, the Financial Case does not provide supporting evidence that the £7.2 million funding is allocated and secured within the WBC Capital Programme and that additional cost requirements will also be covered by this funding source.

Commercial Case

- 3.48 The Commercial Case provides evidence on the commercial viability and outlines the procurement strategy of the scheme.
- 3.49 Wokingham BC have a contract with Balfour Beatty (BB) to deliver a series of major highway scheme and formed a Highways Alliance partnership with BB, WSP and VolkerHighways for highways and transportation services. Each have a contract with the Council based on the NEC3 Engineering and Construction Contract.
- 3.50 Detailed output-based specifications for both the LEW Dualling and WRR are listed.
- 3.51 The payment mechanisms, pricing framework and charging mechanisms in place for the procured contractors are detailed with clear incentive mechanisms to ensure delivery. With regards to risk allocation and transfer, it is stated that risk is shared across signed New Engineering Contract 3 contracts in accordance with contractual terms. Whilst contract management details are briefly outlined.

Independent Assessor Comment

- 3.52 The Commercial Case is relatively detailed but could elaborate on a few aspects to strengthen and provide reassurance.
- 3.53 The original process and details (***procurement strategy, sourcing options, and contract length***) used to appoint Balfour Beatty Volker Highways, and WSP onto their contracts are not included. It is, therefore, not possible to be certain about the suitability of these contracts for undertaking this work in the most effective manner.
- 3.54 The total level of **risk allocation and transfer** between Wokingham BC and their contractors is unclear without reviewing the signed contracts.
- 3.55 Information of **human resource issues** were not included in the commercial case

Commercial Case - Addendum

- 3.56 It is stated a total of five contract/procurement options were considered by WBC before a decision was made to use the SCAPE contract. A key factor for the decision was SCAPE's capacity to deliver multiple parallel transport schemes under tight schedules.

Independent Assessor Comment

- 3.57 The addendum does not demonstrate why the existing term contracts represents the best procurement option as it does not present the case for the remaining options that were considered.

Management Case

- 3.58 The Management Case presents information on how the proposal will be delivered and managed.
- 3.59 A short description of Wokingham's previous experience delivering transport developments is provided.
- 3.60 It is stated the scheme is relatively free from dependencies, with the exception of utility diversions.
- 3.61 The appendix of the business case contains an organogram highlighting job titles and organisation structure is included; and detailed project plan listing the key stages of the project and critical path, alongside key milestones.
- 3.62 As per DfT guidance, the Management Case for the scheme includes sections on governance, assurance and approvals, communications and stakeholder management, project reporting arrangements and benefits realisation and monitoring & evaluation plans.

Independent Assessor Comment

- 3.63 Much of the arguments made in all of the sections (with the exception of project plan) of the Management Case rely on previous practices or broad high-level descriptions. There is a lack of detail, justification or application to the scheme and as a result do not inspire confidence the management structure and framework are in place to deliver the scheme.
- 3.64 The section on **previous work experience** does not provide details of the listed projects and their success. Furthermore, there are no examples of Balfour Beatty's, VolkerHighways', WSP's or Highway Alliance's experience in delivering similar developments.
- 3.65 More information could be provided on the schemes **governance** and description of roles within the **organisation structure**, including why the chosen team is best suited to deliver the proposed scheme.
- 3.66 The submitted **assurance and approvals plan** relates to the process government business case approval as opposed for the delivery of the scheme.
- 3.67 The **communications and stakeholder management** section does not specifically develop a communications strategy for the project. More information could be provided on the **project reporting** arrangements.
- 3.68 More information could be provided on the schemes **risk management strategy** and the risk register was not included.
- 3.69 The **Benefits Realisation Plan** section does not contain specific details on how the applicant will ensure the identified scheme benefits will be realised.
- 3.70 Whilst not detailed in the Management Case, a draft monitoring and evaluation plan was issued to the LEP's Business Case Independent Technical Advisor Hatch Regeneris in August 2018 for their consideration.
- 3.71 The Management Case does include sections on **key issues for implementation, contract management, or contingency plan.**

Environmental Summary

- 3.72 The Environmental Summary highlights the net benefits and constraints with the Site resulting from the proposed scheme's environmental impact.
- 3.73 A description of the assessment, summary of the scheme's impact, findings, conclusions and mitigating actions for each of the following environmental impacts was undertaken:
- Air quality,
 - Arboriculture
 - Archaeology and Heritage
 - Ecology
 - Ground Conditions, Hydrogeology and Contamination
 - Landscape and Visual
 - Amenity Impact
 - Noise and Vibration
 - Water Environment

Independent Assessor Comment

- 3.74 The Environmental Summary is considered to be reasonably comprehensive and detailed in its analysis. For each of the factors, assessments, studies or notes were actioned to determine the impact of the scheme. This draws on detailed information, including the number of properties affected. Each provide sufficient evidence to indicate that the scheme will not breach environmental standards and where it does possess the necessary planned mitigating actions to avoid large detrimental impacts.

Summary and Conclusions

Summary

- 3.75 The review of the five case has identified a series of points for further consideration. These are summarised below:
- The articulation of the scheme optioneering process within the business case suffers from the long-established nature of the scheme and its frequent reference within planning documents. Sufficient evidence is presented to demonstrate that alternative options have been considered over time, even if these are not specifically documented within an Option Assessment Report.
 - The overall Economic Case for the scheme appears strong with, at worse, a 'High' value for money and, most likely, 'Very High'. It is considered that some errors have been made within the land value assessment calculations and within the calculation of the Present Value of Costs but we have broadly been able to conduct our own independent sensitivity tests and we do not consider that the errors will notably affect the overall case.

- The Economic Case lacks some depth with no consideration of wider economic impacts and many social impacts. In the main this is not considered detrimental to the overall business case as most of the impacts are considered likely to be positive or natural, however, a lack of focus upon walking and cycling impacts is particularly notable given one of the scheme objectives is to “encourage active transport through provision of cycle lanes and footpaths”.
- The overall Financial Case provides sufficient information to give confidence in the broad estimate of the scheme costs, however, the case would benefit from greater transparency and it is considered likely that there may be a number of areas where costs have been marginally underestimated.
- The Commercial Case is relatively detailed but could elaborate on a few aspects to strengthen and provide reassurance. This includes specific evidence that existing term contracts represent the best procurement option for a scheme of this nature.
- The Management Case is relatively high level and would benefit from greater detail, particularly in relation to risk management, benefits realisation, contract management, and contingency planning.

Conclusions

- 3.76 The Strategic Case demonstrates alignment with strategic priorities and the provides an underlying identification of current congestion issues across the wider Winnersh highway network. The need for infrastructure provision to support the specific Hatch Farm Dairies development, and wider housing growth, is clear. The established scheme objectives link to issues identified.
- 3.77 Whilst the scheme optioneering process is not well-articulated, there is considered sufficient evidence to demonstrate why this is the preferred scheme option.
- 3.78 The approach to modelling and assessment of monetised benefits is generally robust and, whilst there may be some errors with the land value assessment and estimates of present values of costs, these are not considered in anyway to undermine what is most likely a ‘Very High’ value for money scheme and, at worse, ‘High’ value for money.
- 3.79 The Financial Case is considered to contain some errors that are likely to increase the overall life-cycle costs of the scheme. Whilst this may have funding implications for WBC Capital Programme it is not considered to undermine the case for investment.
- 3.80 The Commercial and Management Cases are considered to be non-compliant, in WebTAG business case terms, but this is due to the Applicants stated reliance upon existing term contracts which, if capable of effectively and efficient delivering all aspects of the scheme, are likely to be the best procurement solution. This does, however, need to be evidenced.
- 3.81 It is our conclusion that whilst there appears to be strong overarching case for the scheme, there are currently too many uncertainties within the business case to permit an unconditional approval of the scheme.

Conditions for Approval

3.82 We recommend that the following series of conditions are applied before the scheme is taken forward:

- 1) Further detail on how the scheme will specifically address the fifth objective to “encourage active transport through provision of cycle lanes and footpaths”.
- 2) An update to the Economic Case that takes into account necessary revisions to the net land value uplift calculation and adjusted present value of costs, to be fully WebTAG compliant.
- 3) Inclusion of sensitivity tests to understand the impact of any variability in the benefits and costs of the scheme.
- 4) Full completion of the Appraisal Summary Table, specifically in relation to social impacts and walking and cycling impacts.
- 5) An update to the Financial Case that:
 - provides clear and credible evidence of the robustness of the underlying scheme build cost and risk contingency estimates presented;
 - confirms the cost and funding profiles; and
 - takes into account necessary cost inflation, maintenance and renewals, and optimism bias.
- 6) Provision of evidence to demonstrate available funding from WBC Capital Programme to cover their allocated costs, as well as any project cost variations.
- 7) Provision of a full risk register and Quantified Risk Assessment.
- 8) Additional evidence within the Commercial and Management Cases to demonstrate that the optimum procurement processes have been selected.
- 9) Full completion of the Management Case to provide confidence the management structure and framework are in place to deliver the scheme, particularly in relation to risk management, contract management, and contingency planning.
- 10) That the scheme retains high or better value for money once these conditions have been met.



www.regeneris.co.uk

London: 0207 336 6188

Manchester: 0161 234 9910

BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**REPORT TO:** BLTB**DATE:** 15 November 2018**CONTACT OFFICER:** Joe Carter, Director of Regeneration, Lead Officer to the BLTB**PART I****Item 7: Financial Approval for 2.27 Maidenhead Town Centre: Missing Links*****Purpose of Report***

1. To consider giving financial approval to scheme 2.27 Maidenhead Town Centre: Missing Links
2. 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, surrounding residential areas and local facilities. A new 'inner-ring' is proposed for pedestrians and cyclists, which will be tied into new or enhanced crossings of the A4. 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.

Recommendation

3. You are recommended to give scheme 2.27 Maidenhead Town Centre: Missing Links financial approval in the sum of £2,241,787 (£243,310 in 2018/19 and £817,718 in 2019/20 and £1,180,759 in 2020/21) on the terms of the funding agreement set out at paragraph 11 step 5 below, subject to meeting the following conditions:
 - 3.1. The supply of further evidence which supports the conclusions reached in the Full Business Case in respect of:
 - the impact of disruption caused during scheme construction;
 - the impact of interim arrangements for cycling and walking pending development of key sites;
 - the impact of late- or non-delivery of inter-dependent development;
 - the demand forecasts and monetised benefits in the Economic Case
 - procurement, cost estimates, spend profile and inflation;
 - the risk register;
 - the monitoring and evaluation and contingency plans.

Other Implications***Financial***

4. Scheme 2.27 Maidenhead Town Centre: Missing Links is a named scheme in the [Thames Valley Berkshire Growth Deal 3ⁱ](#) announced by the Government on [2 February 2017ⁱⁱ](#). You gave it programme entry status in March 2017.
5. This report recommends that the Royal Borough of Windsor and Maidenhead be authorised to draw down the capital sum £2,241,787 from the Local Transport Body funding for this scheme.
6. The funding agreement set out at paragraph 11 step 5 sets out the roles and responsibilities, reporting and auditing arrangements, timing and triggers for payments, contributions from other funders, consequences of delay, consequences of failure, claw back, and evaluation requirements at one and five years on.

Risk Management

7. The risk management arrangements already put in place by the Local Transport Body are as follows:
 - The [Assurance Frameworkⁱⁱⁱ](#) has been drafted following DfT guidance and has been approved by the DfT for use in allocating capital funds for transport schemes
 - Hatch Regeneris have been appointed as Independent Assessors and have provided a full written report (see Appendix 1) on the full business case for the scheme
 - The funding agreement set out at paragraph 11, step 5 makes clear that the financial risk associated with implementation of the scheme rests with the scheme promoter.

Human Rights Act and Other Legal Implications

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

Supporting Information

9. The scheme will be carried out for the Royal Borough of Windsor and Maidenhead.
10. The full details of the scheme are available from the Royal Borough of Windsor and Maidenhead website. A summary of the key points is given below:

Task	Timescale
Procurement	October 2019
Contractor appointed	As above
Construction	July 2020
Open to public	March 2021

Activity	Funder	Cost (approx)
Scheme development	Royal Borough of Windsor and Maidenhead	£0.140m
Major scheme funding	Berkshire Local Transport Body	£2.242m
Section 106 agreements	Developers etc	£0.420m
Total		£2.802m

11. The table below sets out the details of this scheme's compliance with steps 1-5 of paragraph 15 of [Assurance Framework](#)^{iv}.

Assurance Framework Check list	2.27 Maidenhead Town Centre: Missing Links			
Step 1: Unapproved or Long List of schemes.	The scheme was originally developed by the Royal Borough of Windsor and Maidenhead to complete the missing links between development opportunity areas to the north of the A4 and improve their connectivity to the town centre. The SEP assessment process was used, and the scheme was given 27 points and ranked 5th of 27 schemes submitted in GD 3.			
	Factor	Raw score	Weighting	Weighted score
	Strategy	3	1.5	4.5
	Deliverability	3	2.0	6.0
	Economic Impact	3	4.0	12.0
	TVB area coverage	2	1.5	3.0
	Environment	1	0.5	0.5
	Social	3	0.5	1.5
		Total	27.5	
Step 2: Programme Entry: evolution of the scheme from outline proposal to full business case, external view on the business case, and independent assessment (See paragraphs 15 and 16)	Programme Entry status was given by the BLTB on 16 March 2017 ^v . Progress reports were considered by the BLTB on 20 July 2017 ^{vi} , 16 November 2017 ^{vii} , 15 March 2018 ^{viii} and 19 July 2018 ^{ix} .			
	<p>The Royal Borough of Windsor and Maidenhead website^x holds the latest details of the full business case, including the VfM statement certified by the senior responsible officer.</p> <p>Any comments or observations on the scheme received by either TVB LEP or Royal Borough of Windsor and Maidenhead have been fully considered during the development of the scheme.</p> <p>The report of the Independent Assessor is attached at Appendix 1. The Independent Assessor was asked to report as follows:</p> <ul style="list-style-type: none"> • Completeness – has the promoter prepared a complete Full Business Case submission, when judged against the prevailing advice from the DfT • Accuracy – has the promoter performed the relevant calculations and assessments accurately and without error • Relevance – has the Full Business Case considered all relevant matters, including use of appropriate forecasting models and planning assumptions, and has it included any irrelevant considerations such as unduly-optimistic assumptions or out of date modelling data • Value for Money – does the scheme promoter's Value for Money assessment comply with the prevailing DfT guidance 			

Item 7 BLTB 15 November 2018 Financial Approval for 2.27 Maidenhead Town Centre: Missing Links

Assurance Framework Check list	2.27 Maidenhead Town Centre: Missing Links
	<ul style="list-style-type: none"> • Evaluation arrangements – has the scheme promoter made provision for appropriate post-implementation evaluation of the scheme. • Remedies – where the independent assessment reveals a gap between the FBC supplied and the standard anticipated by the DfT guidance, then the advice for the LTB should include recommendations for remedial actions required – e.g., collection of further data, sensitivity tests on particular assumptions etc.
Step 3: Conditional Approval	<p>The Independent Assessor has identified that Conditional Approval is appropriate. This is on the basis that further evidence is supplied which supports the conclusions reached in the Full Business Case in respect of:</p> <ul style="list-style-type: none"> • the impact of disruption caused during scheme construction; • the impact of interim arrangements for cycling and walking pending development of key sites; • the impact of late- or non-delivery of inter-dependent development; • the demand forecasts and monetised benefits in the Economic Case • procurement, cost estimates, spend profile and inflation; • the risk register; • the monitoring and evaluation and contingency plans.
Step 4: Recommendation of Financial Approval - High Value for Money - Support of the Independent assessor	<p>The scheme has a Benefit- Cost Ratio (BCR) of 2.1. However, this remains a provisional figure until the conditions have been met.</p> <p>DfT has set thresholds of 2.00 (High VfM) and 4.00 (Very High VfM) and schemes with BCRs above these thresholds can be described as having High or Very High Value for Money.</p> <p>The Independent Assessor's report (see Appendix 1) recommends conditional financial approval for this scheme</p>
Step 5: Formal Agreement - roles - responsibilities - implementation - reporting - auditing - timing and triggers for payments, - contributions from other funders, - consequences of delay, - consequences of failure, - consequences of change to the design or	<p>The capital grant of £2,241,787 is a maximum figure which cannot be increased but may be reduced if savings are achieved during implementation. In the event that Royal Borough of Windsor and Maidenhead wishes to alter the profile of the grant payments, it must seek prior written permission from TVB LEP, having first raised the matter with the BLTB. The grant is made subject to the following:</p> <p>Roles: TVB LEP is a part funder of the scheme. Royal Borough of Windsor and Maidenhead is the scheme promoter and is the relevant highway and planning authority.</p> <p>Responsibilities: TVB LEP is responsible for allocating the capital finance in accordance with its Assurance Framework. Royal Borough of Windsor and Maidenhead is responsible for all aspects of the design, risk management, insurance, procurement, construction and implementation of the scheme, including its responsibilities as highway and planning authority, any other statutory duties, and any financial or other liabilities arising from the scheme.</p> <p>Implementation: In addition to any reporting requirements within Royal Borough of Windsor and Maidenhead, the scheme promoter will use</p>

Assurance Framework Check list	2.27 Maidenhead Town Centre: Missing Links
<p>specification of the scheme</p> <ul style="list-style-type: none"> - claw back, - evaluation one and five years on - other conditions of Local Growth Funds 	<p>the pro forma supplied by TVB LEP to make reports on progress of the implementation of the capital scheme to each meeting of the BLTB until the build is complete. In particular, Royal Borough of Windsor and Maidenhead will report on any change in the size, scope or specification of the scheme; and on any substantial savings against the scheme budget whether achieved by such changes to the size, scope or specification of the scheme, or through procurement, or through the efficient implementation of the scheme.</p> <p>Reporting: The scheme promoter must provide accurate, timely, verified and quality assured quarterly monitoring and forecast data, which relate to defined output and outcome indicators agreed between TVB LEP and government as a condition of the Growth Deal. This scheme will not be required to participate in an evaluation as set out in the Growth Deal Monitoring and Evaluation Plan.</p> <p>Auditing: Royal Borough of Windsor and Maidenhead will keep financial records such that the expenditure on the scheme is readily identifiable, and if and when BEIS, DfT or other government department or the accountable body for TVB LEP requests access to financial or other records for the purposes of an audit of the accounts, Royal Borough of Windsor and Maidenhead will co-operate fully.</p> <p>Timing and Triggers for payments: Payments will only be made against an invoice and accompanying certificate of work completed, along with proof of planning consent.</p> <p>Contributions from Other Funders: Royal Borough of Windsor and Maidenhead capital programme will contribute £15,207 in 2018/19, £51,107 in 2019/20 and £73,797 in 2020/21; in addition, there were £420,335 of s.106 contributions secured by Royal Borough of Windsor and Maidenhead (£45,621 in 2018/19, £153,322 in 2019/20, £221,392 in 20/21). In the event that the scheme experiences or it is anticipated that the scheme will experience a shortfall in these contributions, Royal Borough of Windsor and Maidenhead will be required to notify TVB LEP of these developments. The provisions of clauses 8, Consequences of Delay; 9, Consequences of Change to the Design or Specification of the Scheme; or 10, Consequences of Failure will then be applied.</p> <p>Consequences of Delay: In the event that the scheme experiences minor delays to its overall Business Case programme (no more than 10 weeks), Royal Borough of Windsor and Maidenhead will report these delays and the reasons for them, and the proposed remedial action to the next available meeting of the BLTB. In the event that the scheme experiences major delays to its overall Business Case programme (11 weeks or longer) Royal Borough of Windsor and Maidenhead will be required to seek permission from TVB LEP to reschedule any payments that are due or may be delayed in falling due because of the delay to the overall Business Case programme.</p>

Assurance Framework Check list	2.27 Maidenhead Town Centre: Missing Links
	<p>Consequences of Change to the Design or Specification of the Scheme: In the event that Royal Borough of Windsor and Maidenhead wishes to change the design or specification of the scheme such the scheme delivered will vary in any material aspect from the description given in the overall business case, Royal Borough of Windsor and Maidenhead will be required to seek prior written consent from TVB LEP. Failing this permission, no further monies will be paid to Royal Borough of Windsor and Maidenhead after the change becomes apparent to TVB LEP. In addition, consideration will be given to recovering any monies paid to Royal Borough of Windsor and Maidenhead in respect of this scheme.</p> <p>Consequences of Failure: As soon as it becomes apparent to Royal Borough of Windsor and Maidenhead that it will not be possible to deliver the scheme at all; written notice shall be given to the accountable body for TVB LEP. No further monies will be paid to Royal Borough of Windsor and Maidenhead after this point. In addition, consideration will be given to recovering any monies paid to Royal Borough of Windsor and Maidenhead in respect of this scheme.</p> <p>Claw back: If the overall scheme achieves savings against budget, these savings will be shared by TVB LEP and the other funders noted above in proportion to the amounts set out in the Financial Profile. The accountable body for TVB LEP reserves the right to claw back any amounts of grant that have been spent on purposes other than the scheme as approved and any repayments due as a consequence of changes to the design or specification of the scheme or scheme failure.</p> <p>Evaluation One and Five Years On: Royal Borough of Windsor and Maidenhead will produce scheme evaluations One and Five years after practical completion that comply with DfT guidance.</p> <p>Other Conditions of Local Growth Funds: Royal Borough of Windsor and Maidenhead will acknowledge the financial contribution made to this scheme through Local Growth Funds and follow the 'Growth Deal Identity Guidelines'^{xi}. It will also give due regard to the Social Value Act, particularly through the employment of apprentices across the scheme supply chain.</p>

Conclusion

12. This is carefully designed scheme to improve pedestrian and cycle access to Maidenhead Town Centre

Background Papers

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

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

ⁱⁱ<https://www.gov.uk/government/news/multi-million-pound-cash-boost-to-help-create-local-jobs-and-growth>

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

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

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

^{vi}<http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5719&Ver=4>

^{vii}<http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5756&Ver=4>

^{viii}<http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5951&Ver=4>

^{ix}<http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=6027&Ver=4>

^x

https://www3.rbwm.gov.uk/info/200133/strategies_plans_and_policies/229/strategic_economic_plan/5

^{xi}<http://www.thamesvalleyberkshire.co.uk/documents?view=files&folder=230>

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Independent Assessment Summary Report: Maidenhead Missing Links Scheme

A Final Report by Hatch Regeneris Consulting
November 2018

Thames Valley Berkshire Local Enterprise Partnership

Independent Assessment Summary Report: Maidenhead Missing Links Scheme

November 2018

www.regeneris.co.uk

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Executive Summary

- i. This technical note provides an independent assessment of the Maidenhead Missing Links (MML) Scheme Business Case submission to the Thames Valley Berkshire Local Enterprise Partnership.

Scheme Summary

- ii. The full business case submission sets out the case for investment to improve cycling facilities in and around Maidenhead Town Centre. In summary, this includes:
 - Construction of a second underpass leading into the West Street development site dedicated for cyclists, north east of the existing pedestrian underpass;
 - Replace metal/concrete bridge at Holmanleaze with wider bridge suitable for semi-segregated use at Holmanleaze to improve connectivity for cyclists;
 - Widen existing footways to accommodate semi-segregated cycle facilities and increase width of existing facilities that fall below standard;
 - Replace pedestrian crossing on B4447 with a Toucan crossing, relocating to follow the desire line to and from the St Clouds Development and Kidwells Park;
 - Replace pedestrianised area on King Street between West Street and Nicholson Road with a shared facility, incorporating a semi segregated route for cyclists; and
 - Provide segregated routes in shared areas along King Street.

Review Findings

Conclusions

- iii. The overall need for the scheme, and how it supports national, regional and local strategic priorities, is considered strong. The established objectives are clear and the importance of encouraging sustainable travel within a car dominant area is identified. Whilst the Economic Case does not suggest large-scale mode shift from car to cycle, this is considered to reflect a relatively conservative set of assumptions that have been applied, to ensure a robust appraisal. Some of the wider economic impacts of the scheme may have been overstated.
- iv. The scheme development process has considered a range of route options and has clearly sought to identify the best value for money from investment, as evidenced by a lower over project cost and lower LGF ask of only £2,241,788 for the final scheme option.
- v. The approach to the demand and benefits assessment is considered strong. Whilst further evidence could be provided to support the final forecasts, the combination of monetised and non-monetised benefits presents a compelling case for investment.
- vi. The Financial Case appears robust but further evidence would provide certainty over the underlying costs of building the scheme.
- vii. The Commercial Case is considered non-compliant, in business case terms, but this is due to the Applicants stated reliance upon term contracts which, if capable of effectively and efficiently delivering all aspects of the scheme, are likely to be the best procurement solution. This does, however, need to be evidenced.

Recommendations

- viii. Whilst the case for funding appears strong, it is our conclusion that the overall evidence presented within the business case does not currently permit an unconditional approval of the scheme.

Conditions for Approval

- ix. We recommend that the following series of conditions are applied before the scheme is taken forward:
- 1) Provision of a clear statement about the expected scale and duration of disruption caused by the construction of the cycle subway under the A4 and evidence that any negative impacts generated (in terms of highway congestion and delay) will not be of a scale to affect the overall economic case for the scheme.
 - 2) Provision of a clear statement of the expected operational arrangements for Section F of the route during the period 2021 to 2025 in advance of the St Cloud Way development and, furthermore, evidence that these arrangements will not negatively impact upon the benefits that will be derived by the whole scheme during that period.
 - 3) Provision of a clear statement that highlights the potential impacts of any inter-dependent development not being delivered, or being delivered late, (including, but not limited to, St. Cloud Way and West Street) and evidence that it will not negatively impact upon the benefits that will be derived by the whole scheme during that period.
 - 4) Provision of the analytical workings that underpin the demand forecasting and the monetised benefits assessment work within the Economic Case to provide a clear audit trail that lead to the final values presented.
 - 5) Provision of a copy the 'Bill of Quantities' that provides clear and credible evidence of the robustness of the underlying scheme build cost estimates presented.
 - 6) Confirmation of a definitive cost spend profile and, subsequently, that cost inflation has been applied appropriately within both the Economic and Financial Cases.
 - 7) A methodology statement that describes how the 'cost estimates' and 'likelihood of risks' recorded within the risk register were derived, which provides clear evidence that they are credible and realistic.
 - 8) Additional evidence of how each of the existing term contract frameworks will be used to deliver specific elements of the scheme and a clear demonstration that these represent the best procurement options.
 - 9) A clear statement of whether any additional contracting will be required and, if so, a full statement on the approach that will be adopted that provides evidence that the optimum procurement strategy will be applied and that robust contracting arrangements will be put in place.
 - 10) A revision to the Monitoring and Evaluation Plan to ensure it reflects the outcomes predicted by the demand modelling and benefits assessment within the Economic Case and that all targets are specific in terms of location and scale of impact and set against a realistic counter-factual scenario.
 - 11) Provision of a Contingency Plan for inclusion within the Management Case.
 - 12) Ensure that the scheme retains high or better value for money once all other conditions have been met.

1. Introduction

- 1.1 This report provides an independent assessment of the Full Business Case (FBC) submitted by the Royal Borough of Windsor and Maidenhead (RBWM) for a package of enhancements to town centre cycling and walking provision. This includes measures to improve cycling facilities between Ray Mill Road (W) across the A4 Maidenhead Town Centre and linking in with proposed improvements at Maidenhead Railway Station.
- 1.2 The report considers the evidence presented and whether it represents a robust case for the investment of Thames Valley Berkshire Local Enterprise Partnership (TVB LEP) growth deal funds.
- 1.3 The independent assessment has applied criteria from TVB LEP assurance framework and the requirements for transport scheme business cases set out within the Department for Transport (DfT) WebTAG.

Submitted Information

- 1.4 The independent assessment process for the Maidenhead Missing Links (MML) submission has been conducted on the following set of documentation submitted by RBWM and their consultant team (Project Centre/AECOM):
- Option Assessment Report (25th October 2018)
 - Appraisal Methodology Note (24th September 2018)
 - Full Business Case Report (5th November 2018)
- 1.5 In addition to these formal documents, Hatch Regeneris have engaged with the Council's consultants (Project Centre/AECOM) between July 2018 and November 2018 to discuss the requirements of the final business case submission and comment upon the acceptability of the proposed appraisal approach and input assumptions and parameters. This included reviewing initial drafts of some of the five business case elements.

Report Structure

- 1.6 This Independent Assessors Report responds to the formal submission of documentation, as well as the informal engagement process with RBWM and their consultants, to provide a review of information provided, assess its suitability and robustness against TVB LEPs assurance requirements, and provide recommendations in relation to the approval of LEP funding for the proposed scheme.
- 1.7 The report is structured as follows:
- Section 2: Option Assessment Report – provides commentary upon the OAR and the process by which a preferred scheme option has been identified.
 - Section 3: Appraisal Methodology Note – presents a high-level review of the AMN and the acceptability of the proposed appraisal approach to be adopted
 - Section 4: Full Business Case Submission – presents an initial summary of scheme elements included in business case submission, alongside the details presented within each of the five 'cases' (Strategic, Economic, Financial, Commercial, Management). It also sets out the recommendations to the LEP Local Transport Body relating to the suitability of the scheme for funding.

2. Option Assessment Report

Overview

- 2.1 An OAR for the scheme, dated October 2018, has been reviewed. This sets out the aims and objectives of the scheme, the current infrastructure for cycling and walking across six areas, the potential for cycling within Maidenhead, along with a collision analysis that identifies challenging locations. This information is drawn together into a set of key constraints for cycling in the town centre. One of the key issues that is identified is the challenge of crossing the A4.
- 2.2 The OAR subsequently develops and appraises four options for crossing the A4:
- Option 1: Improve existing subway
 - Option 2: Upgrade existing footway
 - Option 3: A new toucan crossing
 - Option 4: A new dedicated cycling subway
- 2.3 The OAR concluded that Options 3 and 4 were the best performing schemes. Despite being the highest cost, Option 4 was considered likely to provide the best all round solution to crossing the A4 as it had much higher stakeholder support.
- 2.4 On the basis of the crossing options, a wider route option development process was then undertaken. This identified 26 separate route sections for assessment, including the four A4 crossing options.
- 2.5 The varying options were subject to assessment against the six Strategic Economic Plan objectives, the five objectives of the scheme itself, as well as a set of deliverability criteria, incorporating:
- Infrastructure feasibility;
 - Operational feasibility;
 - Land requirements;
 - Complexity of delivery;
 - Stakeholder acceptance / support;
 - Cost;
 - Affordability; and
 - Timescales for delivery.
- 2.6 A set of scores was applied to each route option. In addition, a 'Cycle Level of Service' score was also assessed, measuring how attractive a route is likely to be perceived by cyclists.
- 2.7 The A4 crossing Option 3 and 4, continued to be rated highly, with a preference retained for Option 4. On this basis a full route was developed that connected up to Option 4 crossing.

Review

- 2.8 The OAR provides a comprehensive assessment of underlying issues with existing cycling infrastructure, cycle safety, and the propensity to cycle within Maidenhead Town Centre. It uses these to identify key constraints, including crossing the A4, enabling a clear focus upon routes where enhancements to cycling provision are required. This is considered to be a strong evidence base underpinning the analysis.
- 2.9 The initial option development process focuses upon the A4 crossing as a critical spatial element within any wider route development. This approach is considered logical. Four options are presented and appraised with two short-listed options identified. The preferred crossing option is identified on the basis of stakeholder support. In a situation where both options offer very similar levels of benefit this approach is acceptable. Given the level of detail of the schemes at the OAR stage, it would be expected that both scheme options are retained for further consideration within the full business case.
- 2.10 The full route appraisal process is considered to be very thorough and robust with consideration for a wide range of impacts and deliverability.
- 2.11 In conclusion the OAR, is considered to demonstration that a wider range of options have been developed and reviewed in an objective-led manner.

3. Appraisal Methodology Note

Overview

- 3.1 The Appraisal Methodology Note (AMR) was submitted for assessment and reviewed by Hatch Regeneris in late October 2018. It focused on the approach to the Economic Case and provided:
- An overview of the scheme and key appraisal assumptions;
 - The approach to estimating demand;
 - The approach to determining benefits;
 - How costs will be treated within the business case; and
 - Sensitivity tests.
- 3.2 A telecom was held with RBWM consultants, (Project Centre/AECOM), to discuss the broad approach.

Review

Overview and Assumptions

- 3.3 The overview of the scheme identifies the component sections of the infrastructure and then sets out a range of key appraisal assumptions. These all appear consistent with WebTAG requirements, although some assumptions were subject to confirmation, including the precise appraisal period (20 to 30 years) and the scheme opening year.

Demand

- 3.4 Existing demand is presented in the form of pedestrian and cycle counts in and around Maidenhead Town Centre, in proximity to the potential scheme. A translation table is presented demonstrating how these counts will be used to estimate current demand along the individual sections of the Missing Links scheme. This process is considered logical and is considered sufficient to provide an underlying assessment of current demand.
- 3.5 Census Journey to Work data is also presented to help estimate overall levels of walking and cycling. Whilst 2011 Census data is now relatively old, it can remain the only available source of data to assess mode share, so this is considered acceptable.
- 3.6 DfT TEMPRO (NTEM v7.2) will be used to assess underlying growth in trips. This is considered to be standard practice.
- 3.7 Development sites have been identified along the potential route of the MML scheme for which new trips may be generated. This is considered to be standard practice.
- 3.8 The AMN considered three approaches to assessing future demand. It concludes that a method of estimating demand from a Disaggregate Mode Choice Model, as specified within WebTAG. This approach is considered robust.

Benefits

- 3.9 The benefits assessment will estimate:
- Journey time savings: by assumed changes in cycling speeds for different types of cycling provision

- Journey quality: Applying WebTAG Journey Ambience values for cycling provision and values of aspects in pedestrian environment
- Accident savings: applying WebTAG values for the prevention of accidents
- Decongestion and Environmental Impacts: resulting from mode shift from car to cycle and applying WebTAG decongestion values and air quality, noise and greenhouse gas reductions.
- Indirect Tax Revenues: reductions in vehicle fuel duty from fewer car trips
- Physical Activity and Absenteeism: applying WebTAG unit 5.1 benefits for car users who switch to cycling
- Car park revenue: any loss in revenue associated from lost car parking provision
- Congestion impacts: any increase in congestion/journey times caused by at-grade cycle and pedestrian crossing facilities

3.10 The approaches outlined all appear consistent with WebTAG guidance and so, subject to appropriate application, are considered an acceptable approach.

Costs

3.11 Underlying scheme costs will be developed for the scheme. These will then be subject to:

- Optimism bias
- Real price increases
- Adjustment to 2010 prices
- Discounted

3.12 Renewal and maintenance costs will also be considered.

3.13 These is considered to be an acceptable approach.

Sensitivity Tests

3.14 A small number of sensitivity tests will be conducted on the scheme appraisal parameters. This is considered important part of the appraisal process and it is fully supported that these will be included.

Conclusion

3.15 The approach outlined for the Economic Case is considered to be entirely reasonable and consistent with WebTAG requirements. It is recognised that there are some challenges with the availability of data, and the ability to quantify some impacts, for an assessment of this type but, on the basis that any uncertainties are dealt with by way of the sensitivity tests, the outcomes should be considered robust.

4. Full Business Case

Overview

- 4.1 The full business case submission sets out the case for investment to improve cycling facilities in and around Maidenhead Town Centre. In summary, this includes:
- Construction of a second underpass leading into the West Street development site dedicated for cyclists, north east of the existing pedestrian underpass;
 - Replace metal/concrete bridge at Holmanleaze with wider bridge suitable for semi-segregated use at Holmanleaze to improve connectivity for cyclists;
 - Widen existing footways to accommodate semi-segregated cycle facilities and increase width of existing facilities that fall below standard;
 - Replace pedestrian crossing on B4447 with a Toucan crossing, relocating to follow the desire line to and from the St Clouds Development and Kidwells Park;
 - Replace pedestrianised area on King Street between West Street and Nicholson Road with a shared facility, incorporating a semi segregated route for cyclists; and
 - Provide segregated routes in shared areas along King Street.
- 4.2 The Maidenhead Missing Links scheme aims to link in with proposed developments at the Maidenhead Railway Station to enhance pedestrian and cycling facilities, improve the public realm, and accessibility and functionality of the station.

Strategic Case

- 4.3 The Strategic Case provides an overview of the primary objectives of the scheme and how the scheme will contribute to national, regional and local strategic priorities, including the RBWM Draft Cycling Action Plan. It also specifically highlights housing development proposals within the Borough Local Plan that are in the vicinity of the scheme and how these are a driver for change across the area.
- 4.4 An overview of existing cycling trends for the area is presented, along with collision and road safety data. The individual sections of the proposed route are then described, and the impact of 'No Change' upon the local economy, the environment and upon social provision.
- 4.5 The measures by which the success of the scheme will be determined are outlined and a list of constraints and inter-dependencies set out, along with the key stakeholders related to the scheme.
- 4.6 An options appraisal section builds upon the OAR, demonstrating the process undertaken to develop and sift options. The final scope of works and design criteria and then set out.

Independent Assessor Comment

- 4.7 The Strategic Case is set out in a considered manner and encompasses all key requirements. It clearly identifies how the scheme fits with national, regional and local strategic priorities, in particular in relation to accommodating future growth through means of sustainable travel.
- 4.8 Some of the ways in which the scheme is claimed to tackle congestion and deliver new housing development may, potentially, be over-stated, particularly when subsequently considering their assessment within the Economic Case, but the underlying principles are considered sound.

- 4.9 The inter-interaction between the scheme and individual development sites is clearly demonstrated and, whilst not all will be directly served by the new cycling and walking infrastructure, there is clearly a case that the scheme will enable these developments to be proactive in encouraging cycling and walking as a key mode of travel.
- 4.10 The underlying assessment of cycling trends, the collision data, and route assessments provide a strong evidence base on the underlying walking and cycling needs for the area, culminating in the stated impact of 'no change'. The stated 'economic impacts' are relatively generic, and are not specifically evidenced, but the underlying principles are considered sound.
- 4.11 A clear set of measures for success are set out and are considered appropriate overarching metrics, albeit they are no specific targets and there could be some issues in establishing a counter-factual scenario, given changes in underlying development levels (e.g. is an absolute "reduction in local journeys by motor vehicles" realistic or is a proportional reduction more tangible?)
- 4.12 The constraints section highlights potential disruption associated with the construction of the cycle subway but it does not provide any details relating to extent and duration of any diversions.
- 4.13 The inter-dependencies section highlights some risks associated with development sites not coming forward but does not describe what would occur if this happened. It is also noted that the St Cloud Way site is not mentioned, and it is unclear what happens to Section F of the route between 2021 (when the rest of the scheme is open) and 2025 when the development is scheduled to be completed.

Economic Case

- 4.14 The Economic Case is structured to provide separate assessments of demand, benefits, and costs, before considering overall monetised value for money and additional non-monetised benefits. A series of sensitivity tests are then undertaken.
- 4.15 The demand assessment using count data to estimate underlying levels of cycling and walking demand along each section of the scheme corridor. It then considers potential new cycling and walking trips associated with Borough Local Plan housing development sites around the town centre. An assessment of wider, underlying, growth in demand is also considered. Finally, new demand generated by the scheme itself is estimated from a Disaggregate Mode Choice Model. The demand outputs are presented by three aggregated sub-sections of the full scheme and indicates that the middle sub-section of the scheme will be most utilised.
- 4.16 The benefits assessment considers:
- Journey time savings
 - Journey quality improvements
 - Accident reductions
 - Non-user benefits, in terms of decongestion and environmental benefits
 - Health benefits in relation to increased physical activity and reduced absenteeism
- 4.17 The overall **Present Value of Benefits** is estimated as £5.414 million. The key contributors are cyclist journey time savings (£2.142 Million, 40%), and physical activity health benefits (£1.823 Million, 34%).
- 4.18 In assessing scheme costs, the capital (build) costs, preliminaries and design fees are presented for each individual component of the scheme. A Quantified Risk Assessment

then identifies an additional risk/contingency value to be added, resulting in a total scheme cost of £2.802m in 2017 prices.

- 4.19 Optimism Bias, real price increases, and adjustments to 2010 prices and for tax corrections are applied. The costs have then been profiled over time and allowance for on-going maintenance and renewal added.
- 4.20 The overall **Present Value of Costs** is estimated as £2.581 million.
- 4.21 The core scenario results produce a forecast **Net Present Value** of £2.803 million and a **Benefit Cost Ratio** of 2.1.
- 4.22 A number of sensitivity tests are also presented:
- Lower engineering cost inflation of 1.5%
 - 15% increase/reduction in capital costs
 - 0.5% increase/reduction in on-going costs
 - Higher demand equivalent to 6% mode share
 - Re-categorisation of route sections 'E' and 'G' as 'off-road segregated cycle track'
- 4.23 A range of non-monetised impacts are then identified including:
- Severance
 - Public Realm
 - Regeneration
 - Pedestrian Journey Time Savings
 - Induced Pedestrian Demand
 - Highway Journey Times
- 4.24 An overall Appraisal Summary Table is then presented and an associated 'Value for Money' Statement.

Independent Assessor Comment

- 4.25 The overall Economic Case is well set out, with a clear methodological approach. The **assessment of demand** clearly considers the component parts of existing demand, development growth, wider underlying growth, and trips generated by the enhanced provision itself. The section would benefit from reference to more of the workings to enable a more transparent review of the final demand numbers.
- 4.26 The overall summary table would also benefit from separating cycling demand from pedestrian demand and presenting overall summaries to demand on each sub-section. A **profile of demand over time** should also be provided.
- 4.27 The range of **benefits assessed** is both comprehensive and appropriate. The underlying approach and assumption are outlined, however, as with the demand assessment, the analysis would benefit by referencing the direct workings and totals for all elements. In particular, there is limited information presented in relation to some of the key benefit streams, such as physical activity and absenteeism, to be able to verify that these have been correctly generated.
- 4.28 The scheme capital and on-going costs appear to have been treated correctly, although there are potentially some minor inconsistencies with the Financial Case (referenced within the Financial Case section below).

- 4.29 The monetised benefits within the **Core Scenario** generate a BCR value over 2 to 1, indicating high value for money. Whilst not significantly above, the underlying assumptions applied within this scenario are considered robust and, in some cases, conservative. As commented above, further details on the calculation of some of the benefit streams would provide added reassurance on the value for money of the scheme.
- 4.30 The value for money assessment does not consider the alternative toucan crossing route option that was discussed and short-listed within the Option Appraisal Report, however, the Applicant has provided evidence that this option delivers a lower benefit cost ratio.
- 4.31 The majority of the **sensitivity tests** have tests provide some additional confidence of the robustness of the value for money case, albeit it is clear that avoiding any cost escalation during the detailed design phase will be extremely important. The assessment of higher cycling demand demonstrates that if the scheme, alongside other active travel measures, can achieve the RBWM target cycling level of 6%, then the investment will clearly represent good value for money.
- 4.32 The section on **non-monetised benefits** identifies a range of additional areas in which the scheme will contribute positive benefits. Each individual assessment is considered to be realistic in nature and, in combination, adds to the case for investment.

Financial Case

- 4.33 The Financial Case provides the estimated funding and cost profile and breakdown of the scheme.
- 4.34 The **total cost of the scheme** is stated as £2.802m, incorporating £1.793 million of build costs, £0.538 million for design and prelims, and £0.471 million as contingency.
- 4.35 The total scheme cost is considerably less than the provisionally agreed total of £4.75 million.
- 4.36 The identified funding sources are as listed:
- LGF funding ask = £2,241,788
 - Capital Funding from RBWM = £ 140,000
 - S106 contribution (via RBWM) = £ 420,000
- 4.37 The LGF funding ask has reduced from the provisionally agreed value by the BLTB of £3,048,000.
- 4.38 It is stated that the budget will be reviewed and refined through the design and commissioning process as more information becomes available to inform cost estimates.

Independent Assessor Comment

- 4.39 In broad terms, the financial costs appear to have been generated through acceptable industry standard processes, with allowances for design, preliminaries, and contingency.
- 4.40 There is relatively limited information detailing the breakdown of **cost estimates**, which were developed using a Bill of Quantities (as mentioned in Risk Register) but not provided as part of the submission. As such, it has not been feasible to verify the figures.
- 4.41 The **Contingency Risk Budget** amounts to 17% of the total estimate scheme cost, this would appear to be a reasonable amount to meet unexpected costs.
- 4.42 The **cost and funding profiles** differ marginally and will need to be carefully managed. During the first year, 2018/19, cost exceed funding by £20,000. In the second-year funding

is greater than cost estimates by £74,000. By the final and third year cost estimates are £54,000 greater than funding income. There is potentially a minor typing error in the funding profile, which will need to be clarified, that states the third and final year to be 2021/22 as opposed to 2020/21 set out in the cost profile. The funding profiles also appear to the cost profiles set out within the Economic Case.

- 4.43 From the same **funding profiles**, it is not clearly stated within the Financial Case how inflation has been adjusted for and what year prices are currently presented in, although some reference is provided within the Economic Case. Confirmation is required.

Commercial Case

- 4.44 The Commercial Case provides evidence on the commercial viability and outlines the procurement strategy of the scheme.
- 4.45 An output-based specification for the scheme and the procurement strategy are outlined.
- 4.46 It is stated that RWM will draw upon their **long-term framework contracts** with Volker Highways, Project Centre, AA Lighting and Maydencroft to deliver the majority of the project.
- 4.47 Signal design will be undertaken using in-house expertise. Delivery of the signal schemes will be through preferred contractors Siemens and Simone Surveys.
- 4.48 It is stated that wider marketplace procurement will take place for specialist construction elements, such as the subway and bridge structures.
- 4.49 Reference is made to existing payment mechanisms associated with the term contracts. It is stated that risk allocation and transfer will be highlighted during contract negotiations with partners and allocations made to the party best suited to manage it. Existing terms contract lengths are referenced.
- 4.50 Human resource issues will be scrutinised at procurement stage. A broad outline of contract management arrangements is provided.

Independent Assessor Comment

- 4.51 The Commercial Case is not considered to be particularly detailed and there are a range of inconsistencies throughout. Overall, considerably more information could be set out to provide much greater confidence in the procurement process.
- 4.52 The original process (**procurement strategy and sourcing options**) used to appoint Volker Highways, Project Centre, AA Lighting and Maydencroft onto their term contracts are not included, despite being requested. It is, therefore, not possible to be certain about the suitability of these contracts for undertaking this work in the most effective manner.
- 4.53 It is unclear as to whether or not **additional contractors** will need to be procured for specialist work, e.g. bridge or subways. If they are, then there no information available about the process for procuring these additional contractors, and this element of the procurement process fails to adequately meet nearly all the requirements of the Commercial Case.
- 4.54 Whilst reference is made to the incentives included within the existing term contracting arrangements, there is limited detail presented. It is also currently unclear how the contract negotiations will ensure risk allocation and transfer will be shared and apportioned to the most appropriate partner.

Management Case

- 4.55 The Management Case presents information on how the scheme will be delivered and managed.
- 4.56 Several relevant examples of RBWM's and Project Centre's previous experience in delivering transport development projects are presented. In examples where projects were over-budget, reviews, adjusted methodologies and lessons learned were actioned.
- 4.57 A list of project dependencies was considered and centre around ensuring general support and liaison, and financial backing. Though Missing Links scheme ties in with developments at West Street, it is not dependent and can be progressed independently.
- 4.58 A detailed account of jobs titles and roles in RBWM's management and governance arrangements is included.
- 4.59 The project plan, and assurance and approval sections clearly list key milestones and expected dates for delivery. Whilst a list of key work streams to deliver the project is presented.
- 4.60 The framework in place to govern assurance and approval, communications and stakeholder management, and reporting are well considered and defined.
- 4.61 Little information on Risk Management arrangements and governance framework. The Risk Register highlights a total of 25 risks, of which seven are considered of "major" consequence. Mitigations, actions to be taken and cost estimates (which forms Contingency Risk Budget) are considered in detail.
- 4.62 An outline plan to conduct a Monitoring and Impact assessment of the scheme was considered. A "Key Performance Indicators" table outlining the scheme's target output and outcomes is presented.

Independent Assessor Comment

- 4.63 The **Evidence of Delivering Similar Projects** section showcases both relevant and a strong history of project and programme management example that are similar to that of Missing Links. Examples where projects experienced significant overspend reviews were undertaken to identify learning points. However, this section lacks examples presenting 'Volker Highways', and joint, experience in delivering similar projects.
- 4.64 From the business case it is unclear the risk and magnitude of impact **project dependencies** have on the proposed scheme, but it is unlikely, with the exception of securing funding, many will have a critical impact.
- 4.65 The **Governance, Organisation Structure and Role** section is detailed but lacks information to explain why the selected team is best suited to deliver the proposed scheme.
- 4.66 The **Risk Register** presented is comprehensive and mitigation actions sensible, however it is unclear what methodology has been used to determine the estimated cost and likelihood of each risk, i.e. a £20,000 cost has been associated to the scheme not integrating with the wider policy. However, as mentioned the "Contingency Risk Budget" formed from the Risk Register seems a reasonable amount.
- 4.67 The **Benefits Realisation Plan** section does not contain any details as to how the applicant will ensure benefits are realised.
- 4.68 **Monitoring and Evaluation** of the scheme has does not set out tangible outcome target measures to evaluate against nor has it been costed for.
- 4.69 The Management Case does not present a **Contract Management** and **Contingency Plan**.

Summary and Conclusions

Summary

- 4.70 The review of the five cases has identified a series of points for further consideration. These are summarised below:
- The Strategic Case states that the scheme will help to tackle congestion and air quality through encouraging mode shift. Whilst the cycling demand forecasting analysis predicts some mode shift from car to cycle it is not substantial. This may partly reflect a conservative approach applied within the demand forecasting but would still suggest that the scheme may not result in significant mode shift.
 - The scheme interacts with a number of development sites and so it will be important to understand these inter-dependencies in detail and any risks to the successful implementation of the overall scheme
 - Disruption caused during construction will need to be managed carefully and further information is required about the scale of potential impacts, particularly upon the A4.
 - The main benefits from the scheme are forecast to relate to cycling journey time saving and health benefits associated with increase physical activity. Whilst the Benefit Cost Ratio is only just over 2:1, there are a range of non-monetised benefits that also contribute to the overall case for investment.
 - The Financial Case appears robust but further supporting information is required to fully verify the approach adopted. In addition, there appear to be some inconsistencies within the cost profiles presented.
 - The Commercial Case is relatively weak, with a reliance placed upon the use of existing term contracts with limited supporting evidence. It also remains unclear whether any elements of the scheme delivery will require appointment of additional contractors.
 - The Management Case is acceptable but could be strengthened in terms of monitoring and evaluation and contingency planning.

Conclusions

- 4.71 The evidence presented within the Strategic Case relating to the need for the scheme and how it supports national, regional and local strategic priorities, is considered strong. The established objectives are clear and the importance of encouraging sustainable travel within a car dominant area is identified. Whilst the Economic Case does not suggest large-scale mode shift from car to cycle, this is considered to reflect a relatively conservative set of assumptions that have been applied, to ensure a robust appraisal. Some of the wider economic impacts of the scheme may have been overstated.
- 4.72 The scheme development process has considered a range of route options and has clearly sought to identify the best value for money from investment, as evidenced by a lower over project cost and LGF ask for the final scheme option.
- 4.73 The approach to the benefits assessment is considered strong. Whilst further evidence could be provided to support the final forecasts, the combination of monetised and non-monetised benefits presents a compelling case for investment.
- 4.74 The Financial Case appears robust but further evidence would provide certainty over the underlying costs of building the scheme.
- 4.75 The Commercial Case is considered non-compliant, in business case terms, but this is due to the Applicants stated reliance upon term contracts which, if capable of effectively and

efficiently delivering all aspects of the scheme, are likely to be the best procurement solution. This does, however, need to be evidenced.

- 4.76 It is our conclusion that whilst there appears to be a strong overarching case for the scheme, there are currently too many uncertainties within the business case to permit an unconditional approval of the scheme.

Conditions for Approval

- 4.77 We recommend that the following series of conditions are applied before the scheme is taken forward:

- 1) Provision of a clear statement about the expected scale and duration of disruption caused by the construction of the cycle subway under the A4 and evidence that any negative impacts generated (in terms of highway congestion and delay) will not be of a scale to affect the overall economic case for the scheme.
- 2) Provision of a clear statement of the expected operational arrangements for Section F of the route during the period 2021 to 2025 in advance of the St Cloud Way development and, furthermore, evidence that these arrangements will not negatively impact upon the benefits that will be derived by the whole scheme during that period.
- 3) Provision of a clear statement that highlights the potential impacts of any inter-dependent development not being delivered, or being delivered late, (including, but not limited to, St. Cloud Way and West Street) and evidence that it will not negatively impact upon the benefits that will be derived by the whole scheme during that period.
- 4) Provision of the analytical workings that underpin the demand forecasting and the monetised benefits assessment work within the Economic Case to provide a clear audit trail that lead to the final values presented.
- 5) Provision of a copy the 'Bill of Quantities' that provides clear and credible evidence of the robustness of the underlying scheme build cost estimates presented.
- 6) Confirmation of a definitive cost spend profile and, subsequently, that cost inflation has been applied appropriately within both the Economic and Financial Cases.
- 7) A methodology statement that describes how the 'cost estimates' and 'likelihood of risks' recorded within the risk register were derived, which provides clear evidence that they are credible and realistic.
- 8) Additional evidence of how each of the existing term contract frameworks will be used to deliver specific elements of the scheme and a clear demonstration that these represent the best procurement options.
- 9) A clear statement of whether any additional contracting will be required and, if so, a full statement on the approach that will be adopted that provides evidence that the optimum procurement strategy will be applied and that robust contracting arrangements will be put in place.
- 10) A revision to the Monitoring and Evaluation Plan to ensure it reflects the outcomes predicted by the demand modelling and benefits assessment within the Economic Case and that all targets are specific in terms of location and scale of impact and set against a realistic counter-factual scenario.
- 11) Provision of a Contingency Plan for inclusion within the Management Case.
- 12) Ensure that the scheme retains high or better value for money once all other conditions have been met



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BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**REPORT TO:** BLTB**DATE:** 15 November 2018**CONTACT OFFICER:** Joe Carter, Director of Regeneration, Lead Officer to the BLTB**PART I****Item 8: 2.04.4 Wokingham: Arborfield Cross Relief Road – Preliminary Costs*****Purpose of Report***

1. To approve the transfer of preliminary costs already approved by DfT; this report gives the LEP's accountable body, Royal Borough of Windsor and Maidenhead, the authority to transfer the money to Wokingham.

Recommendation

2. You are recommended to approve the transfer of £874,176 to Wokingham Borough Council in respect of preliminary costs associated with scheme 2.04.4 Wokingham: Arborfield Cross Relief Road

Other Implications***Financial***

3. The Local Growth Deal approved in 2014 included £24m for the Wokingham Distributor Roads Programme. The DfT included this in its list of "retained schemes" as the contribution exceeded £20m. This means that the scheme promoter, Wokingham Borough has to obtain Full Business Case approval from DfT and not from the Berkshire Local Transport Body.
4. On 13 August 2018, DfT made a s.31 Grant Determination (Local Authority Major Project Grant 31/3356) releasing £874,176 of preliminary costs to the LEP accountable body, Royal Borough of Windsor and Maidenhead.

Risk Management

5. There are no significant risks for BLTB.

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. When the Strategic Economic Plan (SEP) was formulated in 2013, it included support for project 2.04 Wokingham Distributor Roads Programme. The Local

Growth Deal announced in 2014 named this as a “DfT-retained scheme” with a contribution of £24m.

8. There were four distributor roads named in the SEP: Shinfield Eastern Relief Road; North Wokingham Distributor Road; South Wokingham Distributor Road; Arborfield Cross Relief Road. The Wokingham Borough Plan had identified four Strategic Development Locations (SDLs) and these four roads support the development of housing in the four parts of the Borough.
9. Since then Shinfield Eastern Relief Road has been built and funded outside the Local Growth Deal. Parts of the North and South Wokingham Distributor Roads have been built in association with housing developments. Now it has been agreed with the DfT that all of the £24m grant will be applied to the Arborfield Cross Relief Road.
10. Colleagues from Wokingham have now made sufficient progress with the development of the Full Business Case that DfT have released £874,176 as contribution to the preliminary costs.
11. As the Full Business Case process progresses, we expect DfT to release further portions of the £24m.

Conclusion

12. The report gives the appropriate authority to transfer the preliminary costs contribution to Wokingham.

Background Papers

13. s31 grant letter dated 13 August 2018 (Grant Determination (Local Authority Major Project Grant 31/3356))

BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**REPORT TO:** BLTB**DATE:** 15 November 2018**CONTACT OFFICER:** Joe Carter, Director of Regeneration, Lead Officer to the BLTB**PART I****Item 9: Business Rates Retention Pilot – Revenue Support and New Bid*****Purpose of Report***

1. In March 2018 you agreed to issue calls for bids for funding via the Business Rates Retention Pilot (BRRP) and the associated re-prioritisation of schemes in the Growth Deal 3 list; in July 2018 you agreed to “top-slice” the £25m BRRP allocation by £600,000 in order to establish a scheme for providing revenue support to local authorities for the development of a strong pipeline of future infrastructure schemes.
2. Led again by Bracknell Forest Council, the six Berkshire authorities, supported by the LEP, have made a bid to MHCLG for another year of funding under the BRRP. If approved, a further c.£10m will be allocated to BLTB for investment in priority Infrastructure schemes.
3. This report recommends the first payments under the revenue support scheme, and that you note the decision to extend the revenue top-slice by £90,000 to allow the LEP to draw down revenue funding for the preparation of the Berkshire Local Industrial Strategy, and approve consequential amendments as follows:
 - i. to BRRP approvals to keep overall spending at £25m
 - ii. to Local Growth Fund (LGF) approvals to maintain the cash value of scheme funding approvals

Recommendation

You are recommended to:

4. Approve the revenue support proposals and the drawdown of BRRP funds by Reading, West Berkshire, Windsor and Maidenhead and Wokingham set out in appendixes 1-4; and
5. Note the revenue support arrangements set out in appendix 5 and the drawdown of £90,000 from BRRP funds by TVB LEP; and
6. Approve the consequential switch of £90,000 support for South Reading MRT phases 3 and 4 from BRRP to LGF, thereby reducing the unallocated LGF funds from £360,000 to £240,000; and
7. Approve the following priorities for the allocation of BRRP funds in the event that the application for a second pilot in 2019-20 is successful:
 - i. Slough MRT Phase 2 £3.058m
 - ii. Maidenhead Housing Sites Enabling Works Phase 1 £1.068m

- iii. Subject to Planning Permission, East Reading MRT Phases 1 and 2 (and failing planning permission, South Wokingham Distributor Road – Eastern Gateway) £5.000m
- iv. Further revenue support for the future infrastructure business cases, the balancing amount (£0.874m based on a £10m overall approval)

Other Implications

Financial

- 8. The lead authority for BRRP and the process of operating the Business Rates element (agreeing baseline amounts, managing the pool of retained funds) is Bracknell Forest Council. The planning figure of £25m for 2018-19 is based on current estimates of business rates collection in 2018-19, and no revisions are anticipated.
- 9. The lead authority for the control of Local Growth Funds allocated to infrastructure or regeneration projects is the Royal Borough of Windsor & Maidenhead, the LEP’s Accountable Body.
- 10. The BRRP has been approved for a single financial year (2018-19); MHCLG has issued a call for bids to operate the pilot programme in 2019-20, and the Berkshire authorities, supported by the LEP, have agreed to bid again. This is a fresh call for bids, and if successful, a planning number of c.£10m has been calculated for new infrastructure investment.
- 11. At your meeting in July, you prioritised the following schemes:

Scheme	£'000's
Slough Mass Rapid Transit (SMaRT) Phase 2	10.242
South Reading MRT Phases 3 and 4	7.898
Wokingham Winnersh Relief Road Phase 2	6.260
Revenue Support for Scheme Development	0.600
Total	25.000

Risk Management

- 12. The risks associated with large scale infrastructure investments are well known, and the BLTB has established risk management arrangements for the LGF transport capital programme (£111m over 6 years), referred to as the [Assurance Framework](#)ⁱ.
- 13. As part of the LGF oversight, government officials have reviewed this assurance framework and found it fit for purpose.
- 14. The Berkshire authorities have identified the LEP and its associated processes as an appropriate framework for managing the BRRP sums available; in this instance this means programme management by the BLTB and ultimate sign-off by the LEP Forum. The LEP Forum ratified this approach on 27 March 2018.

15. The implication is that promoters of infrastructure projects seeking funding from the BRRP will need to follow the same assurance framework as for LGF. 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

16. Slough Borough Council will provide legal support for the BLTB should any questions arise on the application of the BRRP.

Supporting Information

Revenue Support for Business Case Preparation

17. In July 2018 you agreed that the £25m BRRP allocation for major capital schemes should be “top-sliced” by £600,000, which should then be allocated to the six Berkshire authorities. This would be a contribution to the development costs associated with major infrastructure projects identified in each of the emerging Local Plans.
18. The revenue support proposal has the following details:
 - a. £100,000 of BRRP funds in 2018/19 be allocated to each of the six Berkshire Unitary Authorities for the purpose of developing major infrastructure projects identified in the emerging Local Plans, subject to:
 - b. The money being spent on the development outline business cases for transport infrastructure projects which support or enable the development of housing, employment, leisure or retail projects
 - c. BLTB approving the timetable and list of projects before the money is released
19. It is now proposed that following details be added to the revenue support scheme:
 - a. When seeking BLTB approval, an Authority should identify the lead officer contact; timetable start and end date for developing the specified schemes; and also propose a schedule of progress reports to BLTB
 - b. Where known, for each infrastructure project the Authority should identify
 - i. Name of the project
 - ii. Local Plan (or emerging Local Plan) references
 - iii. Approximate Capital Value of the project
 - a. up to £2m
 - b. £2m-£5m
 - c. £5m-£10m
 - d. £10-£20m
 - e. over £20m
 - iv. The housing, employment, leisure or retail development to be enabled

- v. Partner organisations involved (if any)
 - vi. Brief Description of Project (100 words max)
 - vii. How the resource will be used to develop the outline business case (in-house? Retained consultant? Other?)
- c. Where specific schemes are not yet identified, and the intention is to use the revenue resource to fund the investigation of specific schemes that are consequent on the Local Plan (or emerging Local Plan) requirements, then the application should be adapted to reflect this. A specific commitment to reporting back as and when named schemes are identified should be included.
20. The proposals from Reading (appendix 1), West Berkshire (appendix 2), Windsor and Maidenhead (appendix 3) and Wokingham (appendix 4) are attached. Proposals from Slough and Bracknell Forest are expected in March 2019.

Revenue Support for Berkshire Local Industrial Strategy and consequential amendments

21. Discussions earlier this year between the local authorities and the LEP reached agreement on the need to support the development of the Berkshire Local Industrial Strategy (BLIS). This led to the appointment of SQW (who advised the LEP and Berkshire authorities during the preparation of the Strategic Economic Plan). See appendix 5.
22. The budget for the necessary revenue support (value £90,000) was agreed by the Berkshire Chief Executives' Group on 8 March 2018 and it was intended this should come from the BRRP allocation of £25m. This requires an adjustment to the revenue top slice, previously agreed at £600,000; now proposed as £690,000.
23. An option for funding this by top-slicing £30,000 from each of the 3 previously approved major infrastructure schemes was explored. This met with objections from scheme promoters who had already reported the figures approved in July. A second option is set out below.
24. Under the this option, two consequential amendments are required to allow this revenue support for the BLIS to happen. The first is to reduce the BRRP approval for Reading South Reading MRT Phases 3 and 4 by £90,000, and the second is to award £90,000 for this scheme from the LGF as-yet-unallocated amount.
25. The reason for recommending that the consequential adjustments be applied to the South Reading MRT phases 3 and 4 scheme is that this is the only scheme already in receipt of both LGF and BRRP. It has been chosen for reasons of administrative convenience.

Scheme	July 2018	Change proposed	Nov 2018
	£m		
Slough Mass Rapid Transit (SMaRT) Phase 2	10.242	0	10.242
South Reading MRT Phases 3 and 4 from BRRP	7.898	-0.090	7.808
Wokingham Winnersh Relief Road Phase 2	6.260	0	6.260
Revenue Support for Scheme Development	0.600	+0.090	0.690
Total	25.000	0	25.000
South Reading MRT Phases 3 and 4 from LGF	2.250	+0.090	2.340
LGF Unallocated	0.360	-0.090	0.270

Priority for Allocation of funds in Second Pilot bid is Successful

26. The bid for pilot status for 2019-20 currently under consideration by MHCLG envisages that a further c.£10m will be allocated to infrastructure schemes. This bid responds to a new call for bids from MHCLG and there is no presumption that the success of last year's bid will aid this year's bid.
27. Whilst there is no expectation that the new bid will be successful, there is a need to confirm the priority projects. The process carried out in July 2018 identified the priority among the schemes not funded in 2018-19 as follows

Rank	Scheme	£m	Cumulative
1	Top-up of Slough MRT Phase 2	3.058	3.058
2	Maidenhead Housing Sites Enabling Works Ph 1 (20% own funds contribution)	1.068	4.126
3	East Reading MRT Phases 1 and 2 (20% own funds contribution)	5.000	9.126
4	South Wokingham Distributor Road – Eastern Gateway	5.000	14.126
5	North Wokingham Distributor Road – West of Old Forest Road	5.000	19.126
		19.126	

28. You are recommended to approve the following allocations, subject to MHCLG's approval of the 2019-20 pilot, and subject to confirmation of the c.£10m planning figure:
- i. Slough MRT Phase 2 £3.058m
 - ii. Maidenhead Housing Sites Enabling Works Phase 1 £1.068m
 - iii. Subject to Planning Permission, East Reading MRT Phases 1 and 2 (and failing planning permission, South Wokingham Distributor Road – Eastern Gateway) £5.000m
 - iv. Further revenue support to future infrastructure business cases, the balancing amount (£0.874m based on a £10m overall approval)

Conclusion

29. There is an imperative to invest some of the BRRP £25m in the development of a BLIS and the pipeline of major infrastructure or regeneration schemes, which will support emerging local plans and be eligible for funding in future years.

Background Papers

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

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

APPENDIX 1

BUSINESS RATES RETENTION PILOT – READING BOROUGH COUNCIL PROPOSAL

Background

Reading Borough Council welcomes recognition that considerable work is required to develop strategic transport schemes. The Council is therefore supportive of the proposed allocation of £100,000 revenue funding to each Berkshire authority from the Business Rates Retention Pilot (BRRP) Scheme for the purpose of developing transport infrastructure projects which support or enable the development of housing, employment, leisure and/or retail projects.

Significant levels of development are being planned both within and on the outskirts of the Borough through the emerging Local Plan process. It is therefore essential that sufficient transport infrastructure is delivered to support this level of development and ensure the impacts are managed sustainably.

The Proposal

Lead Officer: Chris Maddocks (chris.maddocks@reading.gov.uk, 0118 937 4950)

Timetable

- Stage 1 Start: 1 December 2018
- Stage 1 Finish: 28 February 2019
- BLTB Progress Report 1: 14 March 2019 (including identification of named schemes)
- Stage 2 Start: 1 April 2019
- BLTB Progress Report 2: 18 July 2019 (seeking feedback on draft initial business cases)
- Stage 2 Finish: 31 October 2019
- BLTB Final Report: 14 November 2019

Our proposal is to undertake a two-stage process to identify and develop new transport infrastructure projects for Reading, as set out below:

Stage 1

High-level feasibility work to identify specific transport schemes that are consistent with the emerging Local Plan requirements. It is envisaged that the following priorities will be investigated as part of this initial feasibility work:

- Further phases (including Phases 5 and 6) of the South Reading Mass Rapid Transit (MRT) scheme to contribute towards our overall vision of a fully segregated public transport route between the town centre and MereOak Park & Ride site.
- Opportunities to implement park & ride facilities and public transport priority measures in the west of the Reading urban area, following completion of the highways works to relieve the bottleneck at Cow Lane.
- Opportunities to implement park & ride facilities and public transport priority measures in the north of the Reading urban area.

- Further opportunities to join-up strategic cycle connections throughout the urban area, linking to the existing National Cycle Network (NCN) routes and the new NCN Route 422.
- Opportunities to enhance strategic connections within the town centre, particularly relating to walking and cycling facilities.
- Opportunities to invest in new technology to make best use of the local transport network and build on the existing Smart City project.

In addition to the Local Plan, this initial work will be undertaken in line with the emerging new Local Transport Plan and Local Cycling & Walking Infrastructure Plan which are currently being developed for the urban area.

Stage 2

A list of specific schemes prioritised through the first stage will be reported to the BLTB for approval to proceed to the second stage. In line with the funding requirements, this report will include the following details:

- Name of each scheme.
- Local Plan (or emerging Local Plan) references.
- Approximate Capital Value of the project (a. up to £2m b. £2m-£5m c. £5m-£10m d. £10-£20m e. over £20m).
- The housing, employment, leisure or retail development to be enabled.
- Partner organisations involved (if any).
- Brief description of the project (100 words max).
- How the resource will be used to develop the outline business case (in-house? Retained consultant? Other?).
- Lead officer contact.
- Timetable start and end date for developing the specified schemes.

Following BLTB approval, the second stage of work will be undertaken to produce outline business cases for each scheme to ensure they represent good value for money. This work will help to establish a strong pipeline of future infrastructure schemes for the Reading urban area, which will enable high quality funding proposals to be prepared for each scheme in response to any future call for bids.

Revenue Support for Business Case Preparation

1. Purpose of the report

- 1.1 This report sets out West Berkshire Council's proposed plans for using the funding that BLTB have agreed to make available for business case preparation. A sum of £100,000 has been set aside as a contribution towards the development of outline business cases for transport infrastructure projects which support or enable the development of housing, employment, leisure or retail projects.
- 1.2 This report details how the Council intends to spend the money and the associated timescales for this work.

2. Progress with the West Berkshire Local Plan

- 2.1 West Berkshire Council is preparing for an initial consultation in November / December this Autumn in relation to the review of the Local Plan. Sites for development have been put forward by site promoters and these are being assessed by the Council. A further site-specific consultation will take place in 2019 once the relevant assessment work has taken place to allow initial sifting and identification of options.
- 2.2 The Council's Local Plan Review timetable seeks to submit the plan in November 2019 with an Examination during 2020 and adoption in November 2020.
- 2.3 Whilst Officers have some knowledge of the possible infrastructure schemes that might be required to support the delivery of the Local Plan up to 2036, it is too early to specifically identify schemes with any confidence. There is a further stage of selecting preferred options and testing the transport impacts of these options before schemes and outline business cases can be developed.
- 2.4 The information provided below therefore reflects the stage that West Berkshire is at in its Local Plan review and development.

3. Proposal for the use of revenue support funds

- 3.1 The Council is embarking on some master planning work within the Newbury / Thatcham urban area in order to support the development of the Local Plan review. This master planning work will need to be supported by some detailed transport modelling and assessment of impacts. To this end the Council is planning the development of a VISSIM model for Thatcham. Newbury has an up to date VISSIM model that can be used to assess detailed impacts of development options, but the same modelling capabilities are not currently in place for Thatcham.
- 3.2 Some funding has already been allocated to this project but there is a shortfall. The Council is proposing that up to £40,000 of the funding available from BLTB is allocated to the development of modelling tools for Thatcham (VISSIM) and the use of the model to assess options for new development in Thatcham. This modelling of development options will then help to identify areas where infrastructure schemes may be required to support or unlock development. This would form Phase 1 of the

Council's programme of making use of the BLTB approved funding. The Council will report back to the BLTB on Phase 1 at the BLTB meeting in July 2019.

3.3 Phase 2 of the programme would be to further investigate and develop outline business cases for infrastructure schemes to help support the proposals coming out of the Local Plan. The most appropriate schemes to take forward will be identified and a new programme will be provided to the LEP / BLTB for approval. These schemes are likely to be taken from the following list:

- Schemes identified through the master planning and transport modelling work that is undertaken in the Newbury / Thatcham urban areas
- Schemes along the A4 in the Eastern Urban Area to increase capacity, improve journey time reliability and support the delivery of new development.
- Improvements to linkages within the Eastern Urban Area such as between Theale and Calcot

3.4 The remaining £60,000 will be used to progress schemes to the outline business case stage.

4. Proposed timetable

4.1 The table below sets out the proposed timetable for West Berkshire's programme outlined above:

Description of Task	Start	Complete	Report to BLTB
Outline proposal for use of full £100,000 funding	October 2018	October 2018	November 2018
Phase 1a: Develop Thatcham VISSIM model	November 2018	April 2019	July 2019
Phase 1b: Use model to assess options and highlight necessary infrastructure improvements	May 2019	June 2019	
Phase 2: Proposal of which schemes to take forward to OBC stage	July 2019	October 2019	November 2019
Phase 2: Development of OBCs for identified schemes	December 2019	May 2020	July 2020

Officer details:

Name: Jenny Graham
 Job Title: Transport Policy Team Leader
 Tel No: 01635 519623
 E-mail Address: Jenny.Graham@westberks.gov.uk

Local Authority:	Royal Borough of Windsor & Maidenhead
Lead Officers:	Ben Smith, Head of Commissioning Communities Ben.Smith@rbwm.gov.uk , 01628 796147 Jenifer Jackson, Head of Planning Jenifer.Jackson@rbwm.gov.uk , 01628 796042
Name of the Project:	Ascot High Street – Public Realm and Housing Sites Enabling Works
Local Plan References:	The submitted Borough Local Plan includes the following references: <p><i>Policy SP1: Development in the Ascot growth location will be largely based on Ascot Centre. The coordinated development of several sites related to Ascot High Street will provide the opportunity to strengthen its role as a significant centre in the Borough providing a wide range of uses and activities and include the provision of public open space. This will be achieved through the redevelopment of existing sites as well as limited Green Belt release.</i></p> <p><i>Policy HO1: The Borough Local Plan will provide for at least 14,240 new dwellings in the plan period up to 2033. The Spatial Strategy sets out that development will be focussed on existing urban areas, primarily Maidenhead, but also Windsor and Ascot.</i></p> <p><i>The following sites are allocated for housing development and defined on the Policies Map...</i></p> <ul style="list-style-type: none"> • HA10 – Ascot Town Centre, 300 estimated capacity (net) <p><i>Policy ED2: The BLP will retain sites for economic use and employment as defined on the Policies Map.</i></p> <p><i>The following sites, forming part of the strategic growth location in Maidenhead and the growth location in Ascot as identified in 5.2 ‘Policy SP1 Spatial Strategy’, are allocated for mixed uses:</i></p> <ul style="list-style-type: none"> • Ascot Centre’ <p>Housing Site Allocation Proforma HA10: Ascot Town Centre</p> <p><i>Allocation:</i></p> <ul style="list-style-type: none"> • Approximately 300 residential units on some areas of Green Belt land • Strategic open space including retention/reprovision • Multi-functional community hub • Small scale retail including independent retailers <p><i>Site size:</i></p> <ul style="list-style-type: none"> • 18.69Ha <p><i>Requirements:</i></p> <ul style="list-style-type: none"> • Holistic mixed-use development

- *Provision of public car parking*
- *Provision of strategic public open space*
- *Provision of community facilities*
- *Provision of small scale retail services*
- *Designed sensitively to conserve biodiversity of the area*
- *Retain mature trees and hedgerows where possible*
- *Provide pedestrian and cycle links through the site, including from Ascot Railway Station*
- *Provide improvements to the quality of the public realm specifically the High Street environment for pedestrians*
- *Designed to be of a high quality which supports the character and function of the area*
- *Maintain and enhance the public right of way on St George's Lane*
- *Enhanced vehicular access, including improved connectivity through the site*
- *Designed to be sensitive to the scale and heights of existing properties around the site, and the sloping topography*
- *Designed sensitively to consider the impact of long distance views*

Key Considerations:

- *On-site infrastructure provision*
- *Ascot race day car and coach parking*
- *Mitigation of the impact of residential development on the Thames Basin Heaths Special Protection Area in agreement with the Council and Natural England*
- *Vehicular, cycle and pedestrian access and connectivity*
- *Biodiversity*
- *Sloping topography*
- *Setting and character of Ascot*

Approximate Capital Value of Project	£2 million to £5 million
Housing, Employment, Leisure or Retail Development to Be Enabled	<ul style="list-style-type: none"> • Approximately 300 residential units on some areas of Green Belt land • Strategic open space including retention/reprovision • Multi-functional community hub • Small scale retail including independent retailers
Partner Organisations	<ul style="list-style-type: none"> • Ascot and Sunnings Neighbourhood Plan Group • Ascot Racecourse • Crown Estate
Project Description	This project will deliver public realm improvements for Ascot High Street, coordinating them with proposals for new development and

highway works.

£100,000 is sought for a study to develop an outline business case for: the public realm; a new alignment for the Winkfield Road / St George's Lane junction; and town centre gateways.

It will also consider access, parking and traffic issues, addressing: through-traffic; parking; and access for pedestrians, cyclists and public transport.

Solutions will be designed to accommodate increased traffic associated with Royal Ascot and other events and will consider alternative event parking for that displaced by the development.

How the Resource Will Be Used

It is proposed that £48,000 of the available £100,000 will be allocated to the initial options assessment leading to an outline business case. These will be undertaken by the council's term consultant, Project Centre.

It is envisaged that the balance of the funds will be drawn down at a future date to pay for the development of an outline business case once the proposals for Ascot High Street have been identified and agreed with the partner organisations.

Project Timescales:

Initial study:	January – March 2019
Outline business case:	April – June 2019
Progress reports:	BLTB – 14 March 2019
	BLTB – 18 July 2019

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BUSINESS RATES RETENTION PILOT FUND (BRRP, 18/19)

Wokingham Borough Council's application for £100,000 of BRRP funds is set out below. The application is for two transport infrastructure projects: Grazeley Garden settlement and the A329(M).

Authority: Wokingham Borough Council

Officer Contact: Matthew Gould (matthew.gould@wokingham.gov.uk)

Timetable start date: January 2019

Timetable end date: December 2021

Reports back to BLTB on progress:

- Grazeley Garden settlement - March and July 2019 BTLB.
- A329(M) – Quarterly updates at BTLB meetings during 2019-2021.

TRANSPORT INFRASTRUCTURE PROJECT – GRAZELEY DEVELOPMENT

1. Name: Grazeley Garden settlement

2. Local Plan (or emerging Local Plan) reference:

As part of Wokingham's Local Plan update more than 260 development sites have been suggested for potential development and Wokingham Borough Council is currently assessing these based on their suitability, availability and achievability.

Three sites are larger and more complex and WBC has commissioned consultants (David Lock Associates with Peter Brett Associates) to undertake a masterplanning exercise of these sites to provide a more detailed assessment. One of the large sites is the Grazeley Garden settlement.

As part of Reading's Local Plan Submission Draft (March 2018) Policy SR4 'Other Sites for Development in South Reading' identifies that land south west of Junction 11 of the M4 may be required for uses associated with any major development around Grazeley if identified in plans of Wokingham Borough Council and West Berkshire District Council.

Last September, in partnership with West Berkshire Council and Reading Borough Council, Wokingham Borough Council submitted a bid to the governments £2.3bn Housing Infrastructure Fund (HIF) for infrastructure to support a potential garden settlement at Grazeley. In March 2018, the Ministry of Housing, Communities and Local Government approved the bid to go on to the shortlist to produce detailed business cases for funds, alongside 44 others. The bid seeks up front funding for £177m in infrastructure in total, £124m in transport infrastructure. The bid requires infrastructure to be delivered by 2023.

3. Approximate Capital Value of the project

a. up to £2m b. £2m-£5m c. £5m-£10m d. £10-£20m e. over £20m

Approximate costs for the following proposed elements are as follows:

- Improve use and access and possible upgrades to Mortimer and Green Park Stations -£5m (c)
- East – west linkage across the railway (at least one railway crossing) - £12m (d)
- MRT extension - £30m (e.)
- Park and ride capacity increases - £16m (d.)

- A33 new junctions and widening from the southern end of the site - £16m (d.)
- Possible M4 junction changes - £10m (c/d.)
- M4 crossing into Green Park business park/station - £16m (d.)
- New junction over the Kennet and Avon canal - £6m

4. Housing, employment, leisure or retail development enabled:

The site has the potential to deliver 15,000 homes alongside shops, schools, health, sports and community facilities.

5. Partner organisations involved (if any)

Wokingham Borough Council is working with West Berkshire and Reading Borough Council to develop the scheme.

Possible changes to M4 junctions/M4 crossing will require partnership working with Highways England.

6. Brief Description of Project (100 words max):

PBA will prepare transport business cases for the main Grazeley settlement scheme proposals which primarily includes the following schemes: MRT extension, park and ride capacity increases, and A33 new junctions and widening from the southern end of the site, possible M4 junction changes and M4 crossing into Green Park business park/station.

The project includes:

- Transport modelling of the schemes;
- Scheme designs;
- Scheme costs;
- Risk registers;
- Preparation of a BCR to determine value for money; and
- Production of Business Case Report.

7. What resource will be used to develop the outline business case (in-house? Retained consultant? Other?):

The consultant PBA will be contracted to develop the Business Case Report.

TRANSPORT INFRASTRUCTURE PROJECT – A329(M)

1. Name: A329M within Wokingham Borough Council

2. Local Plan (or emerging Local Plan) reference:

Four Strategic Development Locations (SDLs), delivering 10,000 dwellings are allocated within Wokingham Borough's Development Plan (comprising Core Strategy (2010) and Managing Development Delivery Local Plan (2014)) and Supplementary Planning Documents (SPDs) – Strategic Development Locations (SDLs). The SDLs are located only 3-4 miles apart within Wokingham and the concentration of development is placing a significant strain on local infrastructure, particularly the road network, and all are being planned to include a range of facilities including schools and community facilities.

Policy CP10 of the Core Strategy, named Improvements to the Strategic Transport Network, seeks to have a 'high quality express bus services or mass rapid transit along the A329 corridor'.

Paragraph A7.47 of the Core Strategy suggests "Improvements to transport capacity along the A329 could include a variety of measures such as widening the existing highway, provision of bus lanes or signalisation of junctions. Any measures will need to be modelled to ensure it is an effective solution and should be capable of delivery at an appropriate time in the delivery of the development".

3. Approximate Capital Value of the project

a. up to £2m b. £2m-£5m c. £5m-£10m d. £10-£20m e. over £20m

Unknown at present – expected to be between £5-£10m (c.) or £10-20m (d.).

4. Housing, employment, leisure or retail development enabled:

The provision of additional capacity/transport provision along the A329M corridor could aid local development, which includes the North and South Wokingham Strategic Development Locations and developments in neighbouring areas, such as Amen Corner.

5. Partner organisations involved (if any)

Project is expected to require partnership working with Highways England (M4 Junction 10).

6. Brief Description of Project (100 words max):

To investigate options for improvement along the A329M and model their impact. Options will include consideration of adding an extra lane on the A329M for vehicle or express bus-only purposes and improvements/widening through M4 Junction 10, within the existing highway boundary where possible.

The aim of the project will be to reduce existing delays experienced along the A329M corridor and select options suitable to be taken forward to outline business case stage.

7. What resource will be used to develop the outline business case (in-house? Retained consultant? Other?):

It is expected that the consultant WSP will be used to develop the scheme.

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APPENDIX 5

REVENUE SUPPORT TO DEVELOP A BERKSHIRE LOCAL INDUSTRIAL STRATEGY

Author: Tim Smith, Chief Executive tim@thamesvalleyberkshire.co.uk

Preamble

1. In February 2018, a joint LEP/LA Task & Finish Group (TAFG) was established to ensure early and critical input from the local government sector into the development of a Berkshire Local Industrial Strategy (BLIS). At that stage, the LEP and the Berkshire Chief Executives' Group (BCEG) acknowledged the need to secure professional support and after competitive procurement, SQW was appointed and the TAFG has since acted as a client steering group. The TAFG is made up of lead officers (from different disciplines in the six TVB unitary authorities) and LEP staff.
2. SQW is accountable to Thames Valley Berkshire LEP Ltd and was appointed to "*advise and implement (a) best practice approach to developing a BLIS*", building on a Strategic Narrative approved by the LEP and the Berkshire Leaders' Group (BLG).

Timescale and key milestones

3. The TAFG meets for the fourth time on 12 November. Its progress thus far and that of SQW has been reported to the BCEG, the BLG and is overseen by the LEP Executive Board.
4. The timetable for the production of a BLIS has been agreed as:

BLIS - Phase		Timeline
1 & 2	Evidence gathering & analysis; scoping, engagement, challenge and strategic framework	July to December 2018
3	Developing the draft BLIS	January to March 2019
4	Trigger the consultation on a draft BLIS at meeting of the LEP Full Forum	Tuesday 26 March 2019
4	Consultation and independent business survey on BLIS	April to June 2019
4	Publicise the draft BLIS (<i>prior to HMG sign off</i>) at a LEP AGM <i>after</i> local government elections (2 May 2019) to allow new councils time to be formed and then consider the draft BLIS	Anticipated as July 2019

Funding the production of the BLIS

5. The current workstream was commissioned on a budget of £90,000 and agreed to be found from the BRRP funds allocated to the LEP by the Berkshire unitary authorities.
6. Further work by SQW – identified by the TAFG – will be funded through an application to central government for further LEP capacity funds.

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BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB

DATE: 15 November 2018

CONTACT OFFICER: Joe Carter, Director of Regeneration, Lead Officer to the BLTB

PART I

Item 10: Network Rail Access for All – CP6 Programme

Purpose of Report

1. On 25 July 2018, the government confirmed that it was making £300m available to Network Rail to continue its Access for All station improvement programme in Control Period 6 (2019-2024)

Recommendation

2. You are recommended to submit the prioritised list of stations set out in table 3, paragraph 11 to Network Rail for consideration for inclusion in the CP 6 Access for All programme

Other Implications

Financial

3. There are no financial implications for BLTB. This report suggests a priority for investment for the Network Rail Access for All programme, which is funded nationally by government.

Risk Management

4. There are no significant risks for BLTB.

Human Rights Act and Other Legal Implications

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

Supporting Information

6. Access for All is the name given by Network Rail to its national investment programme for improving accessibility to its stations. The government has recently confirmed that £300m will be available during Control Period 6 (2019-2024)
7. Network Rail has published guidance for making representations about which stations should be prioritised for investment. It reads:

Selected stations will receive an accessible route into the station and to and between each platform. Nominated stations will be assessed primarily against similar criteria to those used in previous Control Periods. These are:

- *Footfall, using figures published by the Office of Rail and Road*
- *Stations where there is a particularly high incidence of disability in the area, based on Census data*
- *A particular local circumstance such as the proximity of hospitals, a school for disabled children or a military rehabilitation centre for example, or stations with relatively high numbers of interchange passengers*
- *The availability of third party funding*
- *Stations that would help to fill “gaps” in accessibility on the network*

8. There are 36 stations in the Thames Valley Berkshire area, grouped as follows:

Table 1: Summary of Accessibility of TVB area Stations

Group	No.	Stations
Works complete or not needed (no access restrictions)	8	Ascot, Bracknell, Maidenhead, Newbury, Reading, Slough, Twyford, Wokingham,
No access restrictions	5	Cookham, Furze Platt, Wargrave, Windsor and Eton Central, Windsor and Eton Riverside
Works on site	2	Langley and Burnham (funded as part of the Crossrail programme)
Works already approved for CP6	1	Theale – approval carried forward from CP5
Low priority (current access to all platforms via adjacent level crossing, bridge or subway)	9	Crowthorne, Datchet, Hungerford, Martins Heron, Midgham, Sandhurst, Sunningdale, Thatcham, Winnersh,
Long list of candidate stations	11	See Table 2 below

Table 2: Long List of 11 candidate stations

Station	DfT Cat	Entries and Exits	Inter changes	Station Operator	Local Authority	S/L
Earley	D	614,532	0	SWR	Wokingham	
Tilehurst	E	551,794	0	GWR	Reading	Yes
Winnersh Triangle	E	469,354	0	SWR	Wokingham	Yes
Pangbourne	E	456,408	0	GWR	West Berkshire	Yes
Reading West	E	434,612	11,855	GWR	Reading	Yes
Mortimer	E	193,748	0	GWR	West Berkshire	Yes
Wraysbury	F2	110,302	0	SWR	RBWM	
Newb'y Racecourse	F1	100,302	0	GWR	West Berkshire	
Kintbury	F1	99,484	0	GWR	West Berkshire	
Aldermaston	F1	88,988	0	GWR	West Berkshire	
Sunnymeads	F2	42,328	0	SWR	RBWM	

9. Earley Station has not been prioritised for the following reasons

- There are alternative routes for eastbound passengers available by either changing trains at Reading or by travelling from Reading (3.6 miles away) or Winnersh (2.1 miles away) Stations

- The westbound platform at Earley is fully accessible; the eastbound platform is accessible only by the station footbridge
 - The local priority for Access for All Works is Winnersh Triangle (1.5 miles away) where neither platform is currently accessible
10. The remaining five stations have not been prioritised because they are all Category F and have the lowest passenger numbers.
11. Following discussion with Berkshire Strategic Transport (Officers') Forum, 5 of the above stations have been shortlisted

Table 3: Shortlist of 5 priority Stations, with details

Shortlisted Stations	Detail
Mortimer	Cat D station, only one platform (Reading-bound) currently accessible. West Berkshire s.106 contribution of £40k available, maybe more from CIL 2010. Accessibility Audit report available
Pangbourne	Cat D station, only one platform (Reading-bound) currently accessible. West Berkshire s.106 contribution of £25k available, maybe more from CIL 2010. Accessibility Audit report available
Reading West	Cat E station, neither platform is currently accessible. Network Rail feasibility study shows that Access for All will be difficult and expensive to deliver due to narrow platforms. A Masterplan has been developed by Reading Council and GWR for wider passenger enhancements (including accessibility) however the scheme is currently unfunded.
Tilehurst	Cat E station, only one platform out of four is currently accessible. Footbridge has passive provision for lifts, therefore an Access for All scheme should be relatively low cost to deliver. High local interest, including a recently launched petition ⁱ which has gained over 900 signatures. No local funding contribution has currently been identified.
Winnersh Triangle	Cat D station, neither platform currently accessible. Its catchment is a business park as opposed to a residential area, and one of the businesses located there promotes access for all (Guide Dogs for the Blind). There is a £3m commitment from the LEP to a Wokingham Borough Council scheme to improve park and ride and station facilities; any Access for All Works could be incorporated into scope of this improvement scheme. Accessibility audit shows that Access for All will be difficult and expensive to deliver due to embankment location and narrow platforms.

Conclusion

12. The report identifies the Access for All priorities for investment in the TVB area and will be forwarded to Network Rail, who manage the available funds.

Background Papers

13. [Network Rail Access for All Scheme](#)ⁱⁱ

ⁱ <https://www.change.org/p/glenn-dennis-we-need-a-lift-at-tilehurst-station-for-wheelchair-users-907a4057-d80e-45a7-9a81-981f99bf535f>

ⁱⁱ <https://www.networkrail.co.uk/communities/passengers/station-improvements/access-for-all/>

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BLTB Forward Plan 2018/19 and 2019/20

14th March 2019	
<i>Deadline for final reports:</i> 4 th March <i>Agenda published:</i> 6 th March	<ul style="list-style-type: none">• Financial approval for 2.29 Wokingham: Winnersh Parkway• Financial approval for 2.34 Slough MRT Phase 2• One-year-on Impact report for 2.19 Bracknell: Town Centre Regeneration• One-year-on Impact report for 2.08 Slough: Rapid Transit Phase 1• TfSE Statutory Powers information• TfSE Major Roads Network – call for schemes for July 2019• Heathrow Airport Expansion Development Consent Application – formal consultation• TfSE Statutory Powers Application – formal consultation• Progress reports• Forward Plan
18th July 2019	
<i>Deadline for final reports:</i> 8 th July <i>Agenda published:</i> 10 th July	<ul style="list-style-type: none">• 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

14th November 2019

Deadline for final reports:
4th November

Agenda published:
6th November

- Progress reports
- Forward Plan

12th March 2020

Deadline for final reports:
2nd March

Agenda published:
4th March

- Progress reports
- Forward Plan

Other items

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