

BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB **DATE:** 24 July 2014

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PART I

PROGRESS ON THE OTHER PRIORITISED SCHEMES

Purpose of Report

1. To provide a progress report for the 17 schemes identified in the [Strategic Economic Plan](#), and to give detailed reports on the eight schemes given Programme Entry status by the decision of the LTB on 18 July 2013.
2. To give the LTB an opportunity to review each of these schemes and to ask questions of the council promoting the schemes.

Recommendation

3. You are requested to:
 - Urge scheme promoters to seek out and secure further contributions from non-LTB sources in order to maximise the number of schemes that can be supported
 - Note the progress of each of the schemes
 - Confirm your continued support for each of the schemes

Other Implications

Financial

4. The DfT has previously confirmed the allocation of Local Majors Capital Funding for Berkshire LTB as £14.5m over four years, commencing April 2015. The Local Growth Deal includes this sum, and in addition approves £11.1m for spending in 2015/16 and indicative approval for £69.05m over the five years 2016/17- 2020/21.

Table 1 – Available Finance

£m	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Growth Deal	11.10	-	-	-	-	-	11.10
“Tail” of scheme above	-	2.00	-	-	-	-	2.00
Indicative approval	-			67.05			67.05
LTB	3.625	3.625	3.625	3.625	-	-	14.50
Total							94.65

5. Table 2 below sets out the seventeen SEP schemes in four sections:
 - LTB priorities 1 and 2 to be funded from the devolved LTB guaranteed funding
 - LTB Programme Entry schemes approved in the Local Growth Deal
 - Local Growth Deal approved schemes without Programme Entry Status

- Other SEP schemes without either Programme Entry status or Local Growth Deal approval
6. The numerical reference given to each scheme is the scheme number in the [SEP Implementation Plan Annexe](#) where you can find a full description of each scheme.
7. The allocation of funding to financial years reflects the detail set out in the SEP Implementation Plan Annexe, except where Local Growth Deal approval has not been given for a 2015/16 start. In these cases the finance requested has been deferred by one year to reflect the amounts in the Local Growth Deal. These amounts are indicated with *.

Table 2 – Scheduling of Schemes

SEP reference	£m	2015 /16	2016 /17	2017 /18	2018 /19	2019 /20	2020 /21	Bal-ance	Total
LTB Funding – LTB Programme Entry Schemes									
2.01	Newbury: Kings Road Link Road	1.335	1.000	0	0	0	0	0	2.335
2.06	Reading: Green Park Railway Station	2.290	2.625	1.485	0	0	0	0	6.400
U	Unallocated	0	0	2.175	3.625	0	0	0	5.800
	Total LTB	3.625	3.625	3.625	3.625	0	0	0	14.500
Local Growth Deal Funding – LTB Programme Entry Schemes									
2.04	Wokingham Distributor Roads ^a	0	4.800	4.800	4.800	4.800	4.800	0	24.000
2.07	Bracknell: Coral Reef Roundabout	2.100	0	0	0	0	0	0	2.100
2.08	Slough: Rapid Transit Phase 1	3.600	2.000	0	0	0	0	0	5.560
2.14	Reading: East Reading Mass Rapid Transit	0	6.800	8.800	0	0	0	0	15.600
Local Growth Deal Funding – Schemes without Programme Entry Status									
2.02	Bracknell: Warfield Link Road	3.500	0	0	0	0	0	0	3.500
2.03	Newbury: London Road Industrial Estate	1.900	0	0	0	0	0	0	1.900
2.09 (part)	Sustainable Transport: NCN 422	0	1.900*	1.500*	0.800*	0	0	0	4.200
2.09 (part)	Sustainable Transport: A4 Cycle (with Bucks)	0	0.545*	0	0	0	0	0	0.545
2.10	Slough: A332 Improvements	0	2.700*	0	0	0	0	0	2.700
2.11	Reading: South Reading MRT phase 1	0	2.960*	0	0	0	0	0	2.960
2.12	Reading: South Reading MRT phase 2	0	0	1.520*	0	0	0	0	1.520

SEP reference	£m	2015 /16	2016 /17	2017 /18	2018 /19	2019 /20	2020 /21	Bal- ance	Total
2.13	Reading: Eastern Reading Park and Ride	0	0.900*	2.000*	0	0	0	0	2.900
2.15	Bracknell: Martins Heron Roundabout	0	0	1.400	0	0	0	0	1.400
2.16	Maidenhead: Station Access	0	0	1.750	5.000	0	0	0	6.750
2.17	Slough: A355 route	0	4.400*	0	0	0	0	0	4.400
Other Schemes not funded in Local Growth Deal									
2.05	Newbury: Sandleford Park	0	0.720	0.525	0.525	0.365	0.365	0	2.500
2.09 (part)	Sustainable Transport - EVCC	0	0.750	0.750	0	0	0	0	1.500
2.09 (part)	Sustainable Transport – Minor Works	1.255	1.450	2.150	3.700	3.700	3.700	0	15.955
	Total Asked for and not funded	1.255	2.920	3.425	4.225	4.065	4.065	0	19.955
U	Total Available	0	0	2.175	3.625	0	0	0	5.800
	Gap	1.255	2.920	1.250	0.600	4.065	4.065	0	14.155

^a North and South Wokingham Distributor Roads have Programme Entry Status: Arborfield Distributor Road does not.

* Indicates scheme deferred by one financial year to reflect Local Growth Deal approval

8. Table 2 represents the overall programme as it stands following the Local Growth Deal announcement. The following factors are still subject to change:

- The granting of “Programme Entry” status to the Local Growth Deal approved schemes (see report elsewhere on the agenda)
- The allocation of the “indicative approval” amounts between the financial years
- The ability of the scheme promoters to commit to the timetable of spending shown
- The ability of the scheme promoters to attract other funds towards their schemes thus upping the “own contribution” amount and reducing the call on the LTB/Local Growth Deal money
- The ability of the scheme promoters to achieve cost savings through value engineering, procurement and other means, thus reducing the call on the LTB/Local Growth Deal money
- The treatment of the unfunded schemes, and the unallocated amounts of LTB money

9. The issue of maximising resources from non-LTB sources has been previously discussed and it is expected that when scheme promoters present their full business case, including their value-for-money statement, they will specifically address this issue, and that this an aspect to which the independent assessors will be asked to pay particular attention.

10. A further question has been raised about the treatment of any savings that the scheme can achieve at either the final design, tender or implementation stages. We have

agreed that any savings achieved will be returned to the LTB or “other sources” in proportion to the budgeted commitments.

11. Slough Borough Council is the Accountable Body responsible for BLTB and has thus agreed to take on the responsibilities including legal advice, appropriate use of funds through Section 151 Officer, adherence to the Assurance Framework, maintaining official records of BLTB proceedings and overall responsibility for decisions taken in the case of legal challenge. Slough Borough Council will incur additional costs for some of these activities. Whilst the Council is able to accommodate some of the costs in kind, where there are significant cash costs, notably if there are costs to commission project bid evaluations, these costs will be shared.

Risk Management

Table 3 – Risk Management

Risk	Mitigating action	Opportunities
<u>Legal</u> BLTB decisions or schemes challenged	Accountable Authority ensures decisions adhere to Assurance Framework, and maintains records	Ensure good value for money and transparent decision making
<u>Financial</u> Approved Assurance Framework will govern the progress of schemes to approval	Procurement of Independent assessors completed	Major scheme funding pooled across Berkshire to support transport schemes which deliver regional benefits
<u>Timetable for delivery</u> The funds are not available until April 2015 at the earliest, and then payments are spread over four financial years	Scheme Promoters continue to develop strong business and transport cases.	Release of devolved funds to BLTB and allocation to a number of prioritised schemes
<u>Timetable for delivery</u> Projects are not brought forward and completed in the delivery window	Scheme promoters progress development delivery to timetable and provide progress reports to the BLTB. BLTB monitors, challenges and, if necessary re-prioritises schemes	Opportunity via access to greater funds for more schemes to progress if prioritised schemes pursued to time.
<u>Project Capacity</u> Meetings not constituted according the Framework, evaluation not thorough, legal challenge	Slough BC will provide professional and secretariat support to ensure meetings correctly run, records kept, and ensure due diligence throughout scheme evaluation and prioritisation BST(O)F continues to monitor the programme of activity	Schemes with greatest benefit according to the principles set out in the Assurance Framework will be funded and delivered in a transparent process

Human Rights Act and Other Legal Implications

12. The scheme promoters are all themselves local authorities and they have to act within the law. Slough Borough Council will provide legal support for the BLTB, should any questions arise.

Supporting Information

13. In July 2013, the LTB approved [a prioritised list of schemes](#)². Subsequently, the LEP approved its [Strategic Economic Plan](#)³ including some of the original LTB long list, some revised and some new in its list of 17 transport schemes.
14. This report concerns progress made by the eight schemes that were given Programme Entry status by the BLTB on 18 July 2013.
15. Originally the Slough Rapid Transit Phase 1 scheme (ref 2.08) was presented as two schemes covering the western and central sections of the proposed Slough MRT. They are now combined in a single scheme, called Phase 1. Phase 2 relates to a proposed eastern extension from the borough boundary to London Heathrow, and is not considered here.
16. Similarly the Wokingham Distributor Roads scheme (ref 2.04) includes the North Wokingham and South Wokingham Distributor Roads originally given separate programme entry status by the LTB, as well as the Shinfield Eastern Relief Road (separately funded) and the Arborfield Distributor Road (approved within the Local Growth Deal).
17. There are separate, detailed reports elsewhere on the agenda for 2.07 Bracknell: Coral Reef Roundabout and 2.08 Slough: Rapid Transit Phase 1. They are both being considered for full financial approval. There are five Appendixes of this report, covering the remaining programme entry schemes, prepared by the scheme promoters. In the table below I have summarised the main points.

Table 5 – Programme Entry Schemes – Progress to Date

SEP reference	Scheme	Comments	Projected Completion of Full Business Case	Projected Date for Financial Approval
2.01	Scheme update on 2.01 Newbury: Kings Road Link Road	Proceeding well Planned to be presented to the November LTB meeting for full financial approval Start on site April 2015	August 2014	November 2014
2.06	Scheme update on 2.06 Reading: GreenPark Railway Station	Proceeding well Planned to be presented to the November 2014 LTB meeting for full financial approval Start on site October 2015	October 2014	November 2014
2.14	Scheme update on	Now has Local Growth Deal	June 2015	July 2015

²<http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Berkshire-LTB-Prioritised-list-of-schemes-as-agreed-on-18-July-2013.pdf>

³http://thamesvalleyberkshire.co.uk/Strategic_Economic_Plan

SEP reference	Scheme	Comments	Projected Completion of Full Business Case	Projected Date for Financial Approval
	2.14 Reading: East Reading Mass Rapid Transit	Approval Planned to be presented to the July 2015 LTB meeting for full financial approval Start on site March 2016		
2.07	Bracknell: Coral Reef Roundabout	See report elsewhere concerning full financial approval	June 2014	July 2014
2.08	Slough: Rapid Transit Phase 1	See report elsewhere concerning full financial approval	June 2014 2014	July 2014
2.04 (part)	Scheme update on 2.04 Wokingham Distributor Roads: North Wokingham Distributor Road	Now has Local Growth Deal Approval The plans for this road are further advanced than for South Wokingham	Not before March 2015	No date available
2.04 (part)	Scheme update on 2.04 Wokingham Distributor Roads: South Wokingham Distributor Road	Now has Local Growth Deal Approval Timetable is running a few months behind that of the North Wokingham Distributor Road	Not before March 2015;	No date available

Appendices Attached

Update reports for the schemes are attached at Appendices A-E

Background Papers

Local Frameworks for funding major transport schemes: guidance for local transport bodies

Scheme update on 2.01 Newbury: Kings Road Link Road

Highlights of progress since March 2014
The planning application is being considered and provisional dates have been set for planning committees (3 rd September and 1 st October).
Legal Teams are in the process of completing the purchase of the additional parcel of land needed to deliver the scheme.
Initial work happening to draft a legal agreement to secure the delivery of the scheme within the required timescales.
The financial links with the rebuilding of the Boundary Road Rail Bridge have been made. This contributes an additional benefit to the transport network through delivering a 2 way road over the bridge replacing a single lane, one way crossing. Regular communication is ongoing with Network Rail.
Viability appraisal for the whole scheme (including wider regeneration / housing scheme) being assessed and further detailed design cost estimates have been carried out.
Timetable altered in order that the complete business case can be assessed ready for the November BLTB meeting (including decision on planning application) rather than part information coming forward in July.

1. Outline of scheme

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

2. Progress with securing planning permission

- 2.1 A planning application is being considered for the link road and the redevelopment of the site through which the link road passes. The site which is currently occupied by industrial units is proposed to be redeveloped for housing.
- 2.2 A provisional date of 3rd September has been set for consideration of the scheme by the Planning Committee. If the Committee is minded to recommend approval the application will then be referred to the District Planning Committee and a provisional date of 1st October has been set for this meeting.

3. Progress with land purchase

- 3.1 An additional parcel of land is needed for the scheme and after the successful negotiation of the purchase of this land, the paperwork is being progressed by the legal teams to complete the arrangements as soon as possible.

4. Preparation of Full Business Case

- 4.1 An updated model is being completed and will be used to provide a refresh of the assessment for this scheme ready for the submission of the full business case.
- 4.2 Discussions started with Independent Assessors (WYG) and timetable altered so that full information can be submitted to the November BLTB meeting.

5. Network Rail – Bridge replacement scheme through Electrification Project

5.1 Network Rail is due to replace the rail bridge adjacent to the redevelopment site. Work is currently timetabled to start in September 2015. This provides an opportunity to make a single lane bridge (operating a give way / priority system) a two way bridge when it is replaced. The approach to the bridge would need to be widened to achieve this which involves the use of a small part of the land involved in the residential redevelopment scheme. The land owner / developer has accommodated this benefit to the transport network within the planning application. Negotiations with Network Rail are ongoing.

6. Political support for the scheme

6.1 The Members of the Council's Transport Policy Task Group are being kept informed of the scheme's progress through their monthly meetings. There is widespread support for the fact that a solution may have been found to redevelop this highly contaminated site and also deliver the link road. Care is being taken to ensure that Members are informed but not involved in any details that could cause concerns regarding predetermination of the planning application.

7. Risks

7.1 The key risks to this project and how they are being managed are set out in the following table.

Risk	Management of risk
Planning permission not being granted for the scheme	Officers had detailed pre-application discussions to address any issues of concern early on. Committee and Local Members were briefed during the pre-application stages and a developer presentation took place in December 2013 prior to the planning application being submitted.
Planning permission and land purchase not being granted or completed in time for submission of full business case.	Timetable for final submission to BLTB has been altered to allow sufficient time and to fit with planning committee timetable.
Delivery of scheme being delayed and not fitting with BLTB funding.	Initial work underway to draft a legal agreement to secure the delivery of the scheme within the required timescales.
Escalating costs	Ongoing assessment of costs as further details of the scheme are developed. Opportunities being explored for any additional funding sources.

8. Funding

8.1 The following table sets out the funding sought and available for the scheme.

Source of funding sought / available	Amount
Amount sought from BLTB	£2,335,000 (48% of overall scheme costs)
Local contributions from.....	
- Section 106 agreements	£500,000
- WBC Capital Programme	£380,000
- Land for Bridge works - Developer	£10,200
- Network Rail indicative budget for rail bridge	£1,600,000
- Officer time	Exact costs not yet known

Total Scheme Cost**In excess of £4.825 million**

8.2 The local funding available for this scheme and the overall costs are remaining under review to ensure the amount requested from the BLTB pot is reduced if possible. The ways in which the request to the BLTB can be reduced and the current situation / actions being taken are summarised below:

Reduction in BLTB contribution through:	Comments
- Increased Council contribution	There are currently no further funds available through the Council's capital programme.
- Increased Developer contribution	The viability appraisal for the whole scheme (including wider regeneration / housing scheme) produced by the developer is being independently assessed.
- Reduction in scheme costs	Further detailed design cost estimates have been carried out to ensure ongoing assessment of the costs. This has not currently highlighted a reduction in costs
- Other?	No other funding sources identified

9. Revised Proposed Timetable

Previous Date	Revised Date	Milestone
	July 2014	Update to BLTB on scheme progress
July 2014	September 2014	Application considered by Planning Committee
May 2014	September 2014	Submission of full business case for independent assessment
	October 2014	Application considered by District Planning Committee
July 2014	November 2014	Submission of full business case to the BLTB for approval of funding
April 2015	April 2015	Start on site

10. Recommendation

10.1 The scheme should remain in the LTB priority list.

Scheme update on 2.06 Reading: GreenPark Railway Station

Highlights of Progress Since March 2014
Demand forecasting analysis has been undertaken by FGW and RBC, showing a significant level of demand for the station which will be incorporated into the scheme business case.
Preparation of the planning application is on-going, additional ecology surveys have been undertaken identifying the requirement for further bat surveys to support a possible European Protected Species (EPS) Licence application.
The potential for cost savings and/or additional funding contributions towards the scheme continues to be pursued and the programme has been updated to take account of the latest position of each workstream.

1. Background

- 1.1 Reading GreenPark Station is a proposed new railway station on the Reading - Basingstoke line in south Reading. The station and multi-modal interchange would significantly improve accessibility and connectivity of the existing GreenPark business park and surrounding area, and would help to enable delivery of the GreenPark Village mixed use regeneration scheme.
- 1.2 The scheme is being promoted by Reading Borough Council (RBC) and was granted programme entry status by the Berkshire Local Transport Body (BLTB) in July 2013.
- 1.3 The purpose of this report is to provide an update on progress with scheme development and to outline the next steps for the project.

2. Progress

- 2.1 RBC is progressing scheme development for GreenPark Station in order to refresh the substantial work that has previously been undertaken, including an update of the business case and renewal of the planning permission.
- 2.2 Network Rail has undertaken a capacity analysis study which has identified the preferred options (both pre and post electrification of the Reading - Basingstoke line) to accommodate the new station on the railway. The results of this analysis, including the proposed level of service, are currently being incorporated into the scheme business case.
- 2.3 Demand forecasting analysis undertaken by FGW and RBC for base and future years is complete, showing a significant level of demand for the station (from both reassigned existing rail trips and 'new' rail trips). The results from this analysis, including the costs and benefits associated with the demand, are being incorporated into the scheme business case.
- 2.4 Preparation of the revised planning application for the station and multi-modal interchange is being progressed. Additional ecology surveys have been undertaken which have identified the requirement for further bat surveys to ensure appropriate mitigation measures are defined, including the possible requirement to apply for a

European Protected Species (EPS) License in relation to the implementation works. The further surveys will be undertaken during July/August causing a delay to submission of the planning application, however it is not anticipated that this will impact the overall scheme programme.

- 2.5 The potential for cost savings continues to be reviewed, both to the overall scheme costs and the level of BLTB funding required. This includes a refresh of the outline and detailed design for the station and multi-modal interchange, discussions with DfT, Network Rail and FGW to identify opportunities to coincide implementation with other major upgrade works on the railway, and pursuing opportunities to secure further public and/or private sector funding towards the scheme (for instance from nearby land use development proposals).
- 2.6 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).
- 2.7 The scheme programme has been updated to take account of the latest position of each workstream.

3. Next steps

- 3.1 Development of the scheme business case in partnership FGW and Network Rail, prior to a review by DfT Rail and the BLTB independent assessors.
- 3.2 Preparation of the updated planning application, including undertaking the additional ecology surveys required and identification of appropriate mitigation measures.
- 3.3 A further review of implementation timescales and possible scheme savings will be undertaken with the relevant project partners before the next BLTB meeting.
- 3.4 Operational discussions with GreenPark and Madejski Stadium will be initiated at the appropriate time to ensure maximum accessibility for the station and connectivity with other public transport services.
- 3.5 A statement on the timing of electrification from Southcote Junction to Basingstoke from DfT Rail would be beneficial to the scheme to understand how long the station will be in operation prior to electrification.

4. Finance

- 4.1 The funding package for the scheme is set out below:

Activity	Funder	Cost (approx)
Scheme development	Reading Borough Council	£0.5m
Commercial case	First Great Western	£tbc
Enabling works	PRUPIM	£1m
Major scheme funding	Berkshire Local Transport Body	£6.4m
Private sector funding	Various	£1.6m

Total		£9.5m
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4.2 In order to progress the scheme in line with the programme set out below it is anticipated that BLTB funding of £2.325m would be required in 2015/16, £2.625m in 2016/17 and £1.450m in 2017/18.

5. Risks

5.1 The key risks to the project are set out below:

Risk	Mitigation
Planning permission is not granted.	The historic planning application is being updated to reflect the latest situation.
It is not feasible to stop trains at the new station within the overall route timetable.	Timetable capability assessment has been undertaken with Network Rail which identifies preferred service options.
TOC does not agree to stop trains at the new station.	Demand forecasting has been undertaken with FGW and the commercial case will be developed in partnership.
Business case does not meet DfT requirements for new stations.	The business case is being updated in partnership with Network Rail and FGW in line with DfT requirements.
Scheme costs significantly increase.	Costs are being reviewed and cost savings sought, contingency has been built into the overall scheme cost.

6. Programme

6.1 The key tasks for the project are set out below:

Task	Timescale
Business case development	July 2013 - August 2014
Planning application development	July 2013 - August 2014
Outline design update	May 2014 - August 2014
Submit planning application	September 2014
Submit business case for DfT review	September 2014
BLTB independent assessment	October 2014
BLTB financial approval	November 2014
Detailed design update	November 2014 - June 2015
Procurement	June 2015 - September 2015
Contractor appointed	September 2015
Construction	October 2015 - September 2016
Open to public	December 2016

7. Recommendation

7.1 The scheme should remain in the BLTB priority list.

Scheme update on 2.14 Reading: East Reading Mass Rapid Transit

Highlights of Progress Since March 2014
Preparation of the full business case for the scheme is being progressed with significant journey time and operational cost savings identified.
Progress has been presented to the Thames Valley Park Board as a key delivery partner for the project.
The potential for cost savings and/or additional funding contributions towards the scheme continues to be pursued, including identification of a phased approach to delivery.
The finance required from BLTB has been reduced by £2.7m from £18.3m to £15.6m. This new lower sum is reflected in the Local Growth Deal.

1 Background

- 1.1 East Reading Mass Rapid Transit (MRT) is a proposed public transport link between central Reading and Thames Valley Park to the east of the Reading urban area, running parallel to the Great Western mainline. This eastern section could form part of a longer term MRT network for the Thames Valley or operate as a standalone MRT route.
- 1.2 The scheme is being jointly promoted by Reading Borough Council (RBC) and Wokingham Borough Council (WBC) and was granted programme entry status by the Berkshire Local Transport Body (BLTB) in July 2013.
- 1.3 The purpose of this report is to provide an update on progress with scheme development and to outline the next steps for the project.

2 Progress

- 2.1 RBC and WBC are promoting development of a Thames Valley MRT network, with the eastern section a logical first phase of the implementation of a wider network.
- 2.2 Preparation of the full business case for the scheme has being progressed, with significant journey time and operational costs savings identified for public transport services, including the existing TVP shuttle service (running to/from central Reading and TVP).
- 2.3 Progress on scheme development was been reported to the Thames Valley Park Board in May and regular updates will be reported to this forum as a key delivery partner for the project.
- 2.4 The potential for cost savings continues to be reviewed, both to the overall scheme costs and the level of BLTB funding required. To this end a phased approach to delivery of the scheme has been developed, with a standalone core scheme from the A3290 / proposed East Reading P&R site to Napier Road identified for implementation within the SEP period. A future phase of works could then be implemented between Napier Road and Reading Station at a later date. In addition,

opportunities to secure further public and/or private sector funding towards the scheme continue to be pursued.

- 2.5 The scheme is being developed to ensure compatibility with other schemes contained within the TVB Strategic Economic Plan (SEP), including East Reading Park & Ride and South Reading MRT. WBC has recently secured LSTF revenue funding for 2015/16 to progress the East Reading Park & Ride scheme to submission of a planning application.

3 Next steps

- 3.1 Scheme development will continue to be progressed including business case development and preliminary design.
- 3.2 Subsequent progression of a public consultation, planning application (including an Environmental Impact Assessment), and detailed design will be undertaken in line with the scheme programme.

4 Finance

- 4.1 The funding package for the scheme is set out below:

Activity	Funder	Cost (approx)
Scheme development	Reading Borough Council	£0.5m
Major scheme funding	Berkshire Local Transport Body and/or Local Growth Fund	£15.6m
Private sector funding	Various	£3.9m
Total		£20.0m

- 4.2 In order to progress the scheme in line with the programme set out below it is anticipated that BLTB funding of £6.8m would be required in 2016/17 and £8.8m in 2017/18.

5 Risks

- 5.1 The key risks to the project are set out below:

Risk	Mitigation
Planning permission is not granted.	Robust scheme development and planning application documentation will be prepared.
Local concerns and objection.	Consultation will be undertaken to help address any local concerns.
A Public Inquiry is called by the Planning Inspectorate.	Robust scheme development and planning application documentation will be prepared.
Scheme costs significantly increase.	Costs are being reviewed and cost savings sought, contingency has been built into the overall scheme cost.

6 Programme

6.1 The key tasks for the project are set out below:

Task	Timescale
Business case development	February 2014 - December 2014
Preliminary design updated	February 2014 - December 2014
Planning documentation (including EIA)	February 2014 - March 2015
Public consultation	February 2015 - March 2015
Submit planning application	April 2015
Outline design complete	March 2015 - June 2015
BLTB independent assessment	June 2015 - July 2015
BLTB financial approval	July 2015
Detailed design complete	April 2015 - January 2016
Procurement	December 2015 - March 2016
Contractor appointed	March 2016
Construction	March 2016 - June 2017
Open to public	July 2017

6.2 Please note that the programme above assumes that a Public Inquiry will not be required.

7 Recommendation

7.1 The scheme should remain in the BLTB priority list.

Scheme update on 2.04 Wokingham Distributor Roads: North Wokingham Distributor Road

Highlights of progress since March 2014
Public consultation on the alignment of the route has been completed. Council Executive has considered the outcomes of the consultation and have approved further funding to progress work to refine the route alignment which has been commissioned with delivery due September 2014
A full review of the funding of this scheme, and the other Distribution Roads in Wokingham, in the context of the Local Growth Deal and the level of developer contribution has led to a reduction in the BLTB contribution sought for this scheme. The latest figure of £6.1m is under review in the context of the overall programme and the likely final level of developer and CIL contributions.

1 The Scheme

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

2 Progress

- 2.1 Feasibility work has been undertaken on a number of route options; the options have all been out to full public consultation and the responses have been analysed.
- 2.2 A consultation report has been considered by the Council Executive which details the public's preferred route. The council has agreed to fund further work as identified in the consultation to undertake further analysis of suggested 'tweaks' to the preferred route.
- 2.3 Work at Kentwood Farm continues which includes the construction of part of the distributor road that passes through the site. The site is expected to be built out (274 houses) by 2018.
- 2.4 Discussions with developers on other sites in North Wokingham continue

3 Next Steps / Programme

- 3.1 Work is progressing on the refinement of the North Wokingham Distributor Road Option B design options to gain greater confidence in scheme delivery ahead of a later Executive decision to proceed with a Preferred Scheme for detailed design. This will lead to a business case for submission to LTB in 2015.
- 3.2 Planning applications for other sites along the route are expected during 2014.
- 3.3 A planning application for the road is anticipated in 2015.
- 3.4 The programme for delivery is phased as it is dependent upon development coming forward. Early delivery of the road would encourage developers to bring sites forward and funding for the scheme could potentially then be repaid from s106 / CIL contributions.
- 3.5 Subject to planning permissions the scheme can be delivered in full by 2018.

4 Funding

4.1 The following table sets out the funding sought and available for the scheme.

Source of funding sought / available	Amount
Amount sought from BLTB	£6,100,000
Local contributions from.....	
- Section 106 agreements	circa £12,000,000
- Wokingham Borough Council (incl. Officer time)	£500,000
- Additional funding via CIL	Unknown at this time
Total Scheme Cost	Circa £18.1m (final cost will be dependent on final route agreed)

4.2 The local funding available for this scheme and the overall costs are remaining under review to ensure the amount requested from the BLTB is reduced where possible. The original sum asked for was in excess of £14m. As a result of detailed officer reviews and further discussions with developers and the need to include the additional distributor road at Arborfield, this requirement has now been reduced to £6.1m. The ways in which the request to the BLTB can be reduced further and the current situation / actions being taken are summarised below:

Reduction in BLTB contribution through:	Comments
Increased Council contribution	There are currently no further funds available through the Council's capital programme.
Increased Developer contribution	CIL is currently being implemented and further funding is likely to be made available from this as the scheme development progresses.
Reduction in scheme costs	During further refinement of the scheme design cost savings will be made through value engineering.
Other?	No other funding sources identified.

5 Risks

5.1 The key risks to this project and how they are being managed are set out in the following table.

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

Risk	Management of risk
	bring sites forward and funding for the scheme could potentially then be repaid from s106 / CIL contributions.

6 Recommendation

6.1 The scheme should remain in the LTB priority list.

Scheme update on 2.04 Wokingham Distributor Roads: South Wokingham Distributor Road

Highlights of progress since March 2014
Route feasibility work has been completed; A public consultation exercise is ongoing with exhibitions held 27 & 28 June 2014 and again on 18 & 19 July, Consultation period ends 22 August 2014 and a report will go to Executive in early winter 2014
A full review of the funding of this scheme, and the other Distribution Roads in Wokingham, in the context of the Local Growth Deal and the level of developer contribution has led to a reduction in the BLTB contribution sought for this scheme. The latest figure of £4.3m is under review in the context of the overall programme and the likely final level of developer and CIL contributions.

1 The Scheme

- 1.1 The road will provide access to 2,500 new homes, a primary school, community facilities and retail development and form a new link around the south of Wokingham town. The development cannot come forward without the road.

2 Progress

- 2.1 Feasibility work has been completed on a number of different route options for the South Wokingham Distributor Road. The first section of the route is already being built through Montague Park (formally Buckhurst Park). The new junction on to the existing A329 is complete and in operation.
- 2.2 There is a public consultation exercise running from end of June to the end of August where the results the feasibility work is being presented.
- 2.3 Discussions are ongoing with developers for the remainder of the development sites in South Wokingham.

3 Next Steps / Programme

- 3.1 Work at Montague Park will continue. The site is expected to be built out by 2020.
- 3.2 Discussions with developers on other sites in South Wokingham continue.
- 3.3 The results of the feasibility study consultation along with an officer recommendation for the optimal route will be presented to the Council's executive in autumn-2014.
- 3.4 This will lead to a business case for submission to LTB in 2015
- 3.5 The programme for delivery is phased as it is dependent upon development coming forward. Early delivery of the road would encourage developers to bring sites forward and funding for the scheme could potentially then be repaid from s106 / CIL contributions.

4 Funding

- 4.1 The following table sets out the funding sought and available for the scheme.

Source of funding sought / available	Amount
Amount sought from BLTB	£4,300,000
Local contributions from.....	
- Section 106 agreements	Circa £29,200,000
- Wokingham Borough Council (incl. Officer time)	£500,000
- Additional funding via CIL	Unknown at this time
Total Scheme Cost	Circa £33.5m

- 4.2 The local funding available for this scheme and the overall costs are remaining under review to ensure the amount requested from the BLTB is reduced where possible. The original sum asked for was in excess of £14m. As a result of detailed officer reviews and further discussions with developers and the need to include the additional distributor road at Arborfield, this requirement has now been reduced to £4.3m. The ways in which the request to the BLTB can be reduced and the current situation / actions being taken are summarised below:

Reduction in BLTB contribution through:	Comments
Increased Council contribution	There are currently no further funds available through the Council's capital programme.
Increased Developer contribution	CIL is currently being implemented and further funding is likely to be made available from this as the scheme development progresses.
Reduction in scheme costs	During further refinement of the scheme design cost savings will be made through value engineering.
Other?	No other funding sources identified.

5 Risks

- 5.1 The key risks to this project and how they are being managed are set out in the following table.

Risk	Management of risk
Proposed route is not agreed.	Comprehensive consultation will be undertaken in 2014. The consultation along with an officer recommendation for the optimal route will be presented to the Council's executive.
Planning permission not being granted for the scheme.	Officers will have detailed pre-application discussions to address any issues of concern early on as part of the detailed design process.

Risk	Management of risk
Developments in South Wokingham SDL not progressing as planned	The programme for delivery is phased as it is dependent upon development coming forward. Early delivery of the road would encourage developers to bring sites forward and funding for the scheme could potentially then be repaid from s106 / CIL contributions.
Developers failing to reach an agreement with Network Rail on the delivery of a new bridge over the railway.	Officers are meeting with the development consortium to maintain momentum and to be aware of issues arising.

6 Recommendation

The scheme should remain in the LTB priority list.