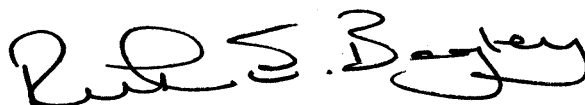


Date of issue: Wednesday 5<sup>th</sup> March, 2014

<b>MEETING</b>	<b>BERKSHIRE LOCAL TRANSPORT BODY</b>	
	<b>Member</b>	<b>Authority</b>
	Councillor Bale	West Berkshire Council
	Councillor Baker	Wokingham Borough Council
	Councillor Brunel-Walker	Bracknell Forest Council
	Councillor Hill	The Royal Borough of Windsor and Maidenhead
	Councillor Munawar	Slough Borough Council
	Councillor Page (Chair)	Reading Borough Council
	Steve Capel-Davies (Vice-Chair)	Thames Valley Berkshire LEP
	Melvyn Hale	Thames Valley Berkshire LEP
	Ian Frost	Thames Valley Berkshire LEP
	Robert Lynch	Thames Valley Berkshire LEP
	Kathy Matthews	Thames Valley Berkshire LEP
	Philip von Heydebreck	Thames Valley Berkshire LEP
<b>DATE AND TIME:</b>	<b>THURSDAY, 13TH MARCH, 2014 AT 4.00 PM</b>	
<b>VENUE:</b>	<b>FLEXI HALL, THE CENTRE, FARNHAM ROAD, SLOUGH, SL1 4UT</b>	
<b>DEMOCRATIC SERVICES OFFICER:</b> (for all enquiries)	<b>GREG O'BRIEN</b>	<b>01753 875013</b>

NOTICE OF MEETING

You are requested to attend the above Meeting at the time and date indicated to deal with the business set out in the following agenda.



**RUTH BAGLEY**

Chief Executive – Support to the Board



sustainable  
forest

## AGENDA

### PART 1

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>
	Apologies for absence.	
1.	Declarations of Interest	
2.	Minutes of the meeting held on 14th November 2013	1 - 6
3.	Future of the Local Transport Body	7 - 12
4.	Implementation of the Strategic Economic Plan and Growth Deal	13 - 20
5.	Progress on the Prioritised Schemes	21 - 44
6.	BLTB Forward Plan	45 - 46
7.	Date of Next Meeting	

Thursday 24<sup>th</sup> July 2014, 4.00pm at The Centre, Slough

### Press and Public

You are welcome to attend this meeting which is open to the press and public, as an observer. You will however be asked to leave before the Committee considers any items in the Part II agenda. Special facilities may be made available for disabled or non-English speaking persons. Please contact the Democratic Services Officer shown above for further details.



**Berkshire Local Transport Body – Meeting held on Thursday, 14th November, 2013.**

<b>Present:-</b>	<b>Members</b>	<b>Authority</b>
	Councillor Page (Chair)	Reading Borough Council
	Steve Capel-Davies (Deputy Chair)	Thames Valley Berkshire LEP
	Councillor Bale	West Berkshire Council
	Councillor Brunel-Walker	Bracknell Forest Council
	Melvyn Hale	Thames Valley Berkshire LEP
	Robert Lynch	Thames Valley Berkshire LEP
	Councillor Munawar	Slough Borough Council
	Councillor Sleight (deputising for Councillor Baker)	Wokingham Borough Council
	Philip von Heydebreck	Thames Valley Berkshire LEP
	<b>Deputy Member In Attendance</b>	
	Councillor Harrison	Bracknell Forest Council
<b>Apologies for</b>	Councillor Baker	Wokingham Borough Council
<b>Absence:-</b>	Ian Frost	Thames Valley Berkshire LEP
	Councillor Hill	The Royal Borough of Windsor & Maidenhead
	Kathy Matthews	Thames Valley Berkshire LEP

**PART 1**

**8. Declarations of Interest**

None were declared.

**9. Minutes of the Meeting held on 18th July 2013**

**Resolved –** That the minutes of the meeting of the Berkshire Local Transport Body held on 18<sup>th</sup> July 2013 be approved as a correct record.

**10. Progress on the Prioritised Schemes**

Ruth Bagley, Slough Borough Council, introduced a report setting out the progress of each of the eight schemes given Programme Entry status at the Berkshire Local Transport Body (BLTB) meeting in July 2013.

It was recognised that the total funding required for the schemes prioritised of £63.1m exceeded the £14.5m confirmed for Berkshire for four years from April 2015, however the list provided a pipeline of schemes which may be able to access other funding streams. Members were informed that the Department for Transport (DfT) had confirmed that this financial allocation was guaranteed to Thames Valley Berkshire (TVB) LEP as part of the emerging Growth Deal and would be exempt from the competition for Local Growth Fund allocations.

LEPs would have local discretion to rescind LTB prioritisations in favour of other priorities identified in the Strategic Economic Plan, however TVB stated that it did not intend to use this discretion.

The BLTB discussed a number of issues including whether schemes needed to be completed during the four year funding window and how the funding was profiled across the period. Members were advised that the detailed funding profile was a matter to be discussed and agreed with DfT and that all prioritised schemes were envisaged for completion in the four year period. The BLTB emphasised the importance of progressing schemes without undue delay to ensure they were ready for delivery as funding became available and that continued efforts be made to identify alternative funding sources in order to progress as many prioritised schemes as possible. Officers confirmed that scheme promoters were exploring other funding opportunities both to reduce the LTB funding requirement for prioritised schemes and to progress non-prioritised scheme where possible through alternative funding mechanisms. In response to a question about potentially adding schemes to the programme if some of the prioritised schemes were not deliverable, officers commented that deliverability had formed part of the assessment criteria and progress would be closely monitored with scheme promoters. It was also highlighted that a 'reserve list' was included in the programme and that other funding sources made available could open up the programme to new schemes in the future.

The BLTB reviewed the progress of each of the prioritised schemes in detail and the following points were noted:

- West Berkshire – Kings Road Link Road: progress report noted.
- Reading – Green Park Station: risk that that the 'Train Operating Company (TOC) does not agree to stop trains at the new station' was discussed. Discussions were ongoing and there was a high degree of confidence that the TOC were committed and it was also hoped to include in the next franchise specification.
- Reading (with Wokingham) – Eastern Thames Valley MRT: funding for the scheme was still not resolved as BLTB funds alone were not sufficient to proceed. The deliverability of the scheme would continue to be tested and officers were satisfied with its progress at the present time.
- Bracknell Forest – Coral Reef Roundabout: low risk scheme could be delivered relatively quickly once funding was available. It was agreed to add the approximate timescale from approval to delivery in future updates.
- Slough to Heathrow MRT – Western and Central Sections: progress report noted, including the status of local funding from Section 106 contributions and the Council.

- North Wokingham Distributor Road: progress report noted and agreed to add a more detailed programme timetable to future reports.
- South Wokingham Distributor Road: the risk of developers failing to reach agreement with Network Rail on the new bridge over the railway was noted. Discussions with Network Rail had started. It was noted the scheme was slightly behind schedule.

Following discussion, the BLTB agreed to note the updates provided on the progress of the schemes and confirmed its support for the eight prioritised schemes.

**Resolved –**

- (a) That the progress of each of the schemes be noted.
- (b) That the continued support of BLTB for each of the eight schemes be confirmed.

**11. LTB Funding Update and Relationship to Growth Deal**

Tim Smith and Richard Tyndall, TVB LEP, gave an update on the funds currently available to the LTB and the relationship to the Strategic Economic Plan (SEP), Growth Deals and Local Growth Fund.

Members noted the letter from DfT dated 16<sup>th</sup> July 2013 which formally set out the funding allocations and provided an update on the Growth Deals and a range of other related matters. It was confirmed that the allocation of £14.5m for Berkshire between April 2015 and March 2019 would move into the Local Growth Fund. TVB LEP welcomed the detailed work that had been done by the LTB and the Berkshire Strategic Transport (Members) Forum in developing and agreeing the prioritised list of schemes and confirmed that this would be reflected in the Strategic Economic Plan (SEP).

The BLTB was updated on the current progress of the SEP and noted that a consultation draft was due to be published in December 2013 and would be subject to a period of consultation. This would be followed by negotiations with the Government regarding the Growth Deal. Members attention was drawn to the 'pressing needs' which would be included in the SEP as detailed in paragraph 13 of the report which included improving surface access to Heathrow; north-south links between the M40, M4 and M3; investing in enabling infrastructure that supported Strategic Development Locations; increased network capacity in existing urban areas; and the inclusion of schemes with a strong sustainable transport element.

Members discussed a number of issues including the relationship between economic need and infrastructure development and the linkages between neighbouring LEPs about which discussions were planned in January. The BLTB welcomed the inclusion of transport infrastructure as a key pillar in the

emerging SEP and felt that the merger of the LTB programme into the activities of the LEP would be positive in view of the close collaboration between the BLTB and LEP to date. It was felt that this put Berkshire in a strong position to compete for resources via the Local Growth Fund.

**Resolved –** That the report be noted.

## **12. Procurement of Independent Assessment Consultants**

Richard Tyndall introduced a report which sought approval to make some further amendments to the BLTB Founding Document and provided an update on the procurement of independent assessors.

Members noted that Parts 1 and 2 of the BLTB Assurance Framework, the Founding Document, had been approved by DfT and the report set out the proposed response of BLTB to address the matters in Part 3 which included the LTB assessment of scheme appraisals; VfM statements; sign off; monitoring and evaluation; quality assurance; and the review and publication of evaluations. Following consideration, Members agreed the proposed wording of Part 3 of the Founding Document as set out in the report. Members were informed that the BLTB would work with Buckinghamshire LTB to jointly procure the services of appropriate consultancy, independent of the transport authorities, to conduct independent assessment of scheme proposals and post-delivery evaluations. TVB LEP procurement procedures would be undertaken for this purpose.

**Resolved –**

- (a) That the proposed amendments to part 3 of Berkshire Local Transport Body's Assurance Framework be adopted.
- (b) That the intention to jointly procure independent assessors with Buckinghamshire LTB be noted.

## **13. BLTB Forward Plan**

Members considered the Forward Plan for the period to March 2014 and a list of provisional dates for BLTB meetings were proposed. In addition to the confirmed BLTB date of 13<sup>th</sup> March 2014, the following programme of dates for 2014/15 were agreed:

- Thursday 24<sup>th</sup> July 2014, 4.00pm.
- Thursday 20<sup>th</sup> November 2014, 4.00pm.
- Thursday 19<sup>th</sup> March 2015, 4.00pm.

**Resolved –**

- (a) That the BLTB Forward Plan be noted; and
- (b) That the programme of BLTB meeting dates for 2014/15 be agreed.

**14. Date of Next Meeting**

It was confirmed that the next meeting of BLTB would be held on Thursday 13<sup>th</sup> March, 2014 at 4.00pm at The Centre, Farnham Road, Slough.

Chair

(Note: The Meeting opened at 4.00 pm and closed at 4.55 pm)

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**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**

**REPORT TO:** BLTB **DATE:** 13 March 2014

**CONTACT OFFICER:** Ruth Bagley, Chief Executive Slough Borough Council, lead Chief Executive to the BLTB

**PART I**

**FUTURE OF THE LOCAL TRANSPORT BODY**

***Purpose of Report***

1. To consider the options for the future of the Berkshire Local Transport Body in the light of new guidance from government concerning the establishment of Growth Deals and the merger of DfT funding into the Local Growth Fund.

***Recommendation***

2. You are recommended to:
  - support Option B – retention of the Berkshire Local Transport Body for prioritisation and implementation of major transport capital projects – in the short term
  - ask the Governance and Nominations Committee of the LEP to give further consideration to the long term harmonisation of governance arrangements

***Other Implications***

***Financial***

3. There are no direct financial implications. There is currently a minor cost associated with the servicing of the three meetings of BLTB held every year, which is currently met by Slough Borough Council as the Accountable Body. The Council has also agreed to take on the responsibilities including legal advice, appropriate use of funds through Section 151 Officer, adherence to the Assurance Framework, maintaining official records of BLTB proceedings and overall responsibility for decisions taken in the case of legal challenge. Slough Borough Council met these additional costs from existing budgets when the BLTB was established, and in the event that the BLTB is wound up (option A) there is no expectation that any saving will be identified.
4. The other financial costs associated with the operation of the BLTB, such as the appointment and payment of the independent assessors is paid for by TVB LEP or scheme promoters.

***Risk Management***

<b><i>Risk</i></b>	<b><i>Mitigating action</i></b>	<b><i>Opportunities</i></b>
<p><u>Legal</u></p> <p>In responding to the changed circumstances, we fail to manage the transition</p>	<p>This report, together with a decision about the way forward will promote a good transition</p>	<p>To put in place clear, transparent and robust basis for decision making on transport capital schemes</p>

<b><i>Risk</i></b>	<b><i>Mitigating action</i></b>	<b><i>Opportunities</i></b>
<u>Financial</u> The DfT and or the Growth Deal settlements reflect any uncertainty created by the change to governance arrangements	Clear consideration of the options and strong elements of continuity will engender confidence in the ability of TVB to manage devolved funds	To maximise the settlement for TVB area
<u>Timetable for delivery</u> Scheme promoters lack confidence in the governance process in order to continue to invest their own resources in scheme development	This report, together with a decision about the way forward will promote a good transition	To produce a strong programme of schemes ready for implementation in 2015-16
<u>Project Capacity</u> The supporting resources currently available via Slough BC are not replicated in the new arrangements if a change is chosen	In considering the pros and cons of the new arrangements, careful consideration will need to be given to the support needed to spend public money wisely and transparently	To consolidate the teamwork and partnership arrangements already developed

### *Human Rights Act and Other Legal Implications*

5. The Scheme Promoters are all themselves local authorities and they have to act within the law. Slough Borough Council will provide legal support for the BLTB, should any questions arise. If the option for change is chosen, it will be important to make sure that the new arrangements at least match this level of support.

### ***Supporting Information***

6. The Berkshire Local Transport Body (BLTB) held its first meeting in March 2013. It was formed in response to a Department for Transport (DfT) initiative to devolve the control of capital funds for major transport schemes to LEP areas in line with the Government's localism agenda. Slough Borough Council is the accountable body for the BLTB. The assurance framework for the BLTB has been signed off by the DfT as fit for purpose.
7. Later in 2013, the Government announced that transport capital schemes would be subject of a further change, and be incorporated into the Local Growth Fund, and that allocations would be made within Local Growth Deals which would be determined in response to the Strategic Economic Plans submitted by LEPs. Further, there would be a guaranteed minimum allocation of £14.5m over four years, with any additional award being as a result of a competitive process.
8. The Royal Borough of Windsor and Maidenhead is the accountable body for the LEP, and any Local Growth Fund settlement will be paid to RBWM not Slough BC.
9. Part of the assessment of the Strategic Economic Plans relates to "Deliverability" and this in turn includes the governance arrangements proposed within each LEP area, both at the overall level, and at scheme implementation level. As part of our implementation plan we have to set out our governance arrangements for implementing any schemes funded by the Growth Deal.

10. This paper sets out the options for the inclusion, or otherwise, of the BLTB in these proposals. It also considers both a short-term and a long-term response to this challenge.
11. The guidance available from Government about the governance and implementation arrangements to do with Local Growth Fund emphasises that LEPs must provide robust, defensible, auditable and transparent arrangements. The Department for Transport has written to all Local Transport Bodies (23 December 2013) in the following terms:

*“The Government does not have a view on the future role, or indeed the continued existence, of LTBs within the new arrangements once the transition [to Local Enterprise Partnerships] is complete. That is entirely a matter for local decision. The assurance frameworks under which Local Transport Bodies currently operate may be a useful example for LEPs to consider when developing their own arrangements.”*
12. Colleagues involved with the discussion of governance arrangements for the LEP, the overall Growth Deal, the EU SIF and the Thames Valley Berkshire City Deal will know that these matters are far from straightforward. Any changes to the BLTB arrangements cannot be settled without reference to these other arrangements.

### **How Does Governance of Transport Projects Work?**

13. The current BLTB process is as follows:
  - a. It starts with the award of a cash limited capital allocation for major transport capital schemes by the DfT to the accountable body (Slough BC)
  - b. The BLTB puts out a call for schemes, assesses them and puts them in a priority order; those with the highest priority are given “Programme Entry” status. The current list is available [here](#)
  - c. The promoter of a scheme with Programme Entry status then works up the full transport business case for the scheme, according to current DfT guidance, and submits their scheme for Financial Approval by the BLTB
  - d. The BLTB then refers the full transport business case for independent assessment, and assuming it receives a positive report, may give the scheme Financial Approval
  - e. The accountable body then transfers the approved capital sum to the scheme promoter for the purpose of implementing the scheme as approved
  - f. The BLTB keeps schemes under review as they progress to completion

The full detail of the approved Assurance Framework can be found [here](#).

### **What will change under the Growth Deal?**

14. The key changes will be:
  - a. The government will award a cash limited capital allocation for projects specified in the Growth Deal to the accountable body (RBWM). There is a guaranteed element (£14.5m over four years) and discretionary element which is the subject of competition. It is not yet clear how the detail of the Growth Deal itself will confer freedoms and flexibilities to allocate or switch capital post-allocation

- b. The approval will relate to a range of projects, only some of which are Transport projects, and some process (none currently exists) will be needed for the non-transport schemes
- c. The schemes or packages with the equivalent of “Programme Entry” status will already be identified in the SEP Implementation Plan, and may or may not be specifically referred to in the Growth Deal. There will need to be a formal decision confirming which schemes do and do not have “Programme Entry” status – this will be necessary to give scheme promoters the confidence to commit their own resources to developing the full DfT business case
- d. The remaining stages are unchanged: independent assessment of the full business case, formal Financial Approval and monitoring of progress

### ***What are the issues?***

- 15. An existing parallel arrangement to the BLTB is the Funding Escalator agreed within the Growing Places Fund. This was developed as a response to the need to keep the LEP Executive and Forum focussed on strategic issues, and to make suitable arrangements for specialist decisions about the investment of public money to be made in an appropriate framework, with the proper technical advice.
- 16. The LEP will be responsible and accountable for any Growth Deal settlement, and therefore needs to make appropriate arrangements. As far as the transport schemes are concerned, the DfT guidance gives a strong suggestion that this should include an Assurance Framework that meets the existing requirements set for the BLTB.
- 17. At the moment, the BLTB is actually independent of the LEP, even though the nomination of the Business Members gives the LEP considerable influence.
- 18. Whilst allowing the BLTB to continue in the short-term has immediate attractions, in the longer-term it sits uncomfortably with the accountability line through the LEP.

### ***Transport Schemes, Highway Authorities and the law***

- 19. Investment in transport schemes that involve alterations or additions to the public highway can only be made with the consent and permission of the relevant Highway Authority. In Thames Valley Berkshire the six unitary authorities are each Highway Authorities, and in addition the Highways Agency controls the motorway network. Therefore while the LEP can direct funds towards some schemes and away from others, it cannot force a scheme onto a reluctant Highway Authority. Therefore any decision making process should involve appropriate collaboration and co-operation between the LEP and the local authorities.
- 20. The current arrangements involving coordination through the Berkshire Strategic (Officers) and (Members) Forum meetings provide a practical and transparent way of achieving this necessary cooperation.

### **Option A – Winding up of the Berkshire Local Transport Body and transfer of responsibility for the delivery of major transport capital projects to the LEP Executive and Forum**

21. Under this option all decision making relating to major transport capital schemes would be retained by the LEP Executive and Forum. The Berkshire Strategic Transport (Members) Forum could be retained to give advice (but not make decisions) or it too could be wound up.

**Option B – Status Quo: The LEP recognises the LTB as the competent body for prioritisation of schemes and for the implementation of major transport capital schemes**

22. Under this option the LEP continues to appoint 6 business representatives to join the 6 elected members to make formal decisions about implementation of schemes. The Berkshire Strategic Transport (Members) Forum would be retained or it could be wound up.

23. The only difference between this and the current arrangements would be that while the BLTB would continue to put out a call for schemes, and would continue to prioritise between schemes, the final lists would be recommended by the LTB and confirmed by the LEP instead of being confirmed by the LTB.

24. Under both Option A and Option B it is proposed to retain the Berkshire Strategic Transport (Officers) Forum.

	<b>Option A</b>	<b>Option B</b>
<b>Pros</b>	Concentrates decision making in one body	Builds on the successful development of the LTB. Uses the DfT approved Assurance Framework. Involves senior representatives of the 6 Highway Authorities – whose co-operation will be required
<b>Cons</b>	May overload the LEP Exec/Forum. LEP Exec/Forum may not have the necessary technical/specialist knowledge	Creates an overhead cost Allows for possible conflicts between the LTB and LEP

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**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**

**REPORT TO:** BLTB **DATE:** 13 March 2014

**CONTACT OFFICER:** Ruth Bagley, Chief Executive Slough Borough Council, lead Chief Executive to the BLTB

**PART I**

**IMPLEMENTATION OF THE STRATEGIC ECONOMIC PLAN AND GROWTH DEAL**

***Purpose of Report***

1. To provide a progress report on the development of the Strategic Economic Plan for Thames Valley Berkshire, with particular reference to the schemes included in packages D i, D ii, and D iii Transport Infrastructure.

***Recommendation***

2. You are requested to note the progress made in preparing the Strategic Economic Plan

***Other Implications***

***Financial***

3. The DfT has confirmed the allocation of Local Majors Capital Funding for Berkshire LTB as £14.5m over four years, commencing April 2015. This confirmation needs to be understood in the context of other Government announcements in relation to the preparation of Strategic Economic Plans, Growth Deals and the allocation of the Local Growth Fund.
4. The DfT have confirmed that the financial allocation of £14.5m to TVB LEP as part of the emerging Growth Deal is guaranteed, and that this element of the settlement will be exempt from the competition for Local Growth Fund allocations. The funding is equally split between the four financial years:

Table 1 – Available Finance

	2015-16	2016-17	2017-18	2018-19	Total
£m	3.625	3.625	3.625	3.625	14.5

5. The Strategic Economic Plan contains an “ask” for further funding to supplement this allocation as follows:

Table 2 – Growth Deal “Ask”

£m	2015-16	2016-21 – not programmed to individual years	Total
Package D - i Enhancing the Strategic Transport Network	-	-	-
Package D – ii Unlocking Housing Development	7.700	23.200	30.900

Package D - iii Enhancing Urban Connectivity	25.200	57.050	82.250
Totals	32.900	80.250	113.150

### Risk Management

6. This item is a report for information. The responsibility for understanding and managing the risks associated with the Strategic Economic Plan and the Growth Deal process rest with Thames Valley Berkshire Local Enterprise Partnership.

### Human Rights Act and Other Legal Implications

7. This item is a report for information. There no significant Human Rights Act or other legal implications for the LTB to consider.

### **Supporting Information**

8. The [Consultation Draft of the Strategic Economic Plan for Berkshire](#) was published in December 2013, and the deadline for the submission of the final Plan is 31 March. The draft says,

“Our overarching priority is to secure better access to talented people and bright ideas, and to use both more effectively”

The Plan goes on to identify four high level programmes within the Implementation Plan:

- A: Promotion and international positioning of TVB
- B: Enterprise, innovation and business growth
- C: Skills, education and employment
- D: Infrastructure – transport, communications and place-shaping

9. The draft plan makes a strong case for further investment in transport infrastructure to support economic growth. This paper will outline the detail that sits with Programme D.
10. The text of the SEP will be amended to include the form of words suggested by a group of councils to provide a stronger commitment to LSTF objectives. We are also talking to Slough and W&M about a further tweak to the scheme list to include sustainable travel improvements on the A4 between Maidenhead and Slough to be coordinated with colleagues from Bucks who are proposing a similar scheme along the Bucks section of the A4 and focussing on access to Taplow and Burnham stations.

### PACKAGE D–i: ENHANCING THE STRATEGIC TRANSPORT NETWORK

11. “Outcomes: delivery of the station improvements to complement major rail investment; coherent investment plans for Reading–Waterloo, Reading–Gatwick and Southern Rail Access to Heathrow; improved east-west road capacity on M4 corridor; improved road connections between M3/M4/M40.”
12. The funding of the various projects identified here lies with the National Transport Bodies, primarily Network Rail and the Highways Agency. The Implementation Plan will focus on ways to promote, lobby and campaign for these projects.



13. In this section the Western Rail Access to Heathrow project figures prominently. This position has been heavily reinforced by the responses to the consultation draft from the DfT, First Great Western and other respondents who have all urged that the need for the speediest possible implementation of the plans be emphasised.

14. The Highways Agency have very recently announced that they intend to proceed with the planning of the Smart Motorway scheme for the M4 between J12 (Theale) and J3 (Hayes). This will involve all-lane-running, the removal of the hard shoulder, the creation of a continuous fourth lane between J8/9 and J3 and the installation of gantries. This is also excellent news for the TVB economy.

15. We also progressing the collection of evidence in support of further rail investment in Reading-Waterloo and Southern Rail Access to Heathrow.

#### PACKAGE D–ii: UNLOCKING HOUSING DEVELOPMENT

16. “Outcomes: delivery of a minimum of 15,200 dwellings between 2015/16 and 2020/21.”

17. The Implementation Plan has identified 8 road schemes that will help unlock Strategic Development Locations. They are:

Table 3 – Package D-ii Unlocking Housing Development

Scheme Name	Output	SEP Score and Ranking	LTB Programme Entry Scheme?	2015-16			2016 -2021		
				Gross	Local funds	LGF ask	Gross	Local funds	LGF ask
Kings Road Link Road, Newbury	Unlocks 1500 dwellings	Not submitted – already prioritised by LTB	Yes, ranked 1st	£2.9 m	£0.6 m	£2.3 m			
Warfield Link Road	Unlocks 2200 dwellings	6th= 27.5 pts	No, not ranked	£5.2 m	£1.7 m	£3.5 m			
London Road Industrial Estate Newbury	Unlocks 450 dwellings and employment	6th= 27.5 pts	No, not ranked	£2.4 m	£0.5 m	£1.9 m			
South Wokingham Distributor Road	Unlocks 7500 dwellings	11th= 26 pts	Yes, ranked 5th=				£76.2 m	£54.3 m	£21.9 m
Finchampstead Road Bridges			No, ranked 12th=						
North Wokingham Distributor Road			Yes, ranked 5th=						
Arborfield By-pass			No, ranked 14th						
Newbury Sandleford Park	Unlocks (up to) 2000 dwellings	18th= 24 pts	No, not ranked				£1.9 m	£0.6 m	£1.3 m
Total						£7.7 m			£23.2 m

PACKAGE D–iii: ENHANCING URBAN CONNECTIVITY

18. “Outcomes: the delivery of the schemes prioritised by the Local Transport Body, including corridor improvements and mass rapid transit schemes”

19. The Implementation Plan has identified 11 road schemes that will enhance urban connectivity. They are:

Table 4 – Package D-iii Enhancing Urban Connectivity

Scheme Name	Output		LTB Programme Entry Scheme?	2015-16			2016 -2021		
				Gross	Local funds	LGF ask	Gross	Local funds	LGF ask
Reading Green Park Railway Station	Step change in public transport	Not submitted – already prioritised by LTB	Yes, ranked 2nd	£8m	£1.6 m	£6.4 m			
Coral Reef Roundabout A329M-A329-A322	Road capacity improvements	13th= 25.5 pts	Yes, ranked 4th	£3m	£0.9 m	£2.1 m			
Slough-Rapid Transit Phase 1 (NB two LTB schemes combined: Slough MRT West and Slough MRT Central)	Step change in public transport	1st= 29 pts	Yes, West ranked 5th=	£9.1 m	£3.6 m	£5.5 m			
			Yes, Central ranked 5th=						
Bracknell Martins Heron – A322/A329	Road capacity improvements	9th= 27 pts	No, not ranked	£4m	£0.3 m	£3.7 m			
Slough A332 improvements (NB two LTB schemes combined: A322 North and A322 South)	Road capacity improvements	16th= 25 pts	No, North ranked 15th	£5m	£2.3 m	£2.7 m			
			No, South ranked 18th						
East West Cycle Spine	Step change in public transport	17th 24.5 pts	No, not ranked	£3.5 m	£1.6 m	£1.9 m			
Eastern Park and Ride Reading	Step change in public transport	19th 23.5 pts	No, ranked 9th=	£3.6 m	£0.7 m	£2.9 m			
Eastern Thames Valley MRT	Step change in public transport	21st= 22 pts	Yes, ranked 3rd				£22.9 m	£4.6 m	£18.3 m
Southern Thames Valley MRT	Step change in public transport	21st= 22 pts	No, not ranked				£31.5 m	£3.1 m	£28.4 m

Scheme Name	Output		LTB Programme Entry Scheme?	2015-16			2016 -2021		
				Gross	Local funds	LGF ask	Gross	Local funds	LGF ask
Slough A355 Route	Road capacity improvements	1st= 29 pts	No, ranked 9th=				£4.7 m	£1.1 m	£3.6 m
Maidenhead Station Access (NB LTB scheme was Car park only – this is a larger scheme with a range of access improvements)	Crossrail linked	5th 28 pts	No, ranked 12th=				£8m	£1.25 m	£6.75 m
Total						£25.2 m			£57.05m

#### PACKAGE D–iv: ENCOURAGING VIBRANT TOWN CENTRES

20. “Outcomes: delivery of the town centre development aspirations set out in the respective local plan documents.”
21. The Implementation Plan will set out the major levels of private and local authority investment currently and recently made in revitalising our Town Centres, including schemes in Newbury, Reading, Wokingham, Bracknell, Maidenhead and Slough. There are currently no transport schemes identified in this package

#### PACKAGE D–v: POSITIONING TVB FOR A DIGITAL FUTURE

22. “Outcomes: Over 90% coverage for high speed broadband; TVB (and the wider Thames Valley) as a pioneer in 5G roll out; major increase in fibre to cabinet connectivity and capacity.”
23. There are currently no transport schemes identified in this package.

#### PACKAGE D–vi: UTILITIES PROVISION

24. “Outcomes: resolution of local utilities constraints to enable housing development and quality and capacity of supply to businesses.”
25. There are currently no transport schemes identified in this package. We are considering including a response to Flood Risks here.

#### **Links to Local Transport Body Scheme Priorities**

26. The following table shows how the LTB schemes have been incorporated into Programme D.

Table 5 – Prioritisation of LTB Scheme

Scheme Promoter	Short Title	Short Description	Total	Rank	Included in Programme D?
West Berkshire - 1	Kings Road Link Road: Supporting successful industry – enabling Newbury's growth	New direct link between the Hambridge Road industrial area and the A339 in Newbury to support housing delivery and significantly improve access to a key employment area	28	1	Yes
Reading - 1	Reading GreenPark Railway Station	Reading GreenPark Railway Station on the Reading to Basingstoke railway line	27	2	Yes
Reading - 3 (with Wokingham)	Eastern Thames Valley Mass Rapid Transit	Thames Valley Mass Rapid Transit (TVMRT) system between Reading and Thames Valley Park (and TVP Park & Ride)	23.5	3	Yes
Bracknell Forest - 1	Coral Reef Roundabout	Junction improvements at Coral Reef roundabout forming part of the overall improvements to the A322/A329 corridor and improving links between M3 and M4	23	4	Yes
Slough - 1	Slough to Heathrow Mass Rapid Transit: Western Section (Slough Trading Estate to Three Tuns)	Provision of segregated bus lanes along the A4 corridor to serve Slough Trading Estate and support the development of a mass rapid transit connection between Slough and Heathrow	22.5	5	Yes
Slough - 2	Slough to Heathrow Mass Rapid Transit: Central Section (Three Tuns to Brands Hill)	Scheme to provide a series of bus priority measures along the A4 corridor in central Slough to support the development of a mass rapid transit connection between Slough and Heathrow	22.5	5	Yes
Wokingham - 4	South Wokingham Distributor Road	Provision of a new road south of Wokingham Town Centre to function as a distributor road for the South Wokingham Strategic Development Area and provide an alternative route around the Town Centre to the south	22.5	5	Yes
Wokingham - 2	North Wokingham Full Northern Distributor Road	Provision of a new road north of Wokingham Town Centre to function as a distributor road for the North Wokingham Strategic Development Area and provide an alternative route around the Town Centre	22.5	5	Yes
Slough - 6	A355 Route Enhancement	Scheme to improve traffic flow on the strategic north-south A355 route between the M4, Slough Trading Estate and the M40 and enhancing access to Slough town centre.	22	9	Yes

Scheme Promoter	Short Title	Short Description	Total	Rank	Included in Programme D?
West Berkshire - 2	A339, Newbury: Improvements unlocking commercial redevelopment	The scheme facilitates access to a regeneration site via a new junction on the A339. It provides additional capacity on the A339 through widening a 300m stretch of the northbound carriageway	22	9	Yes - included in revised and larger London Road Industrial Estate
Reading - 5 (with Wokingham)	Park & Ride West of Thames Valley Park (Broken Brow)	Park & Ride on the Broken Brow site, accessed from the A3290/Thames Valley Park Drive roundabout	22	9	Yes
Windsor and Maidenhead - 1	Stafferton Way Multi-Storey Car Park	A new multi-storey car park with up to 1,000 spaces to provide additional car parking to serve Maidenhead Station and town centre	21.5	12	Yes – included in revised and larger Maidenhead Station scheme
Wokingham - 6	Finchampstead Road Bridges	Replacement of two rail bridges with slender bridge decks and altered highway alignments to improve the passage of high sided vehicles and improve the facilities for pedestrians and cyclists	21.5	12	Yes
Wokingham - 1	Arborfield Bypass	A new road and associated works to bypass Arborfield Village and provide capacity improvements along the A327	21	14	Yes
Reading - 7 (with Wokingham)	A4 Eastern Gateway Pinch Point Scheme	Package of measures to reduce congestion and improve journey time reliability along the A4 into and out of central Reading, the primary gateway to Reading from the east.	20.5	15	No – Already funded by DfT Pinch Point Phase 3
Wokingham - 5	Winnersh Relief Road phase 2	New highway construction completing the Full Winnersh Relief Road linking with Winnersh Relief Road Phase 1 (Kings Street Lane) to a new junction on the A329 near Woodward Close	20.5	15	No – not submitted by Wokingham
Slough - 4	A332 Route Enhancement: Northern section	Scheme to enhance the northern section of the A332 Windsor Road to increase traffic capacity and provide better facilities for buses, pedestrians and cyclists.	20.5	15	Yes
Slough - 5	A332 Route Enhancement: Southern section	Scheme to enhance the southern section of the A332 Windsor Road to increase traffic capacity and provide better facilities for buses, pedestrians and cyclists.	19.5	18	Yes
Slough - 3	Slough to Heathrow Mass Rapid Transit: Eastern Section	Provision of a segregated bus lane along the A4 Colnbrook Bypass to support the development of a mass rapid transit connection between Slough and Heathrow.	19	19	No – but included in list of longer term aspirations

Scheme Promoter	Short Title	Short Description	Total	Rank	Included in Programme D?
Slough - 7	Chalvey Rail Station	New halt on Slough- Windsor Town branch rail line to serve Chalvey. Single face platform with access ramp, lighting, shelter, CCTV, information point, automated ticket machines and drop off point.	18	20	No – not submitted by Slough
Wokingham - 3	Lower Earley Way Highway Improvements	Capacity Improvements along the B3270 corridor (Lower Earley Way) which runs parallel to the M4 between junction 10 and junction 11	16.5	21	No – not submitted by Wokingham
Windsor and Maidenhead - 2	Pedestrian and Cycle Bridge to Dorney Lake	Pedestrian and cycle bridge between West Windsor and Dorney Lake	15.5	22	No – not sufficient economic impact
Reading - 6	Northern Reading Park & Ride	Park & Ride site to the north of Reading, accessed from A4155 Henley Road	14	23	No – not submitted by Reading
Reading - 8	Kennetside Retaining Wall Maintenance Scheme	Scheme to deliver a long term solution to the continued deterioration of the Kennetside Retaining Wall which forms a key link in the National Cycle Network and key pedestrian route	13	24	No – not submitted by Reading

27. In addition, the new Thames Crossing east of Reading, the South East Thames Valley MRT and the Eastern Section of Slough MRT connecting from M4 J5 to LHR are included as longer term aspiration schemes.

### **Conclusion**

28. The SEP implementation plan includes a significant programme of Transport Schemes that reflects the priorities set earlier by the LTB.

### **Background Papers**

Each of the schemes referred to above has a detailed pro-forma summarising the details of the scheme. Both the SEP and LTB prioritisation processes and scoring schemes are also available background papers.

**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**

**REPORT TO:** BLTB **DATE:** 13 March 2014

**CONTACT OFFICER:** Ruth Bagley, Chief Executive Slough Borough Council, lead Chief Executive to the BLTB

**PART I**

**PROGRESS ON THE SCHEMES PRIORITISED ON 18 JULY 2013**

***Purpose of Report***

1. To provide a progress report for each of the eight schemes given Programme Entry status by the decision of the LTB on 18 July 2013.
2. To give the LTB an opportunity to review each of these schemes and to ask questions of the council promoting the schemes.

***Recommendation***

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

***Other Implications***

**Financial**

4. The DfT has confirmed the allocation of Local Majors Capital Funding for Berkshire LTB as £14.5m over four years, commencing April 2015. This confirmation needs to be understood in the context of other Government announcements in relation to the preparation of Strategic Economic Plans, Growth Deals and the allocation of the Local Growth Fund.
5. The DfT have confirmed that the financial allocation of £14.5m to TVB LEP as part of the emerging Growth Deal is guaranteed, and that this element of the settlement will be exempt from the competition for Local Growth Fund allocations. The funding is equally split between the four financial years:

Table 1 – Available Finance

	2015-16	2016-17	2017-18	2018-19	Total
£m	3.625	3.625	3.625	3.625	14.5

6. The table below sets out the implications for the sequence of implementing the prioritised schemes. It assumes that:
  - the schemes are taken in strict priority order
  - that financial allocations for individual schemes are limited in each year by both the promoters planned programme of works, and

- the availability of funds set out in paragraph 5 above.

Table 2 – Scheduling of Schemes

		2015-16	2016-17	2017-18	2018-19	Balance	Total
<b>A</b>	Kings Rd Link Road	1.335	1.000	0	0	0	2.335
<b>B</b>	Green Park Station	2.290	2.625	1.485	0	0	6.400
<b>C</b>	Reading- Eastern MRT	0	0	2.140	3.625	12.535	18.300
<b>D</b>	Coral Reef Roundabout	0	0	0	0	2.100	2.100
<b>E</b>	Slough-West and Central MRT	0	0	0	0	5.560	5.560
<b>F</b>	South Wokingham Distributor Road	0	0	0	0	14.000	14.000
<b>G</b>	North Wokingham Distributor Road	0	0	0	0	14.439	14.439
	Total Asked for	3.625	3.625	3.625	3.625	48.634	63.134
£m	Total Available	3.625	3.625	3.625	3.625	0	14.500
	Gap	0	0	0	0	-48.634	-48.634

7. Table 2 is presented for illustrative purposes only. The following factors are still not finalised:
- The allocation of the DfT money between the financial years
  - The promoters' allocation of money to financial years
  - The promoters' ability to attract other funds towards their schemes thus upping the "own contribution" amount and reducing the call on the DfT money
  - The Growth Deal settlement, due in July, which may or may not add further funds
8. The issue of maximising resources from non-LTB sources has been raised, and it is expected that when scheme promoters present their full business case, including their value-for-money statement, they will specifically address this issue, and that this an aspect to which the independent assessors will be asked to pay particular attention.
9. A further question has been raised about the treatment of any savings that the scheme can achieve at either the tender or implementation stages. We are proposing that the any savings achieved will be returned to the LTB or "other sources" in proportion to the budgeted commitments.
10. The government has further said that while the financial allocation is confirmed, there is local discretion available to the LEP to rescind the LTB prioritisation in favour of other priorities identified for the Strategic Economic Plan.
11. In Thames Valley Berkshire, there is no intention of using this discretion. The LEP has confirmed its support for the work of the LTB, and for the conclusions of the prioritisation process conducted earlier in 2013. Further, the LEP intends to promote not only the 8 schemes with programme entry status within the Strategic Economic



Plan, but a range of other proposals, including transport schemes previously considered by the LTB.(See detailed report elsewhere on this agenda).

12. Each scheme promoter is continuing to develop the scheme proposals at their own cost and their own risk. Recommendations for financial approval will only be brought to the LTB after the promoter has submitted a full business case proposal, and after that has been subjected to an independent assessment.
13. Slough Borough Council is the Accountable Body responsible for BLTB and has thus agreed to take on the responsibilities including legal advice, appropriate use of funds through Section 151 Officer, adherence to the Assurance Framework, maintaining official records of BLTB proceedings and overall responsibility for decisions taken in the case of legal challenge. Slough Borough Council will incur additional costs for some of these activities. Whilst the Council is able to accommodate some of the costs in kind, where there are significant cash costs, notably if there are costs to commission project bid evaluations, these costs will be shared.

### Risk Management

Table 3 – Risk Management

<b><i>Risk</i></b>	<b><i>Mitigating action</i></b>	<b><i>Opportunities</i></b>
<u>Legal</u> BLTB decisions or schemes challenged	Accountable Authority ensures decisions adhere to Assurance Framework, and maintains records	Ensure good value for money and transparent decision making
<u>Financial</u> Approved Assurance Framework will govern the progress of schemes to approval	Procurement of Independent assessors in hand and due end March 2014	Major scheme funding pooled across Berkshire to support transport schemes which deliver regional benefits
<u>Timetable for delivery</u> The funds are not available until April 2015 at the earliest, and then payments are spread over four financial years	Scheme Promoters continue to develop strong business and transport cases.	Release of devolved funds to BLTB and allocation to a number of prioritised schemes
<u>Timetable for delivery</u> Projects are not brought forward and completed in the delivery window	Scheme promoters progress development delivery to timetable and provide progress reports to the BLTB. BLTB monitors, challenges and, if necessary re-prioritises schemes	Opportunity via access to greater funds for more schemes to progress if prioritised schemes pursued to time.
<u>Project Capacity</u> Meetings not constituted according the Framework, evaluation not thorough, legal challenge	Slough BC will provide professional and secretariat support to ensure meetings correctly run, records kept, and ensure due diligence throughout scheme evaluation and prioritisation  BST(O)F continues to monitor the programme of activity	Schemes with greatest benefit according to the principles set out in the Assurance Framework will be funded and delivered in a transparent process

## Human Rights Act and Other Legal Implications

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

### **Supporting Information**

15. The [prioritised list of schemes as agreed, including links to individual scheme proformas is available from this link<sup>1</sup>](#). This report concerns progress made by the eight schemes that were given Programme Entry status on 18 July 2013. They are:

Table 4 – Summary of Schemes with Programme Entry Status

Scheme Promoter	Short Title	Short Description	Scheme Cost	BLTB Contribution Sought	Total Points	Rank
			£k	£k		
West Berkshire - 1	<a href="#">Kings Road Link Road: Supporting successful industry – enabling Newbury's growth</a>	New direct link between the Hambridge Road industrial area and the A339 in Newbury to support housing delivery and significantly improve access to a key employment area	2,935	2,335	28	1
Reading - 1	<a href="#">Reading GreenPark Railway Station</a>	Reading GreenPark Railway Station on the Reading to Basingstoke railway line	8,000	6,400	27	2
Reading - 3 (with Wokingham)	<a href="#">Eastern Thames Valley Mass Rapid Transit</a>	Thames Valley Mass Rapid Transit (TVMRT) system between Reading and Thames Valley Park (and TVP Park & Ride)	22,900	18,300	23.5	3
Bracknell Forest - 1	<a href="#">Coral Reef Roundabout</a>	Junction improvements at Coral Reef roundabout forming part of the overall improvements to the A322/A329 corridor and improving links between M3 and M4	3,000	2,100	23	4
Slough -1	<a href="#">Slough to Heathrow Mass Rapid Transit: Western Section (Slough Trading Estate to Three Tuns)</a>	Provision of segregated bus lanes along the A4 corridor to serve Slough Trading Estate and support the development of a mass rapid transit connection between Slough and Heathrow	4,750	3,250	22.5	5=
Slough - 2	<a href="#">Slough to Heathrow Mass Rapid Transit: Central Section</a>	Scheme to provide a series of bus priority measures along the A4 corridor in central Slough to support the	4,290	2,310	22.5	5=

<sup>1</sup><http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Berkshire-LTB-Prioritised-list-of-schemes-as-agreed-on-18-July-2013.pdf>

			<b>Scheme Cost</b>	<b>BLTB Contribution Sought</b>	<b>Total Points</b>	<b>Rank</b>
	<a href="#">(Three Tuns to Brands Hill)</a>	development of a mass rapid transit connection between Slough and Heathrow				
Wokingham - 4	<a href="#">South Wokingham Distributor Road</a>	Provision of a new road south of Wokingham Town Centre to function as a distributor road for the South Wokingham Strategic Development Area and provide an alternative route around the Town Centre to the south	20,000	14,000	22.5	5=
Wokingham - 2	<a href="#">North Wokingham Full Northern Distributor Road</a>	Provision of a new road north of Wokingham Town Centre to function as a distributor road for the North Wokingham Strategic Development Area and provide an alternative route around the Town Centre	20,627	14,439	22.5	5=

### **Progress to date**

16. There are seven Appendixes, covering each of the Programme Entry schemes (the two Slough schemes are covered together), prepared by the scheme promoters. In the table below I have summarised the main points.

Table 5 – Programme Entry Schemes – Progress to Date

<b>App</b>		<b>Comments</b>	<b>Included in Strategic Economic Plan?</b>	<b>Projected Completion of Full Business Case</b>	<b>Projected Date for Financial Approval</b>
<b>A</b>	Kings Road Link Road: Supporting successful industry – enabling Newbury's growth – West Berkshire	Proceeding well Possible start on site Summer 2015	Yes Package Dii 2015-16	May 2014	July 2014
<b>B</b>	Reading GreenPark Railway Station – Reading	Proceeding well Need for coordination with Network Rail; timetable for Electrification works Possible start on site October 2015	Yes Package D-iii 2015-16	August 2014	November 2014
<b>C</b>	Eastern Thames Valley Mass Rapid Transit - Reading (with Wokingham)	Funding for this scheme still not resolved. BLTB funds are insufficient, and additional commitments are required.	Yes Package D-iii 2016 +	March 2015	July 2015

App		Comments	Included in Strategic Economic Plan?	Projected Completion of Full Business Case	Projected Date for Financial Approval
D	Coral Reef Roundabout - Bracknell Forest	Proceeding well Possible start on site April 2015 for utility diversions with main construction work to follow in October 2015	Yes Package D-iii 2015-16	May 2014	July 2014
E	Slough to Heathrow Mass Rapid Transit: Western Section (Slough Trading Estate to Three Tuns) and Central Section (Three Tuns to Brands Hill) - Slough	Western and Central sections now combined Proceeding Possible start on site after completion of procurement in October 2015	Yes Package D-iii 2015-16	September 2014	November 2014
F	South Wokingham Distributor Road - Wokingham	Funding for this scheme still not resolved. BLTB funds are insufficient, and additional commitments are required.	Yes Package D-iii 2016 +	No date available Not before March 2015	No date available
G	North Wokingham Full Northern Distributor Road - Wokingham	Funding for this scheme still not resolved. BLTB funds are insufficient, and additional commitments are required.	Yes Package D-iii 2016 +	No date available Not before March 2015	No date available

### **Conclusion**

17. The scheme promoters are all making good progress with the preparations for delivering their schemes, with five of the eight promoters expressing confidence that they could be ready for financial approval in 2014.

18. The problem presented by the gap in available funds (£14.5m) and the funds requested by the eight schemes (£63.1m) may be resolved if the LEP is able to secure further funds through the Strategic Economic Plan (SEP) process.

### **Appendices Attached**

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

### **Background Papers**

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

## West Berkshire - Kings Road Link Road: Supporting successful industry – enabling Newbury's growth

Update 20th February 2014

Highlights of progress since November 2013
Planning application has been submitted for consideration by the Local Planning Authority
Successful negotiation (in principle) of the purchase of the additional parcel of land needed to deliver the scheme (CPO process avoided).
New base year transport model developed to help update scheme assessment.
The Council's Executive approved an exception to the Contract Rules of Procedure allowing the negotiations to proceed with the developer without a tender process. (Removing risk of challenge over procurement).

### Outline of 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 housing delivery and significantly improve access to a key employment area.

### Progress with securing planning permission

Since the last progress report, a planning application has been submitted for the link road and the redevelopment of the site through which the link road passes. The site which is currently occupied by industrial units is proposed to be redeveloped for housing. Prior to the planning application being submitted the applicant gave a presentation to Council Members regarding the residential scheme and how this will work with the link road through the site.

The line of the link road goes through a highly contaminated site (the Sterling Cables Industrial Estate) which has been the subject of previous planning applications seeking approval for its redevelopment (including decontamination).

### Progress with land purchase

Since the last progress report the Council has successfully negotiated the purchase of the additional land required and this is currently with the legal teams to draw up an agreement and complete the purchase arrangements. The need to compulsory purchase this land has therefore been avoided.

### Updated modelling

The scheme has been subject to a TUBA assessment yielding a high BCR of 2.7. The transport model used for this assessment is due to be significantly updated and data collection is underway to inform this update. The updated model is scheduled to be complete in time to provide a refresh of the assessment for this scheme ready for the submission of the full business case.

### Network Rail – Bridge replacement scheme through Electrification Project

Network Rail is due to replace the Boundary Road rail bridge adjacent to the redevelopment site. Work is currently timetabled to start in September 2014. This provides an opportunity to convert a single lane bridge (operating a give way / priority system) into a two way bridge when it is replaced. The approach to the bridge would need to be widened to achieve this which involves the use of a small part of the land involved in

the residential redevelopment scheme. The land owner / developer has agreed to accommodate this and has made provision for this benefit to the transport network in the recently submitted planning application

### Political support for the scheme

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

### Risks

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

Risk	Management of risk
Planning permission not being granted for the scheme	Officers had detailed pre-application discussions to address any issues of concern early on. Committee and Local Members were briefed during the pre-application stages and a developer presentation took place in December 2013 prior to the planning application being submitted.
Planning permission not being granted in time for submission of full business case in May 2014	The Local Authority will deal with the application thoroughly and according to due process. If there has been no determination of the planning application by May 2014, there is likely to be an indication whether or not it will be recommended for approval. The business case could be assessed on the assumption that planning permission will be granted and, if it is granted, this would be in place by the time the Local Transport Body meets in July 2014.
Part 1 Claims increasing overall cost of scheme	The Council has heard back from the District Valuer in relation to the likely level of claims associated with the new road. This will be updated in the overall scheme costs.
Challenge over procurement	An exception to the Contract Rules of Procedure of the Council's Constitution was granted on 28th November by the Council's Executive. This allows the negotiations to proceed with the developer of the Sterling Cables Industrial Site without a tender process.

### Scheme costs

The following table sets out the range of costs associated with the scheme. This will be updated as further details become available.

Source of funding or type of contribution	Cost
Amount sought from BLTB	£2,335,000
Provisional profiling of BLTB drawdown	2015-16: £1,335,000 2016-17: £1,000,000 NB these are best estimates and subject to change
Local contributions from.....	
- Section 106 agreements	£500,000
- WBC Capital Programme	£100,000
- Preparation of and fees associated with the planning application (costs to the land owner / WBC)	Exact costs not yet known
- Officer time	Exact costs not yet known
<b>Total Scheme Cost</b>	<b>In excess of £2.935 million</b>

### Proposed Timetable

March 2014	Update to BLTB on scheme progress
April/May 2014	Determination of Planning Application
May 2014	Submission of full business case for independent assessment
July 2014	Submission of full business case to the BLTB for approval of funding

Timetable for delivery of the scheme and milestones for BLTB funding - to be developed.

### Recommendation

The scheme should remain in the LTB priority list.

## Reading - Green Park Station

Update 20th February 2014

Highlights of progress since November 2013
Network Rail has undertaken a capacity analysis study which has identified the preferred options to accommodate the new station on the railway network
FGW is working with RBC to undertake a refresh of the economic assessment as part of the update to the financial and commercial case aspects of the overall scheme business case.
Preparation work for planning application in hand
A refresh of the design is being undertaken to ensure it has the capacity to cope with the anticipated future demand.

### Background

Reading Green Park Station is a proposed new railway station on the Reading - Basingstoke line in south Reading. The station and multi-modal interchange would significantly improve accessibility and connectivity of the existing Green Park business park and surrounding area, and would help to enable delivery of the Green Park Village mixed use regeneration scheme.

The scheme is being promoted by Reading Borough Council (RBC) and was granted programme entry status by the Berkshire Local Transport Body (BLTB) in July 2013.

The purpose of this report is to provide an update on progress with scheme development and to outline next steps for the project.

### Progress

RBC is progressing scheme development for Green Park Station in order to refresh the substantial work that has previously been undertaken for the scheme, including an update of the business case and renewal of the planning permission.

Network Rail has undertaken a capacity analysis study which has identified the preferred options (both pre and post electrification of the Reading - Basingstoke line) to accommodate the new station on the railway network. RBC is working with Network Rail and First Great Western (FGW) to further investigate these options.

FGW is working with RBC to undertake a refresh of the economic assessment as part of the update to the financial and commercial case aspects of the overall scheme business case. This will assess the viability of serving the station by considering the cost impact of stopping trains against the forecast passenger revenue.

A revised planning application for the station and multi-modal interchange is currently being prepared by RBC, including updated ecology surveys and traffic assessment. The ecology surveys carried out in January have identified the need to carry out a further survey in the summer period. The earliest this can be undertaken is May 2014. This will not affect the overall programme but will delay the planning submission to June 2014.

A refresh of the outline and detailed design for the station and multi modal interchange is being undertaken to ensure it has the capacity to cope with the anticipated future demand. Any changes will be reflected in the updated planning submission.



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).

### Next steps

Scheme development will be progressed with submission of the planning application anticipated in June 2014, following the completion of the ecology surveys in May. Preparation of the scheme business case will continue for submission to the DfT and subsequently the BLTB in autumn 2014.

Operational discussions with the adjacent business park and Madejski Stadium will be initiated at the appropriate time to ensure maximum accessibility for the station and connectivity with other public transport services.

### Finance

The funding package for the scheme is set out below:

Activity	Funder	Cost (approx)
Scheme development	Reading Borough Council	£0.5m
Commercial case	First Great Western	£tba
Enabling works	PRUPIM	£1m
Major scheme funding	Berkshire Local Transport Body	£6.4m
S106 contributions	Various	£1.6m
<b>Total</b>		<b>£9.5m</b>

In order to progress the scheme in line with the programme set out below it is anticipated that 50% of the BLTB funding (£3.2m) would be required in 2015/16 with the remainder (£3.2m) in 2016/17.

### Risks

The key risks to the project are set out below:

Risk	Mitigation
Planning permission is not granted.	The existing planning application is being updated to reflect the latest situation.
It is not viable to stop trains at the new station.	Discussions have been progressed with Network Rail and a timetable capability assessment is underway.
TOC does not agree to stop trains at the new station.	Discussions have been progressed with FGW and the commercial case will be developed in partnership.
Business case does not meet DfT requirements for new stations.	The business case is being updated in partnership with Network Rail and First Great Western.

<b>Risk</b>	<b>Mitigation</b>
	Patronage/revenue forecasting will be progressed as soon as timetable capability assessment has been completed.
Scheme costs significantly increase.	Costs are being reviewed and cost savings sought, contingency has been built into the overall scheme cost.

## **Programme**

The key tasks for the project are set out below:

<b>Task</b>	<b>Timescale</b>
Planning documentation	July 2013 - May 2014
Submit planning applications	June 2014
Business case development	July 2013 - May 2014
DfT business case review	June 2014 - August 2014
BLTB independent assessment	August 2014 - October 2014
Outline design	May 2014 - November 2014
BLTB financial approval	November 2014
Detailed design complete	November 2014 - June 2015
Procurement	June 2015 - September 2015
Contractor appointed	September 2015
Construction	October 2015 - September 2016
Open to public	October 2016

## **Recommendation**

It is recommended that the Green Park Station scheme should retain Programme Entry Status within the BLTB's Prioritised List.

## Reading (with Wokingham) - Eastern Thames Valley MRT

Update 20th February 2014

Highlights of progress since November 2013
Dialogue begun with potential private sector partners at Thames Valley Park

### Background

Eastern Thames Valley Mass Rapid Transit (MRT) is a proposed public transport link between central Reading and Thames Valley Park to the east of the Reading urban area, running parallel to the Great Western mainline. This eastern section could form part of a longer term MRT network for the Thames Valley or operate as a standalone MRT route.

The scheme is being jointly promoted by Reading Borough Council and Wokingham Borough Council.

The purpose of this report is to provide an update on progress with scheme development and to outline next steps for the project.

### Progress

RBC is progressing scheme development for a Thames Valley MRT network through an update of the work that has previously been undertaken, including option development and preliminary design work for the eastern section as a logical first phase of the implementation of a wider network.

The previous work provided a strong case for implementation of MRT and the associated economic benefits, with the eastern section providing substantial value for money with a BCR of 10.47 for the standalone scheme.

Dialogue has been initiated with potential private sector partners for the scheme at Thames Valley Park (TVP). It has been agreed that a refresh of the economic benefits that the scheme would deliver to the existing TVP shuttle service (running from central Reading to TVP) will be progressed in advance of a recommendation for match funding to be presented to the TVP Board.

The scheme is being developed to ensure compatibility with other schemes contained within the TVB Strategic Economic Plan (SEP), including East Reading Park & Ride and Southern Thames Valley MRT.

### Next Steps

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

### Finance

The funding package for the scheme is currently being reviewed in light of the commentary above.

<b>Activity</b>	<b>Funder</b>	<b>Cost (approx)</b>
Scheme development	Reading Borough Council	£0.5m
Major scheme funding	Berkshire Local Transport Body and/or Single Growth Fund	£18.3m
Private sector funding	Various	£4.6m
<b>Total</b>		<b>£23.4m</b>

In order to progress the scheme in line with the programme set out below it is anticipated that BLTB funding of £8m would be required in 2016/17 with the remainder (£10.3m) in 2017/18.

It is acknowledged that the funding contribution sought from BLTB is unaffordable at the current time. However, the scheme is prioritised within the TVB SEP and the relationship between BLTB funding and the Single Growth Fund is evolving, therefore the joint scheme promoters wish to retain BLTB Programme Entry Status at this time.

### **Risks**

The key risks to the project are set out below:

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

### **Programme**

The key tasks for the project are set out below:

<b>Task</b>	<b>Timescale</b>
Business case development	February 2014 - December 2014
Preliminary design updated	February 2014 - December 2014
Planning documentation (including EIA)	February 2014 - December 2014
Public consultation	January 2015 - March 2015
Submit planning application	April 2015

<b>Task</b>	<b>Timescale</b>
Outline design complete	March 2015 - June 2015
BLTB independent assessment	June 2015 - July 2015
BLTB financial approval	July 2015
Detailed design complete	April 2015 - January 2016
Procurement	December 2015 - March 2016
Contractor appointed	March 2016
Construction	March 2016 - June 2017
Open to public	July 2017

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

### **Recommendation**

It is recommended that the Eastern Thames Valley MRT scheme should retain Programme Entry Status within the BLTB's Prioritised List

## Bracknell Forest - Coral Reef Roundabout

Update 20th February 2014

Highlights of progress since November 2013
BFC funds to complete detailed design, prepare signal tender specification and finalise the utility diversions have been approved

### The Scheme

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 coordination of the strategic corridor network within the Borough

### Progress

A business case is being developed reflecting the benefits of the proposed scheme. Due to the project being small in scale with a limited scope of works there is no complexity in terms of construction tasks, site access etc. and some of the work can be undertaken off-line, simplifying the traffic management issues.

Overall, the risks associated with delivering the project are considered to be straightforward and amenable to well-understood management practices. The scheme is also to be carried out within adopted highway and therefore does not require planning permission.

The main works of the Coral Reef project will be delivered through the Highways Term Contract, however the traffic signals and associated equipment would be procured through Bracknell Forest Council's procurement processes as set out in the BFC Procurement Manual.

Further funds have been included in the 2014/15 Capital Programme to complete detail design, prepare signal tender specification and finalise the utility diversions.

### Next Steps

The business case will be prepared for independent assessment following the March meeting of the LTB.

### Programme

Task	Timescale
Business case development	October 2013 - March 2014
BLTB independent assessment	April 2014 - June 2014
BLTB financial approval	July 2014
Detailed design complete	July 2014 – September 2015

Order utility diversions	April 2015
Utility diversion designs and lead in time	April 2015 – July 2015
Utility diversion works	July 2015 – October 2015
Construction	October 2015 – August 2016

### Funding

The Council has funded the feasibility work so far through the Capital programme. Work undertaken includes topographical survey, C2-C3 statutory undertakers enquiries, Manual classified turning counts and localised modelling totalling £30k.

### Risks

The overall risks attached to the project are considered low and detailed below.

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	Liaise with statutory undertakers and early commission of C4 estimates
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 cost

### Recommendation

The scheme should remain in the LTB priority list.

## Slough to Heathrow Mass Rapid Transit: Western Section (Slough Trading Estate to Three Tuns)

## Slough to Heathrow Mass Rapid Transit: Central Section (Three Tuns to Brands Hill)

Update 20th February 2014

Highlights of progress since November 2013
Outline programme reviewed and revised

### The Schemes

Two of the Borough Council's schemes have been accepted for Programme Entry:

- Western section of Slough Mass Rapid Transport (SMaRT) project; and
- Central section of SMaRT.

### Slough Borough Council's Position

Slough Borough Council wishes to make progress with both schemes but recognises that this is currently constrained by their ranking (equal 5<sup>th</sup>) and the BLTB £14.5m allocation.

Nevertheless the Council is beginning the technical work necessary to support a Transport Business Case for each of the schemes. The technical work is broken down into two phases and will build on the *Initial Business Case Analysis* and *Strategic Fit Analysis* carried out by Atkins in 2010. Outline engineering drawings have been prepared for both schemes.

Tasks being undertaken in Phase 1 include:

- Assessing the impact of SMaRT proposals on other transport users along the A4 corridor (i.e. journey times/ congestion/committed land use and highway changes etc);
- Review/ refinement of costs identified in submissions to the BLTB (any revision of construction costs in light of outline engineering drawings/infrastructure renewal costs/possible implications of vehicle fleet purchase and service operating costs);
- Review/ update *Initial Business Case Analysis* (area context/ scheme objectives/ scenario and scheme definition/forecasting/value for money appraisal/ sensitivity tests/ option comparisons).

Phase 2 of the Business Case development will update the *Strategic Fit Analysis* and incorporate all the additional tasks needed to complete the submission to the independent assessor.

### SMaRT Eastern Section

The BLTB ranked the Eastern section lower in the priority list and this scheme was therefore not approved for Programme Entry. Nevertheless the Borough Council considers it sensible to develop the business case for this scheme at the same time as work on the other two sections. This is particularly important as this third section forms part of the overall SMaRT project which has been given high priority in the selection of infrastructure scheme for inclusion in the TVBLEP Strategic Economic Plan.



## Managing Risks

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

Risk	Management of risk
Planning permission not being granted for elements that are not Permitted Development	Public consultation and close working with Ward Members, NAGs, Parish Councils and partners. On-going dialogue with planning officers to address likely concerns
Delay in acquiring frontage land near Three Tuns/ land transfer negotiations and legal process longer than expected	Programme will allow time for CPO process to be carried out and time for land transfer
Higher than expected costs arising since BLTB bid stage	Manage scheme costs and benchmark against similar schemes
Delays in procurement process	Programme will allow adequate time for procurement
Delays in achieving local contribution towards costs	Ensure SBC funding in place and on-going dialogue with partners
Unexpected land compensation claims	Address any claims in accordance with current legislation
Unexpected lead in time and duration for Statutory Authority Works	Discuss and place orders early on and allow adequate lead in time in Project Plan
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

## Programme

Task	Timescale
Business case development	October 2013 - September 2014
BLTB independent assessment	September 2014
BLTB financial approval	November 2014
Tendering complete	September 2015
Construction	October 2015 – March 2019

## Recommendation

The schemes should remain in the LTB priority list.

## North Wokingham Distributor Road

Update 20th February 2014

Highlights of progress since November 2013
Public consultation on the alignment of the route has been completed. Council Executive now considering amendments.

### The Scheme

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

### Progress

Feasibility work has been undertaken on a number of route options. The options have all been out to full public consultation and the responses have been analysed. A report has been prepared for the executive to consider which details the public's preferred route and also requests approval to undertake further analysis of suggested 'tweaks' to the preferred route.

Planning permission has been granted for the first development site (Kentwood Farm) on the route and works have begun on site. The developer has agreed to deliver the section of road that runs through their site.

Discussions are ongoing with developers for the remainder of the development sites along the route of the distributor road.

### Next Steps

Work at Kentwood Farm will continue. The site is expected to be built out (274 houses) by 2018. Discussions with developers on other sites in North Wokingham continue and planning applications are expected for these sites early in 2014.

The results of the consultation will be presented to the Council's executive at the end of March 2014. Following this work will progress on more detailed route analysis and costings. This will lead to a business case for submission to LTB in the autumn. A planning application for the road is anticipated in early 2015.

The programme for delivery is phased as it is dependent upon development coming forward. Early delivery of the road would encourage developers to bring sites forward and funding for the scheme could potentially then be repaid from s106 / CIL contributions.

Subject to planning permissions the scheme can be delivered in full by 2018.

### Funding

The Council has funded the feasibility work and consultation so far. Costs are approximately £150,000. A further £150,000 has been allocated to progressing detailed study works on the preferred route once a decision has been made by executive in spring. S106 contributions relating to the road from the Kentwood Farm development amount to £2m.

### Risks

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

Risk	Management of risk
Proposed route is not agreed.	Comprehensive consultation has been

Risk	Management of risk
	completed. The consultation results along with an officer recommendation for the optimal route will be presented to the Council's executive in March 2014
Planning permission not being granted for the scheme.	Officers will have detailed pre-application discussions to address any issues of concern early on as part of the detailed design process.
Developments in North Wokingham SDL not progressing as planned	The programme for delivery is phased as it is dependent upon development coming forward. Early delivery of the road would encourage developers to bring sites forward and funding for the scheme could potentially then be repaid from s106 / CIL contributions.

**Recommendation**

The scheme should remain in the LTB priority list.

## South Wokingham Distributor Road

Update 20th February 2014

Highlights of progress since November 2013
Route feasibility work completed; preparation for public consultation underway

### The Scheme

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

### Progress

Feasibility work has been completed on a number of route options. Preparation for a Public consultation is proceeding.

Planning permission has been granted for the first development site on the route (Montague Park 650 houses) and works have begun on site. The developer has agreed to deliver the section of road that runs through their site.

Discussions have been had with developers for the remainder of the development sites.

### Next Steps

Work at Montague Park will continue. The site is expected to be built out by 2020.

Discussions with developers on other site in South Wokingham continue.

The results of the feasibility study consultation along with an officer recommendation for the optimal route will be presented to the Council's executive mid-2014. The business case for the optimal route will then proceed and will be complete by the autumn.

The programme for delivery is phased as it is dependent upon development coming forward. Early delivery of the road would encourage developers to bring sites forward and funding for the scheme could potentially then be repaid from s106 / CIL contributions.

### Funding

The Council has funded the feasibility work so far. Costs are approximately £150,000. A further £150,000 has been allocated to progressing detailed study works on the preferred route once a decision has been made by executive.

S106 contributions relating to the road from Montague Park amount to (TBC)

### Risks

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

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

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

**Recommendation**

The scheme should remain in the LTB priority list.

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**BLTB Forward Plan 2014/15**

<b>Thursday 24<sup>th</sup> July 2014</b>	
<p><i>Deadline for final reports: Monday 14<sup>th</sup> July 2014</i></p> <p><i>Agenda published: Wednesday 16<sup>th</sup> July 2014</i></p>	<ul style="list-style-type: none"> <li>• Financial approval for Kings Road Link Road (West Berkshire)</li> <li>• Financial approval for Coral Reef Roundabout (Bracknell Forest)</li> <li>• Forward Plan</li> </ul>
<b>Thursday 20<sup>th</sup> November 2014</b>	
<p><i>Deadline for final reports: Monday 10<sup>th</sup> November 2014</i></p> <p><i>Agenda published: Wednesday 12<sup>th</sup> November 2014</i></p>	<ul style="list-style-type: none"> <li>• Financial approval for Green Park Station (Reading)</li> <li>• Financial approval for Slough to Heathrow Mass Rapid Transit (Slough)</li> <li>• Forward Plan</li> </ul>
<b>Thursday 19<sup>th</sup> March 2015</b>	
<p><i>Deadline for final reports: Monday 9<sup>th</sup> March 2015</i></p> <p><i>Agenda published: Wednesday 11<sup>th</sup> March 2015</i></p>	<ul style="list-style-type: none"> <li>• Forward Plan</li> </ul>

### **Other items**

- Scheme evaluation and monitoring (to be scheduled)
- Programme and risk management (to be scheduled)
- Financial approval for Eastern Thames Valley MRT (scheduled for July 2015)
- Financial approval for North Wokingham Distributor Road (to be scheduled)
- Financial approval for South Wokingham Distributor Road (to be scheduled)