

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.
--

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 Sandlesford Park, a strategic development site that will deliver up to 1,500 dwellings. This will ensure permeability through the site and better manage the impact on the highway network. There are two main elements: i) a new access from the A339, and ii) new junction arrangements on the A343 and the upgrading of a route to provide a suitable access. The scheme will also unlock land for a new primary school and for new enterprises seeking to build better links between business and education.

1.2 The parties involved in the scheme are: the Council, the developers and their agents, Newbury College.

2 Progress with the scheme

2.1 The scheme received full financial approval from the Berkshire Local Transport Body at its meeting in July 2016.

2.2 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: Sandford	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: Sandford	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

- 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.

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.

2.10 Slough: A332 Improvements

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.

Meeting Date: 15 November 2018

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	
--	---	--

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.

Meeting Date: 15 November 2018

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

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

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 approved 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:	Transport scheme		
Thames Valley Berkshire LEP	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	Oct-18	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	£750,000	£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		
	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.

Meeting Date: 15 November 2018

2.29 Wokingham: Winnersh Triangle Parkway

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.
--

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.

Meeting Date: 15 November 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
Council Capital Programme			£0
Other			£0
<i>In-kind resources provided</i>			£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	

Meeting Date: 15-Nov-18
2.32 Maidenhead: Housing Sites Enabling Works Phase 1

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	