

Appendix 1

Berkshire Local Transport Body – 16 March 2017

2.23 Reading: South Reading MRT Phases 3 and 4

Highlights of progress since November 2016
Programme entry status for the scheme will be sought from the BLTB meeting in March 2017.
The appraisal specification report for the full business case is being produced and financial approval will be sought from the BLTB meeting in July 2017.
Outline scheme design is complete and detailed designs are currently being developed.

1. The Scheme

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

2. Progress with the scheme

- 2.1 Feasibility work is complete and programme entry status for the scheme will be sought from the BLTB meeting in March 2017.
- 2.2 The appraisal specification report for the full business case is being produced (to be agreed with WYG) and financial approval will be sought from the BLTB meeting in July 2017. The methodology will be in line with the approved business case for Phases 1 and 2 of the scheme, and the recently updated Reading Transport Model will be used for preparation of the business case.
- 2.3 Outline scheme design is complete and detailed designs are currently being prepared. This work is being progressed in line with the latest land-use development proposals for the A33 corridor and discussions are on-going with the developer of the Southside site.
- 2.4 A public exhibition was held in June 2016 for the full South Reading MRT scheme and statutory consultation for Phases 3 and 4 will be undertaken through a Traffic Regulation Order.
- 2.5 A phased construction programme for the full scheme has been developed, including measures to reduce disruption to the flow of traffic while the construction works take place, for instance by limiting any necessary lane closures to off peak hours only.
- 2.6 The potential for cost savings for the scheme continues to be reviewed, both to the overall scheme costs and the level of LGF funding required.

3. Funding

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

Source of funding	2015 /16	2016 /17	2017/18	2018/19	2019/20	2020 /21	Total
Amount from LEP Local Growth Deal	-	-	£1,748,000	£5,300,000	£3,100,000	-	£10,148,000
Local contributions from:							
- Section 106 / CIL agreements	-	-	-	£1,268,000	£1,268,000	-	£2,536,000
- Council Capital Programme	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	-
Total Scheme Cost			£1,748,000	£6,568,000	£4,368,000		£12,684,000

4. Risks

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

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

5. Programme

Task	Original Timescale	March 2017 Timescale (where changed)
Feasibility work	May 2016	
Programme Entry Status	March 2017	
Independent Assessment of FBC	May 2017	
Financial Approval from LTB	July 2017	
Acquisition of statutory powers	September 2017	
Detailed design	September 2017	
Procurement	January 2018	
Start of construction	March 2018	
Completion of construction	March 2020	
One year on evaluation	March 2021	
Five years on evaluation	March 2025	

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.23 Reading: South Reading MRT phases 3 and 4	March 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£12,684,000	
Funding breakdown		
Local Growth Deal	£10,148,000	
s.106 and similar contributions	£2,536,000	
Council Capital Programme	-	
Other	-	
In-kind resources provided	£300,000	
Outcomes		
Planned Jobs connected to the intervention	[tbc]	
Commercial floor space constructed (square metres)	[tbc]	
Housing unit starts	[tbc]	

Housing units completed	[tbc]	
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	N/A	
Total length of newly built roads	[tbc]	
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 floor space occupied	N/A	
Commercial rental values	N/A	

7. Further Information for Summary Reports

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