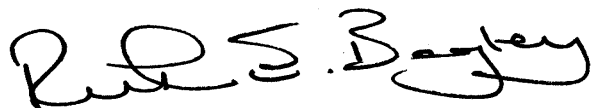


Date of issue: 16th July 2014

<b>MEETING:</b>	<b>BERKSHIRE LOCAL TRANSPORT BODY</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 Reading Borough Council
	Steve Capel-Davies 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, 24TH JULY, 2014 AT 4.00 PM</b>
<b>VENUE:</b>	<b>SAPPHIRE SUITE 5, THE CENTRE, FARNHAM ROAD, SLOUGH, SL1 4UT</b>
<b>DEMOCRATIC SERVICES OFFICER:</b> <b>(for all enquiries)</b>	<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

## **AGENDA**

### **PART I**

<b><u>AGENDA ITEM</u></b>	<b><u>REPORT TITLE</u></b>	<b><u>PAGE</u></b>
	Apologies for absence.	
1.	Election of Chair	
2.	Election of Deputy Chair	
3.	Declarations of Interest	
4.	Membership of the Berkshire Local Transport Body	1 - 2
5.	Minutes of the meeting held on 13th March 2014	3 - 6
6.	Thames Valley Berkshire Local Growth Deal 2015/16 to 2020/21	7 - 12
7.	Financial Approval 2.07 Bracknell: Coral Reef Roundabout	13 - 36
8.	Financial Approval for 2.08 Slough: Rapid Transit Phase 1	37 - 60
9.	Progress on the Other Prioritised Schemes	61 - 82
10.	BLTB Forward Plan	83 - 84
11.	Date of Next Meeting	
	Thursday 20 <sup>th</sup> November 2014	

#### **Press and Public**

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

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

**BERKSHIRE LOCAL TRANSPORT BOARD****REPORT TO:** BLTB **DATE:** 24 July 2014**CONTACT OFFICER:** Ruth Bagley, Chief Executive Slough Borough Council, lead  
Chief Executive to the Board**PART I****MEMBERSHIP OF THE BERKSHIRE LOCAL TRANSPORT BOARD****Purpose of Report**

1. To report the representatives to the Board nominated by the Berkshire Local Authorities for 2014/15 and the Thames Valley Berkshire LEP members.

**Recommendation**

2. The Board is requested to note the report.

**Local Authority Nominations**

<b><u>Local Authority</u></b>	<b><u>Member</u></b>	<b><u>Deputy Member</u></b>
<b>Bracknell Forest Council</b>	Cllr Marc Brunel-Walker	Cllr John Harrison
<b>Reading Borough Council</b>	Cllr Tony Page	Cllr Bet Tickner
<b>Royal Borough of Windsor and Maidenhead</b>	Cllr Geoffrey Hill	Cllr Phillip Bicknell
<b>Slough Borough Council</b>	Cllr Sohail Munawar	Cllr Roger Davis
<b>West Berkshire Council</b>	Cllr Pamela Bale	Cllr Garth Simpson
<b>Wokingham Borough Council</b>	Cllr Keith Baker	Cllr David Sleight

**Thames Valley Berkshire LEP Members**

Steve Capel-Davies  
 Melvyn Hale  
 Ian Frost  
 Robert Lynch  
 Kathy Matthews  
 Philip von Heydebreck

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**Berkshire Local Transport Body – Meeting held on Thursday, 13th March, 2014.**

<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 Baker	Wokingham Borough Council
	Councillor Brunel-Walker	Bracknell Forest Council
	Melvyn Hale	Thames Valley Berkshire LEP
	Ian Frost	Thames Valley Berkshire LEP
	Councillor Munawar	Slough Borough Council
	Councillor Simpson (deputising for Councillor Bale)	West Berkshire Council
	 <b>Deputy Member in Attendance</b>	
	Councillor Harrison	Bracknell Forest Council
	Councillor Turrell (Observer)	Bracknell Forest Council
<b>Apologies for Absence:-</b>	Councillor Bale	West Berkshire Council
	Councillor Hill	Royal Borough of Windsor and Maidenhead
	Robert Lynch	Thames Valley Berkshire LEP
	Kathy Matthews	Thames Valley Berkshire LEP
	Philip von Heydebreck	Thames Valley Berkshire LEP

**PART 1**

**15. Declarations of Interest**

None were declared.

**16. Minutes of the meeting held on 14th November 2013**

**Resolved** - That the minutes of the meeting of the Berkshire Local Transport Body (BTLB) held on 14<sup>th</sup> November 2013 be approved as a correct record.

**17. Future of the Local Transport Body**

Richard Tyndall, TVB LEP, introduced a report setting out options for the future of the BLTB in the light of new guidance from the government concerning the establishment of Growth Deals and the merger of DfT funding into the Local Growth Fund.

The BLTB had been formed in response to a DfT initiative to devolve the control of capital funds for major transport schemes to LEP areas in line with the localism agenda. It was now proposed that transport capital schemes

## Berkshire Local Transport Body - 13.03.14

would be subject to a further change and be incorporated into the Local Growth Fund, with allocations made within Local Growth Deals which would be determined in response to the Strategic Economic Plans submitted by LEPs. 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. However, the Local Growth Fund settlement would be paid to RBWM as the accountable body for the LEP rather than Slough BC as the accountable body for the BLTB.

In preparation for these new arrangements to be introduced, two options were put forward for consideration, together with pros and cons of each:

**Option A** – Winding up of the BLTB and the transfer of responsibility for the delivery of major transport capital projects to the LEP Executive and Forum.

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

The general view was expressed that the interest and expertise brought to the BLTB by the six unitary authorities was very valuable and provided a wider and effective partnership for assessing schemes and placing them in priority order. To lose these benefits would be a retrograde step and Option B was preferred. Concern was expressed that whilst the new arrangements would enable the BLTB to continue to prioritise between schemes, the final lists would be recommended by the BLTB and confirmed by the LEP instead of being confirmed by the BLTB. However, although the LEP could direct funds towards some schemes and away from others, transport schemes involving alterations or additions to the public highway could only be implemented with the consent and co-operation of the relevant highway authority.

### Resolved –

- (a) That the BLTB be not wound up.
- (b) That the status quo be maintained, with the LEP recognising the BLTB as the competent body for prioritisation of schemes and for the implementation of major capital transport schemes.
- (c) Further consideration be given at a future meeting to the final governance mechanisms to be put in place to align LEP funding decisions with BLTB priorities.

## 18. Implementation of the Strategic Economic Plan and Growth Deal

Tim Smith and Richard Tyndall, TVB LEP, introduced a report setting out progress 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. A copy of the Strategic Economic Plan, 2015/16 – 2012/21 (Consultation draft) issued in December 2013 was tabled for members.

The Plan comprised a broad evidence base developed in dialogue with businesses, local authorities and other key stakeholders. Around 1,000 businesses had been involved in the very thorough consultation carried out

## Berkshire Local Transport Body - 13.03.14

and updates and changes were being made ready for submission of the final Plan by the deadline of 31 March 2014. The eight Berkshire MPs were also engaged in the consultations. The Plan included in its vision:

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

The final submitted plan would conclude with the summary (as shown at page 29 in the consultation draft); the following pages would be separately published as the Implementation Strategy, comprising four high level investment programmes:

- 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

The report went on to outline the schemes contained in the Transport Infrastructure Packages D i – Enhancing the Strategic Transport Network; D ii – Unlocking Housing Development; D iii – Enhancing Urban Connectivity; D iv – Encouraging Vibrant Town Centres; D v – Positioning TVB for a Digital Future; and D vi – Utilities Provision. A table showed how the BTLB schemes had been incorporated into Programme D. Attention was drawn to the emphasis being placed on the Western Rail Access to Heathrow (WRAtH) project, the sustainable travel and rapid transport schemes for the A4 in and adjacent to Slough, a new Thames Crossing east of Reading and a Southern Rail Access to Heathrow.

**Resolved** - That progress on the development of the Strategic Economic Plan for TVB be noted.

### 19. Progress on the Prioritised Schemes

Richard Tyndall, TVB LEP, introduced a progress report for each of the eight schemes given Programme Entry status at the meeting of the BLTB in July 2013. The DfT had confirmed that the financial allocation of £14.5m to TVB LEP as part of the emerging Growth Deal was guaranteed, would be exempt from the competition for Local Growth Fund allocations, and was to be divided into four equal payments of £3.625m for each of 2015/16 and the three subsequent financial years.

The report set out details in tabular form for the list of schemes in priority order, showing the estimated scheme cost programmed over the period to 2018/19, subject to the financial allocation year by year and the overall availability of funds. Information was also given about where schemes were included in the Strategic Economic Plan together with the dates projected for completion of the final business case for each scheme and the final approval for each scheme. An appendix for each of the Programme Entry schemes, prepared by the scheme promoters, summarised the up to date position on each.

**Berkshire Local Transport Body - 13.03.14**

Consideration was given to the timing of final decisions on when schemes would proceed, the first of which were likely to be made in July 2014. Scope for delivery of the full programme would be heavily dependant on the scheme promoters ability to attract and allocate funds, to make the BLTB funding go further, Also, the Growth Deal settlement (due in July 2014) may or may not augment funding for the programme.

Members reviewed each scheme in turn, noting the significant steps in the development of each.

**Resolved –**

- (a) That the report be noted.
- (b) That each scheme retain Programme Entry status in the BLTB Prioritised List.

**20. BLTB Forward Plan**

Consideration was given to the Forward Plan for the period to March 2015. It was noted that an additional item be added for the July 2014 meeting for a further report on the mechanism for final approval of spending on schemes.

**Resolved -** That the Forward Plan, as amended, be noted.

**21. Date of Next Meeting**

It was confirmed that the next meeting of the BLTB would be held on Thursday 24<sup>th</sup> July 2014 at 4.00pm at The Centre, Farnham Road, Slough.

Chair

(Note: The Meeting opened at 4.00 pm and closed at 5.00 pm)



**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**

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

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

**PART I****THAMES VALLEY BERKSHIRE LOCAL GROWTH DEAL 2015/16 to 2020/21*****Purpose of Report***

1. To report on the detail of the [Thames Valley Berkshire Local Growth Deal](#)<sup>1</sup>, with particular reference to the schemes included in the Transport Packages of the Strategic Economic Plan<sup>2</sup>. The headline figure for Transport Schemes is £94.65m, of which £11.1m is new approval to spend in 2015-16; £14.5m is previously approved; and £69.05m is indicative approval for five future years 2016/17 – 2020/21.

***Recommendation***

2. You are requested to note the success in securing detailed and indicative financial approvals for Transport schemes.
3. You are recommended to give “Programme Entry” status to following schemes which have been identified in the Local Growth Deal

<a href="#">SEP reference</a>	Scheme Name
2.02	Bracknell: Warfield Link Road
2.03	Newbury: London Road Industrial Estate
2.04	Wokingham: Distributor Roads <sup>a</sup> : Arborfield Distributor Road
2.09 (part)	Sustainable Transport & Minor Works (yrs2-6): Strategic cycle routes only <sup>b</sup>
2.10	Slough: A332 improvements
2.11	Reading: South Reading MRT Phase 1
2.12	Reading: South Reading MRT Phase 2
2.13	Reading: Eastern Reading Park and Ride
2.15	Bracknell: Martins Heron Roundabout
2.16	Maidenhead: Station Access
2.17	Slough: A355 route

<sup>a</sup> North Wokingham Distributor Road and South Wokingham Distributor Road already have Programme Entry Status

<sup>b</sup> The cycle routes are NCN 422 and A4 Cycle Way

<sup>1</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/327587/35\\_Thames\\_Valley\\_Berkshire\\_Growth\\_Deal.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/327587/35_Thames_Valley_Berkshire_Growth_Deal.pdf)

<sup>2</sup> The TVB Strategic Economic Plan is available from [thamesvalleyberkshire.co.uk/Strategic\\_Economic\\_Plan](http://thamesvalleyberkshire.co.uk/Strategic_Economic_Plan)

4. You are recommended to ask the officers to prepare a report for a subsequent meeting of the LTB setting out the options for refreshing the “development pipeline” of potential future transport schemes.

### **Other Implications**

#### Financial

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

Table 1 – Available Finance

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

6. This level of approval represents an 83% success rate: we asked for £114m, of which £94.65m was approved and £19.35m not approved.
7. The Growth Deal effectively transfers the capital amounts to the control of the LEP, which has in turn decided to delegate the implementation of these matters to this body, the Berkshire Local Transport Body. The implication of this is that scheme promoters will have to comply with the approved [Assurance Framework](#) in order to draw down the money.

Table 2 – Growth Deal compared to the “Ask”

SEP Reference	Programme Entry?	Scheme Name	£m		
			2015/16	2016/17 – 2020/21	Total
<b>New Approvals 2015/16</b>			2015/16	2016/17 – 2020/21	Total
2.02	No	Bracknell: Warfield Link Road	3.50	-	
2.03	No	Newbury: London Road Industrial Estate	1.90	-	
2.07	Yes	Bracknell: Coral Reef Roundabout	2.10	-	
2.08	Yes	Slough: Rapid Transit Phase 1 (year 1 of 2)	3.60	-	
					11.10
<b>Indicative Approval</b>			2015/16	2016/17	

		<b>2016/17</b>					
2.08	Yes	Slough: Rapid Transit Phase 2 (year 2 of 2)	-	2.00	-		
						2.00	
		<b>Indicative Approvals Future Years</b>	2015/16	2016/17 – 2020/21			
2.04	Yes – part	Wokingham: Distributor Roads	-	24.00			
2.09 (part)	No	Sustainable Transport & Minor Works (yrs2-6) Strategic cycle routes only	-	4.75 (part approval)			
2.10	No	Slough: A332 improvements	-	2.70			
2.11	No	Reading: South Reading MRT Phase 1		2.96			
2.12	No	Reading: South Reading MRT Phase 2	-	1.52			
2.13	No	Reading: Eastern Reading Park and Ride	-	2.90			
2.14	Yes	Reading : East Reading Mass Rapid Transit	-	15.60			
2.15	No	Bracknell: Martins Heron Roundabout	-	1.40			
2.16	No	M Maidenhead: Station Access	-	6.80			
2.17	No	Slough: A355 route	-	4.40			
						67.05	
		<b>Previously Approved LTB</b>	2015/16	2016/17	2017/18	2018/19	
2.01	Yes	Newbury: King's Road Link Road	1.300	1.000	-	-	
2.06	Yes	Reading: Green Park Railway Station	2.325	2.625	1.450	-	
		Not yet allocated	-	-	2.175	3.625	
			3.625	3.625	3.625	3.625	14.50
						<b>Grand Total</b>	<b>94.65</b>
		<b>Transport Schemes Not Approved</b>	2015/16	2016/17 – 2020/21			Total
2.05	No	Newbury: Sandleford Park	-	1.90			
2.09 (part)	No	Sustainable Transport & Minor Works (yr1)	3.70	-			
2.09 (part)	No	Sustainable Transport & Minor Works (yrs2-6) (EVCC and minor works)	-	part approved see above 13.75			
							19.35
						<b>Total "Ask"</b>	<b>114.00</b>
						<b>Total approved</b>	<b>94.65</b>
						<b>Percentage approved</b>	<b>83.0%</b>

8. The allocation of the “indicative approval” money to particular financial years has not been set out in the Local Growth Deal. This will be the subject of further discussion with DfT officials, and will depend on the state of readiness of individual schemes, the track record of our programme and scheme delivery, and the level of over-subscription of available funds.
9. The status of the “indicative approval” for the years 2016/17 -2020/21 is as follows:
- The schemes are named in the Local Growth Deal
  - The schemes have been individually assessed and approved by the Government
  - The “indicative approval” has been awarded to ensure a strong and continuous pipeline of schemes coming to fruition
  - There is strong encouragement to actively manage the programme of schemes
  - There is strong encouragement to develop each of the schemes to full business case stage
  - There is an indication that the Government’s criteria for final approval will include:
    - Track record of delivering previously approved schemes
    - State of readiness of the individual schemes
    - Strength of the officer level programme management arrangements
    - Strength of the overall governance of the programme

### Risk Management

10. The Growth Deal makes a clear distinction between approval of funds for release and spending in 2015/16 and the “indicative approval” of funds in the five further years covered by the Deal (2016/17 – 2020/21). It also makes a distinction for the previously approved LTB amount of £14.5m spread over the four years 2015/16 – 2018/19.
11. There will be an element of risk for scheme promoters who invest in developing their schemes to full business case stage in accordance with the approved [Assurance Framework](#). However, there is also risk involved in not developing the schemes; that risk is that any reluctance to bring the schemes forward will result in any final approval being delayed or refused.
12. Richard Walker of the Department for Transport has been invited to the meeting to discuss this point, and to answer any questions members may have about the detail of the Department’s position with respect to the “indicative approval” status

### Human Rights Act and Other Legal Implications

13. The [Assurance Framework](#) referred to above identifies the steps that scheme promoters should take in order to secure financial approval from the LTB. There are, in effect, two layers of scheme approval. The first, and primary layer rests with the scheme promoter (all the schemes referred to in this report are being promoted by Local Authorities). In order to implement the schemes in question, each promoter will need to satisfy themselves that all the legal implications have been considered and appropriately resolved. The secondary layer of approval, given by the LTB, is concerned with the release of funds against the detailed business case. The arrangements for publication of plans via the LEP and promoters’ websites, the arrangements for independent assessment and the consideration of detailed scheme

reports are appropriate steps to ensure that any significant Human Rights Act or other legal implications are properly identified and considered.

### ***Supporting Information***

14. The [LEP's Strategic Economic Plan](#) was published in March 2014, and the Local Growth Deal represents a strong endorsement of the Plan, and has approved practically all of the transport schemes identified in the plan for the period 2015-2021
15. The Government's assessment of our priorities and our individual schemes has been positive. Our challenges now are twofold:
  - a. to implement the schemes identified in the Local Growth Deal
  - b. to begin the process of refreshing the "development pipeline" of potential future schemes in order to prepare for any subsequent funding rounds
16. The priority for the officers is obviously to progress the schemes with 2015/16 approval to implementation stage, followed by working on the "indicative approval" schemes.
17. We will also need to give some thought to the process and timetable that will be necessary for refreshing the "development pipeline". You are recommended to ask the officers to bring back a detailed report on this matter to a future meeting of 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.

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**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)****REPORT TO:** BLTB **DATE:** 24 July 2014**CONTACT OFFICER:** Ruth Bagley, Chief Executive Slough Borough Council,  
lead Chief Executive to the BLTB**PART I****Financial Approval 2.07 Bracknell: Coral Reef Roundabout*****Purpose of Report***

1. To consider giving financial approval to scheme 2.07 Bracknell: Coral Reef Roundabout.
2. The Coral Reef Roundabout is a pinch point on the main M4/M3 connecting route. This project will deliver significant improvements to the A4/A3290/A329(M)/A322 highway corridor. The project will help accommodate movements and reduce congestion between Reading, Wokingham, Bracknell, Bagshot, Guildford and beyond.
3. This scheme will complement other investment along this corridor both approved, (Reading A4 Eastern Gateway, Winnersh Triangle Park and Ride; M4 J10 Pinch Point scheme, Coppid Beech Junction Pinch Point scheme, Bracknell Twin Bridges scheme) and planned (Reading: Eastern TV MRT; Reading: Eastern Park and Ride; Bracknell Martins Heron Junction).
4. This scheme will convert the junction from a roundabout to urban traffic control, which will have the effect of increasing the overall capacity of the junction. Its aim is to improve journey times at a relatively low cost. There are high levels of traffic merging on the area throughout the day, not just in peak hours. It is a major freight route as well as one that carries short and long distance commuters.

***Recommendation***

5. You are recommended to give scheme 2.07 Bracknell: Coral Reef Roundabout full financial approval in the sum of £2,100,000 in 2015/16 on the terms of the funding agreement set out at paragraph 14 step 5 below, subject to:
6. Written confirmation from WYG, the Independent Assessor, that all aspects of the DfT's current requirements for a full business case for a scheme of this size have been met.

***Other Implications******Financial***

7. Scheme 2.07 Bracknell: Coral Reef Roundabout is one of the named schemes that received approval for spending in 2015/16 in the [Thames Valley Berkshire Local Growth Deal<sup>i</sup>](#) announced on 7 July 2014.
8. This report recommends, subject to one condition, that Bracknell Forest Council be authorised to draw down the capital sum £2,100,000 allocated by the government for this scheme.
9. The funding agreement set out at paragraph 14 step 5 sets out the roles and responsibilities, reporting and auditing arrangements, timing and triggers for payments, contributions from other funders, consequences of delay, consequences of failure, claw back, and evaluation requirements at one and five years on.

### Risk Management

10. The risk management arrangements already put in place by the Local Transport Body are as follows:
  - The [Assurance Framework<sup>ii</sup>](#) has been drafted following DfT guidance and has been approved by the DfT for use in allocating capital funds for transport schemes
  - White Young Green (WYG) have been appointed as Independent Assessors and have provided a full written report (see Appendix 1) on the full business case for the scheme
  - The funding agreement set out at paragraph 14, step 5 makes clear that the financial risk associated with implementation of the scheme rests with the scheme promoter.

### Human Rights Act and Other Legal Implications

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

### **Supporting Information**

12. The risks associated with delivering the project are considered to be straightforward and amenable to well-understood management practices. The scheme will be carried out within adopted highway and therefore does not require planning permission. The project will be delivered by Bracknell Forest Council's Highways Term Contractor which significantly streamlines the procurement process.
13. The full details of the scheme are available from the [Bracknell Forest website<sup>iii</sup>](#). A summary of the key points is given below:

Detailed design completion	July 2014 – October 2014
Finalise/order utility diversions	December 2014
Utility diversion lead in time	January 2015 – March 2015



Utility diversion works	April 2015 – May 2015
Construction	June 2015 – November 2016

Source of funding or type of contribution	Cost
Provisional profiling of BLTB drawdown	2015-16: £2,100,000
Local contributions from.....	
- Section 106 agreements	2016-17: £265,000
- BFC Capital Programme	2016-17: £635,000
In addition, BFC has already invested as follows:	
- Preparation of and fees associated with Surveys, Modelling, Design, Utilities	£30-60,000
- Officer time	Full costs not yet known
<b>Total Scheme Cost</b>	<b>In excess of £3.0million</b>

14. The table below sets out the details of this scheme's compliance with steps 1-5 of paragraph 14 of [the full Assurance Framework<sup>iv</sup>](#).

Assurance Framework Check list	Coral Reef Roundabout			
Step 1: Development of Scheme proposal; initial sifting, scoring and prioritisation leading to award of Programme Entry Status. (See paragraphs 11-13)	The scheme was originally developed by Bracknell Forest Council in response to its adopted Core Strategy Development Plan Document (Feb 08) which identifies the vision for growth to 2026 which includes around 11,000 new dwellings. It was included in LTP 3 at line 76 of the implementation plan.			
	In 2013, the outline scheme was assessed in accordance with paragraphs 11 and 12 of the Assurance Framework and given 23 points and ranked 4 <sup>th</sup> of the 28 schemes originally submitted.			
	<b>Factor</b>	<b>Raw score</b>	<b>Weighting</b>	<b>Weighted score</b>
	Maximum strategic Impact	3	2	6
	Economic Impact	2	2	4
	VFM	3	1.5	4.5
	Ease of Deliverability	3	1.5	4.5
	Matched Funding	2	1	2
	Environmental	1	1	1
	Social	1	1	1
<b>Total</b>			<b>23</b>	
Programme Entry Status was awarded at <a href="#">the BLTB meeting on 18 July 2013<sup>v</sup></a> .				
The scheme was subsequently considered again for inclusion in the Strategic Economic Plan. A similar assessment process was used and the scheme was given 27 points and ranked equal 9 <sup>th</sup> of 37 schemes originally submitted and 7 <sup>th</sup> of the schemes that were included in the SEP.				
<b>Factor</b>	<b>Raw</b>	<b>Weighting</b>	<b>Weighted</b>	

		score		score
	Strategy	3	1.5	4.5
	Deliverability	3	2	6
	Economic Impact	3	4	12
	TVB area coverage	2	1.5	3
	Environment	2	0.5	1
	Social	1	0.5	0.5
			Total	27
Step 2: Programme Entry: evolution of the scheme from outline proposal to full business case, external view on the business case, and independent assessment (See paragraphs 15 and 16)	<p>The progress of the scheme was reported to the BLTB meetings held on <a href="#">14 November 2013</a><sup>vi</sup> and <a href="#">13 March 2014</a><sup>vii</sup>.</p> <p>The outline of the scheme has been publicly available <a href="#">TVB LEP website</a><sup>viii</sup> since July 2013.</p> <p>A fuller version has been available in the <a href="#">SEP Implementation Plan Annexe</a><sup>ix</sup> (scheme 2.07 page 48) in draft since December 2013 and in the final version since March 2014.</p> <p>The <a href="#">Bracknell Forest website</a><sup>x</sup> holds the latest details of the full business case, including the VfM statement certified by the senior responsible officer.</p> <p>Any comments or observations on the scheme received by either TVB LEP or BFC have been fully considered during the development of the scheme.</p> <p>The report of the Independent Assessor is attached at Appendix 1. The Independent Assessor was asked to report as follows:</p> <ul style="list-style-type: none"> <li>• Completeness – has the promoter prepared a complete Full Business Case submission, when judged against the prevailing advice from the DfT</li> <li>• Accuracy – has the promoter performed the relevant calculations and assessments accurately and without error</li> <li>• Relevance – has the Full Business Case considered all relevant matters, including use of appropriate forecasting models and planning assumptions, and has it included any irrelevant considerations such as unduly-optimistic assumptions or out of date modelling data</li> <li>• Value for Money – does the scheme promoter's Value for Money assessment comply with the prevailing DfT guidance</li> <li>• Evaluation arrangements – has the scheme promoter made provision for appropriate post-implementation evaluation of the scheme.</li> <li>• Remedies – where the independent assessment reveals a gap between the FBC supplied and the standard anticipated by the DfT guidance, then the advice for the LTB should include recommendations for remedial actions required – e.g., collection of further data, sensitivity tests on particular assumptions etc.</li> </ul>			
Step 3: Conditional Approval	<p>The Independent Assessor has recommended that in this case a Conditional Approval is appropriate. The Assessment has returned a positive judgement on the scheme, but has noticed that there are some minor areas where the business case submitted for assessment falls short of the requirements set out by the DfT. The Independent Assessor has said that the missing components do not compromise</p>			

	<p>the positive assessment of the value for money of the scheme.</p>
<p>Step 4: Recommendation of Financial Approval</p> <ul style="list-style-type: none"> <li>- High Value for Money</li> <li>- Support of the Independent assessor</li> </ul>	<p>The scheme has a Benefit- Cost Ratio (BCR) of 5.92. A sensitivity test modelled an alternative BCRs against more pessimistic assumptions, resulting in a score of 2.65.</p> <p>DfT has set thresholds of 2.00 (High VfM) and 4.00 (Very High VfM) and schemes with BCRs above these thresholds can be described as having High or Very High Value for Money.</p> <p>As noted above the scheme has the conditional support of the Independent Assessor.</p> <p>The recommendation is that you give the scheme Conditional Approval.</p>
<p>Step 5: Formal Agreement</p> <ul style="list-style-type: none"> <li>- roles</li> <li>- responsibilities</li> <li>- reporting</li> <li>- auditing</li> <li>- timing and triggers for payments,</li> <li>- contributions from other funders,</li> <li>- consequences of delay,</li> <li>- consequences of failure,</li> <li>- claw back,</li> <li>- evaluation one and five years on</li> </ul>	<p>Roles: The BLTB is a part funder of the scheme. Bracknell Forest Council is the scheme promoter, and is the relevant highway and planning authority.</p> <p>Responsibilities: The BLTB is responsible for allocating the capital finance in accordance with the Assurance Framework. Bracknell Forest Council is responsible for all aspects of the design, procurement, construction and implementation of the scheme, including its responsibilities as highway and planning authority, and any other statutory duties.</p> <p>Reporting: In addition to any reporting requirements within Bracknell Forest Council, the scheme promoter will also make summary reports on progress to each meeting of the BLTB until the scheme reaches practical completion. In particular, Bracknell Forest Council will report on any change in the size, scope or specification of the scheme; and on any substantial savings against the scheme budget whether achieved by such changes to the size, scope or specification of the scheme, or through procurement, or through the efficient implementation of the scheme.</p> <p>Auditing: If and when the DfT or Slough Borough Council (acting as accountable body for the BLTB) requests access to financial or other records for the purposes of an audit of the accounts, Bracknell Forest Council will cooperate fully.</p> <p>Timing and Triggers for payments: Bracknell Forest Council will submit an annual invoice for each financial year together with a certificate of work completed. Slough Borough Council (acting as accountable body for the BLTB) will satisfy itself of the correctness of the certificate before paying the invoice.</p> <p>Contributions from Other Funders: Bracknell Forest capital programme will contribute £635,000 in 2016/17; in addition there will be £265,000 of s.106 contributions secured by Bracknell Forest Council in 2016/17</p> <p>Consequences of Delay: In the event that the scheme experiences minor delays to its programme (no more than 10 weeks), Bracknell Forest Council will report these delays and the reasons for them, and the proposed remedial action to the next available meeting of the BLTB. In the event that the scheme experiences major delays to its</p>

	<p>programme (11 weeks or longer) Bracknell Forest Council will be required to seek permission from BLTB to reschedule any payments that are due, or may be delayed in falling due because of the delay to the programme.</p> <p>Consequences of Failure: As soon as it becomes apparent to Bracknell Forest Council that it will not be possible to deliver the scheme at all, written notice shall be given to Slough Borough Council (acting as accountable body for the BLTB). No further monies will be paid to Bracknell Forest Council after this point. In addition, consideration will be given to recovering any monies paid to Bracknell Forest Council in respect of this scheme.</p> <p>Claw back: If the overall scheme achieves savings against budget, these savings will be shared by the BLTB and the other funders noted above in proportion to the amounts committed to the original budget. Slough Borough Council (acting as accountable body for the BLTB) reserves the right to claw back any such savings amounts, and any repayments due as a consequence of scheme failure.</p> <p>Evaluation One and Five years on: Bracknell Forest Council will work with WYG to produce scheme evaluations One and Five years after practical completion.</p>
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## **Conclusion**

15. This is a well-planned scheme that will tackle congestion at a key point on a main link road between the M3 and the M4, and will facilitate the growth in traffic that will be consequent on the housing schemes being developed in the Bracknell area.

## **Background Papers**

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

<sup>i</sup>[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/327587/35\\_Thames\\_Valley\\_Berkshire\\_Growth\\_Deal.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/327587/35_Thames_Valley_Berkshire_Growth_Deal.pdf)

<sup>ii</sup><http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Assurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf>

<sup>iii</sup><http://www.bracknell-forest.gov.uk/strategieconomicplan>

<sup>iv</sup><http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Assurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf>

<sup>v</sup><http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5004&Ver=4>

<sup>vi</sup><http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5005&Ver=4>

<sup>vii</sup><http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5006&Ver=4>

<sup>viii</sup><http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Bracknell-Forest-1-Coral-Reef.pdf>

<sup>ix</sup><http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicEconomicPlan/TVB%20SEP%20-%20Annexes%20to%20Implementation%20Plan.pdf>

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<sup>x</sup><http://www.bracknell-forest.gov.uk/strategieconomicplan>

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Thames Valley Berkshire Local Economic Partnership

## **Independent Assessment Summary Report: Coral Reef Junction Improvement**

Business Case Independent Assessment

Report No. RT-A087383-02

WYG  
Executive Park  
Avalon Way  
Anstey  
Leicester  
LE7 7GR

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## REPORT CONTROL

Document: Business Case Independent Assessment

Project: Coral Reef Junction Improvement

Client: Thames Valley Berkshire Local Enterprise Partnership

Job Number: A087383

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4			





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## Appendices

Appendix A – Business Case Checklist

# 1 Executive Summary

- 1.1 This technical note provides an independent review of the Coral Reef Junction Improvement business case submission to the Thames Valley Berkshire Local Enterprise Partnership.

## SCHEME SUMMARY

- 1.2 The proposed scheme consists of changes to the Coral Reef roundabout junction, located at the intersection of the A322 with the B3430 and Nine Mile Ride, to form a new signal controlled crossroads.
- 1.3 The scheme forms part of a series of junction improvements on the A322 / A329 corridor linking the M3 and M4 through Bracknell.

## REVIEW FINDINGS

- 1.4 The review of the submitted business case identified the following:
- 1.5 Whilst the modelling approach taken in this case is relatively basic (based upon combined peak hour delay savings using individual junction models), it is considered to be reasonable / proportional for the type and complexity of the scheme in question, also taking into account the value of the scheme (with a total scheme cost of less than £5,000,000).
- 1.5.1 The predicted overall Benefit to Cost Ratio (BCR) of the scheme is detailed within the submitted draft business case as 5.92, which represents a 'Very High' Value for Money scheme.
- 1.5.2 As part of the review process a sensitivity test was requested, assessing the impacts of lower flows through the junction, this additional test resulted in a BCR value of 2.65, which would represent a 'High' Value for Money scheme.
- 1.5.3 The scheme is considered to benefit from limited constraints on delivery, (although it should be noted that this review is not intended to provide an assessment of the proposed scheme design), being located within the existing highway and away from sensitive receptors such as residential dwellings.

- 1.6 The business case as submitted is however incomplete in some areas and will require updating in order to be considered suitable for final submission. As such, whilst the information submitted demonstrates that the scheme presents a value for money scheme with limited constraints upon delivery, it is not possible to fully recommend the business case as submitted.
- 1.7 It is however considered that the underlying case for the scheme appears positive and as such a conditional approval subject to addressing areas of outstanding detail within the submitted case may be appropriate.

## 2 Process

### MEETINGS

- 2.1 An initial project inception meeting was held at Bracknell Forest Borough Council's offices on the 21<sup>st</sup> May 2014 to introduce the scheme and to discuss the timescales and requirements for the full business case submission.

### OPTION ASSESSMENT REPORT / APPRAISAL SPECIFICATION REPORT

- 2.2 Due to the limited scale and complexity of the scheme the submission of a formal Options Assessment Report and Appraisal Specification Report was not considered to be proportionate. However, an option sifting summary based upon the use of the DfT East process, (Early Assessment and Sifting Tool), was discussed and has been provided as part of the draft business case submission.

### REVIEW

- 2.3 Following the review of the Appraisal Specification Report a draft of the full business case was submitted for review on the 9<sup>th</sup> July 2014, with the information provided (including all supporting appendices and figures) summarised in Section 3. Section 4 then provides a summary of the review findings.

## 3 Submitted Information

3.1 The Business Case independent assessment was carried out based upon the following reports and appendices submitted by Bracknell Forest Borough Council:

- Draft Coral Reef Business Case dated 09.07.2014
- Appendix A – EAST appraisal of scheme options
- Appendix B – Report Extract Modelling Assumptions
- Appendix C – Existing Junction ARCADY model results
- Appendix D – Proposed Junction LINSIG outputs
- Appendix E – Bill of quantities
- Appendix F – Section 106 contributions
- Appendix G – Bracknell Borough Council Capital Programme
- Appendix H – Project Programme
- Figure 1 – Regional Plan
- Figure 2 – Local Plan
- Figure 3 – A322-A329
- Figure 4 – Signalised Roundabout Concept Option
- Figure 5 – Concept Option 2
- Figure 6 – Concept Option 3
- Figure 7 – Concept Option 4
- Figure 8 – Preferred Final Concept

## 4 Review

### OPTIONS ASSESSMENT

- 4.1 Appendix A of the submitted business case provides a summary of the option assessment process undertaken covering option sifting based upon the DfT's EAST methodology.
- 4.2 The scheme proposed for current funding is understood to represent the most deliverable and lowest cost of the signal controlled crossroad options, whilst the signalised roundabout option was understood to have been discounted due to concerns over limited internal storage for queuing traffic within the circulatory.
- 4.3 The options assessment undertaken does not fully assess each of the potential options against the 5 cases, but provides a reasonable approach to option assessment for a scheme of this scale and type, following a recognised DfT sifting process.

### APPROACH TO MODELLING

- 4.4 The approach to modelling the impacts of the Coral Reef junction improvement scheme was discussed at the Project Inception meeting (held at the Bracknell Forest Borough Council Officers on the 21<sup>st</sup> May 2014).
- 4.5 The main impacts of the scheme have been assessed based upon direct comparison of junction delay before and after the proposed improvement using the industry standard software ARCADY (for the assessment of the existing roundabout junction) and LINSIG (for the assessment of the proposed signal improvement scheme).
- 4.6 Flows for the modelling were obtained from two sources:
- 2013 baseline flows – understood to be based upon traffic counts undertaken at the existing Coral Reef Junction.
  - 2026 forecast flows – understood to be based upon forecast flows, which include additional growth planned to 2026, taken from the Bracknell Forest Multi-Modal Transport Model (BMMTM).
- 4.7 Additional information has been provided from the BMMTM model to show reductions in traffic levels on parallel corridors as a result of the improvement scheme. However, the benefits of

these changes have not been taken into account within the draft business case, other than supporting qualitative commentary with regards to potential wider scheme benefits.

- 4.8 Following discussions with the Project Team at Bracknell Forest it was understood that there was some concern that the VISUM model was not fully representing delays at the Coral Reef junction and as such inducing greater levels of traffic than would otherwise be the case, leading to greater levels of predicted delay within the ARCADY model.
- 4.9 As such a sensitivity test was requested in which the 2026 forecast flows through the junction were reduced by 10% in order to provide a further check on the potential delay savings which could be achieved as a result of the proposed scheme. This was considered to represent a robust further check, resulting in levels of combined peak hour delay similar to the 2013 baseline traffic scenario (which was based on observed counts and therefore not influenced by any assumptions within the VISUM model).
- 4.10 It can be reasonably expected that traffic levels and associated delay would increase between the 2013 base and the 2026 forecast, therefore increasing the benefits of the scheme.
- 4.11 This review is based upon the assumption that the preparation of the detailed junction models has been undertaken in a reasonable manner and is not intended as a detailed review of the junction models themselves; although a check of the flows input into both models has been carried out confirming that consistent flows and turning movements have been used for both the existing and proposed junction arrangement.

## BUSINESS CASE

### Format and Content

- 4.12 The submitted business case covers a number of the main categories expected for a scheme of this scale. A business case checklist is provided as Appendix A.
- 4.13 This checklist confirms whether each of the expected sub-sections within the 5 cases have been adequately covered within the submitted business case and provides explanatory notes where a specific area may not be fully addressed.
- 4.14 As noted in the summary checklist and also in the appraisal summary provided as Table 1 (following page), there are currently a number of omissions within the submission and also

areas where further clarifications are required. As such the business case as submitted cannot be considered complete.

- 4.15 However, the core elements of the Business Case are considered sufficient to demonstrate a sound case in terms of expected value for money, risk and deliverability, as outlined in the following sections of this review.

#### Value for Money

- 4.16 The draft submitted Business Case details a Benefit to Cost Ratio (BCR) for the Coral Reef Junction Improvement project of 5.92, which represents a 'Very High' Value for Money scheme.
- 4.17 As detailed in paragraph 4.9 a sensitivity test was also requested based upon reduced traffic flows (10% reductions in the 2026 forecast flows). This sensitivity test resulted in reduced overall levels of predicted congestion within the ARCADY modelling of the existing roundabout and therefore reduces the benefits of the planned scheme. Whilst a revised BCR has not been submitted by the scheme promoter at this point, an initial check using standard values of time over a 60 year assessment period, based upon changes in total junction delay, would suggest BCR values in the order of 2.65 would be achieved over a 60 year assessment period. This would represent a 'High' value for money scheme (source 'Value for Money Assessment: Advice Note for Local Transport Decision Makers – Dec 2013).
- 4.18 As detailed previously, reducing the levels of traffic through the junction by 10% results in levels of overall combined peak hour delay of a similar magnitude to those detailed within the 2013 baseline (based on traffic counts). As such this could be considered an absolute worst case, with the expected benefits of the scheme therefore likely to be well above this worst case scenario.

#### Appraisal Summary

- 4.19 A review of the appraisal summary contained within the business case submission is provided in Table 1 on the following page, areas where the review disagrees or queries the proposed level of benefit or disbenefit associated with the Coral Reef Junction Improvement scheme are detailed and explanatory notes provided.



**Table 1 - Appraisal Summary**

Category	Sub-category	Business Case Assessment	Agree / Disagree with Assessment	Notes
<b>Economy</b>	Business users & transport providers	Beneficial	Agreed	Needs updating with more information in AST to clarify extent of benefit (will have to cover other road users due to modelling approach)
	Reliability impact on Business users	Beneficial	Agreed	Needs updating with more information in AST to clarify extent of benefit (will have to cover other road users due to modelling approach)
	Regeneration	Neutral	Agreed	
	Wider Impacts	Beneficial	Agreed	Agreed that scheme is beneficial, although as no direct relationship to development sites would suggest 7 point scale and 'slight beneficial'
<b>Environmental</b>	Noise	Neutral	Further information required	Changes in flows / speeds are limited on most routes, but some routes will experience changes in flows over 25%, therefore some further information on local receptors required (i.e. any within 300m of highway).
	Air Quality	Slight beneficial	Further information required	Requires confirmation that there are no properties within 50m of the edge of carriageway and / or change in AADT is predicted to be less than 700 vehicles.
	Greenhouse gases	Neutral	Agreed	Qualitative assessment only - lower levels of queuing potentially offset by stationary traffic at lights.
	Landscape	Slight adverse	Agreed	Scheme is entirely within highway but includes installation of traffic signals, so cannot be classed as neutral.
	Townscape	Slight adverse	Agreed	Scheme is entirely within highway but includes installation of traffic signals, so cannot be classed as neutral.
	Historic Environment	Neutral	Agreed	
	Biodiversity	Neutral	Agreed	
	Water Environment	Neutral	Agreed	
<b>Social</b>	Commuting and Other users	Beneficial	Agreed	Needs updating with more information in AST to clarify extent of benefit (will have to cover other road users due to modelling approach)
	Reliability impact on Commuting and Other users	Beneficial	Agreed	Needs updating with more information in AST to clarify extent of benefit (will have to cover other road users due to modelling approach)
	Physical activity	Neutral	Agreed	

Category	Sub-category	Business Case Assessment	Agree / Disagree with Assessment	Notes
<b>Social</b>	Journey quality	Beneficial	Disagree	Will improve journey reliability and may improve safety – suggest use of 7 point scale and 'Slight beneficial'
	Accidents	Beneficial	Further information required	Qualitative review suggests that there may be accident savings by changing junction form – further information would be required to evidence this.
	Security		Agreed	
	Access to services		Agreed	
	Affordability		Agreed	
	Severance		Agreed	
	Option and non-use values		Agreed	
<b>Public Accounts</b>	Cost to Broad Transport Budget		Further information required	
	Indirect Tax Revenues		Further information required	

#### Risks

- 4.20 The submitted business case includes a Quantified Risk Assessment, which provides a detailed breakdown of the project risks and associated weighted costs relevant to the project.
- 4.21 A review of the Quantified Risk Assessment suggests that the risk allowances are generally reasonable, although an increase in the risk allowance for changes in statutory undertaker diversion costs would be recommended.

## 5 Summary and Recommendations

- 5.1 Based upon the information submitted to date, as detailed in Section 3 of this review and subsequent discussions with the scheme promoter it is considered that the underlying case for the scheme is good, with a 'Very High' scheme Benefit to Cost Ratio and with a worst case assessment still resulting in a scheme predicted to provide 'High' value for money.
- 5.2 Information submitted also demonstrates that the scheme is deliverable, with no identified constraints in terms of land requirements, limited environmental impacts and with little adjacent developed land, reducing the likelihood of local concerns or objections to the scheme.
- 5.3 However, at present the business case cannot be considered as complete, with a number of areas of further information or clarification required.
- 5.4 As such it is the recommendation of this review that the business case for the Coral Reef junction improvement could be considered suitable for conditional, rather than full, approval.
- 5.5 This is on the basis that there is confidence that scheme will provide a deliverable and value for money scheme, but that there will be a requirement to submit additional information before the business case can be fully signed off.



## Appendix A – Business Case Checklist

Project Number: A087383-02  
 Scheme: Coral Reef Junction  
 Submitted by: Bracknell Forest Borough Council

Strategic Case	Addressed within Business Case	Notes	Economic Case	Addressed within Business Case	Notes	Financial Case	Addressed within Business Case	Notes	Commercial Case	Addressed within Business Case	Notes	Management Case	Addressed within Business Case	Notes
Business Strategy	Partially	General note that the text needs splitting between the main headings	Options appraised	Y		Costs	Y		Output based specification	N	General note that the text needs clearly defining and splitting between the main headings	Evidence of similar projects	Y	General note that the text needs clearly defining and splitting between the main headings
Problem Identified	Partially		Assumptions	Y	Provided as Appendix B	Budgets / Funding Cover	Y	Clarification required on overall scheme costs	Procurement Strategy	Y		Programme / Project dependencies	N	
Impact of not changing	Y		Sensitivity and Risk Profile		N	Accounting Implications	N		Sourcing Options	Y		Governance	Y	
Drivers for change	N		Appraisal Summary Table	N	Partial provided to scope out neutral impacts, but full AST needs providing Appended to submission				Payment Mechanisms	N		Programme / Project Plan	Y	
Objectives	N		Value for Money Statement	Y	General note that the text needs splitting between the main headings				Pricing Framework and charging mechanisms	Partially		Assurances and approvals	N	
Measures for success	N								Risk allocation and transfer	Partially		Communication & Stakeholders	Y	
Scope	N								Contract length	N		Project Reporting	N	
Constraints	N								Human resource issues	N		Implementation	N	
Inter-dependencies	Y								Contract management	N		Key Issues	N	
Stakeholders	N											Contract Management	Partially	
Options	Y									Risk Management	Y			
										Benefits realisation	N			
										Monitoring and evaluation	Partially			
										Contingency	N			
										Options	N			

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**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)****REPORT TO:** BLTB **DATE:** 24 July 2014**CONTACT OFFICER:** Nick Carter, Chief Executive West Berkshire Council,**PART I****Financial Approval for 2.08 Slough: Rapid Transit Phase 1*****Purpose of Report***

1. To consider giving financial approval to scheme 2.08 Slough: Rapid Transit Phase 1.
2. 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 and central sections of the Slough Mass Rapid Transit (SMaRT) project Phase 1 will provide segregated bus lanes and other junction improvements connecting Slough Trading Estate, the railway station, the town centre and eastwards to Junction 5 of the M4.

***Recommendation***

3. You are recommended to give scheme 2.08 Slough: Rapid Transit Phase 1 full financial approval in the sum of £3,600,000 in 2015/16 and £2,000,000 in 2016/17 with the terms of the funding agreement set out at paragraph 10 step 5 below.

***Other Implications*****Financial**

4. Scheme 2.08 Slough: Rapid Transit Phase 1 is one of the named schemes that received approval for spending in 2015/16 and indicative approval for spending in 2016/17 in the [Thames Valley Berkshire Local Growth Deal](#)<sup>i</sup> announced on 7 July 2014.
5. In the event that the “indicative approval” given by the government in the Local Growth Deal fails to convert to actual approval, the BLTB has a contingency unallocated amount of £5,800,000 which could be allocated in due course to support this scheme.
6. This report recommends that Slough Borough Council be authorised to draw down the capital sum, £5,600,000 allocated by the government for this scheme.
7. The funding agreement set out at paragraph 10 step 5 sets out the roles and responsibilities, reporting and auditing arrangements, timing and triggers for payments, contributions from other funders, consequences of delay,

consequences of failure, claw back, and evaluation requirements at one and five years on.

**Risk Management**

8. The risk management arrangements already put in place by the Local Transport Body are as follows:
- The [Assurance Framework<sup>ii</sup>](#) has been drafted following DfT guidance and has been approved by the DfT for use in allocating capital funds for transport schemes
  - White Young Green (WYG) have been appointed as Independent Assessors and have provided a full written report (see Appendix 1) on the full business case for the scheme
  - The funding agreement set out at paragraph 10, step 5 makes clear that the financial risk associated with implementation of the scheme rests with the scheme promoter.

**Human Rights Act and Other Legal Implications**

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

**Supporting Information**

10. The table below sets out the details of this scheme’s compliance with steps 1-5 of paragraph 14 of [the full Assurance Framework<sup>iii</sup>](#).

Assurance Framework Check list	Slough Rapid Transit – Phase 1			
Step 1: Development of Scheme proposal; initial sifting, scoring and prioritisation leading to award of Programme Entry Status. (See paragraphs 11-13)	The scheme was originally developed by Slough Borough Council in 2010 and first mentioned in 2005/06 as part of LTP2.			
	When the scheme was first presented to BLTB, it was in two separate parts – a western section (Slough Trading Estate to Three Tuns) and a central section (Three Tuns to Brands Hill). These two sections have since been combined into Phase 1 (Slough Trading Estate to Brands Hill). Phase 2 refers to an eastern section which will run from Brands Hill to Heathrow Airport.			
	In 2013, the outline schemes (western and central) were assessed in accordance with paragraphs 11 and 12 of the Assurance Framework and both sections were given 22.5 points and ranked equal 6 <sup>th</sup> of the 28 schemes originally submitted, and equal 5 <sup>th</sup> of the schemes finally considered by the BLTB.			
	Factor	Raw score	Weighting	Weighted score
	Maximum strategic Impact	3	2	6
	Economic Impact	3	2	6
	VFM	1	1.5	1.5
	Ease of Deliverability	2	1.5	3
	Matched Funding	2	1	2
Environmental	2	1	2	
Social	2	1	2	



	Total	22.5		
	<p>Programme Entry Status was awarded at <a href="#">the BLTB meeting on 18 July 2013</a><sup>iv</sup>.</p> <p>The whole scheme (phases 1 and 2) was subsequently considered again for inclusion in the Strategic Economic Plan. A similar assessment process was used and the scheme was given 29 points and ranked equal 1st of 37 schemes originally submitted and equal 1st of the schemes that were included in the SEP. Only Phase 1 of the scheme was included in the SEP.</p>			
	<b>Factor</b>	<b>Raw score</b>	<b>Weighting</b>	<b>Weighted score</b>
	Strategy	3	1.5	4.5
	Deliverability	3	2	6
	Economic Impact	3	4	12
	TVB area coverage	3	1.5	4.5
	Environment	2	0.5	1
	Social	2	0.5	1
	Total			29
Step 2: Programme Entry: evolution of the scheme from outline proposal to full business case, external view on the business case, and independent assessment (See paragraphs 15 and 16)	<p>The progress of the scheme was reported to the BLTB meetings held on <a href="#">14 November 2013</a><sup>v</sup> and <a href="#">13 March 2014</a><sup>vi</sup>.</p> <p>The outline of the scheme has been publicly available <a href="#">TVB LEP website</a><sup>vii</sup> since July 2013.</p> <p>A fuller version has been available in the <a href="#">SEP Implementation Plan Annexe</a><sup>viii</sup> (scheme 2.08 page 56) in draft since December 2013 and in the final version since March 2014.</p> <p>The <a href="#">Slough Borough Council website</a><sup>ix</sup> holds the latest details of the full business case, including the VfM statement certified by the senior responsible officer.</p> <p>The report of the Independent Assessor is attached at Appendix 1. The Independent Assessor was asked to report as follows:</p> <ul style="list-style-type: none"> <li>○ Completeness – has the promoter prepared a complete Full Business Case submission, when judged against the prevailing advice from the DfT</li> <li>○ Accuracy – has the promoter performed the relevant calculations and assessments accurately and without error</li> <li>○ Relevance – has the Full Business Case considered all relevant matters, including use of appropriate forecasting models and planning assumptions, and has it included any irrelevant considerations such unduly-optimistic assumptions or out of date modelling data</li> <li>○ Value for Money – does the scheme promoter’s Value for Money assessment comply with the prevailing DfT guidance</li> <li>○ Evaluation arrangements – has the scheme promoter made provision for appropriate post-implementation evaluation of the scheme.</li> <li>○ Remedies – where the independent assessment reveals a gap between the FBC supplied and the standard anticipated by the DfT guidance, then the advice for the LTB should include recommendations for remedial actions required – e.g., collection of further data, sensitivity tests on particular assumptions etc.</li> </ul>			
	Step 3: Conditional Approval	The Independent Assessor has recommended that in this case a Full Approval is appropriate.		
Step 4:	The scheme has a Benefit- Cost Ratio (BCR) of 7.66. Sensitivity tests 6 and			

<p>Recommendation of Financial Approval</p> <ul style="list-style-type: none"> <li>- High Value for Money</li> <li>- Support of the Independent assessor</li> </ul>	<p>13 modelled alternative BCRs against more pessimistic assumptions, resulting in scores of 5.95 and 4.28 respectively.</p> <p>DfT has set a threshold of 4.00 and schemes with BCRs above this can be described as having Very High Value for Money.</p> <p>As noted above the scheme has the full support of the Independent assessor.</p> <p>The recommendation is that the scheme receives Full Approval.</p>
<p>Step 5: Formal Agreement</p> <ul style="list-style-type: none"> <li>- roles</li> <li>- responsibilities</li> <li>- reporting</li> <li>- auditing</li> <li>- timing and triggers for payments,</li> <li>- contributions from other funders,</li> <li>- consequences of delay,</li> <li>- consequences of failure,</li> <li>- claw back,</li> <li>- evaluation one and five years on</li> </ul>	<p>Roles: The BLTB is a part funder of the scheme. Slough Borough Council is the scheme promoter, and is the relevant highway and planning authority.</p> <p>Responsibilities: The BLTB is responsible for allocating the capital finance in accordance with the Assurance Framework. Slough Borough Council is responsible for all aspects of the design, procurement, construction and implementation of the scheme, including its responsibilities as highway and planning authority, and any other statutory duties.</p> <p>Reporting: In addition to any reporting requirements within Slough Borough Council, the scheme promoter will also make summary reports on progress to each meeting of the BLTB until the scheme reached practical completion. In particular, Slough Borough Council must report on any reduction in the size, scope or specification of the scheme; and on any substantial savings against the scheme budget whether achieved by such changes to the size, scope or specification of the scheme, or through procurement, or through the efficient implementation of the scheme.</p> <p>Auditing: If and when the DfT or Slough Borough Council (acting as accountable body for the BLTB) requests access to financial or other records for the purposes of an audit of the accounts, Slough Borough Council will cooperate fully.</p> <p>Timing and Triggers for payments: Slough Borough Council will submit an annual invoice for each financial year together with a certificate of work completed. Slough Borough Council (acting as accountable body for the BLTB) will satisfy itself of the correctness of the certificate before paying the invoice.</p> <p>Contributions from Other Funders: Slough Borough capital programme will contribute £1,800,000 in 2015/16 and £800,000 in 2016/17; in addition there will be £600,000 of s.106 contributions secured by Slough Borough Council in 2015/16 and £300,000 in 2016/17.</p> <p>Consequences of Delay: In the event that the scheme experiences minor delays to its programme (no more than 10 weeks), Slough Borough Council will report these delays and the reasons for them, and the proposed remedial action to the next available meeting of the BLTB. In the event that the scheme experiences major delays to its programme (11 weeks or longer) Slough Borough Council will be required to seek permission from BLTB to reschedule any payments that are due, or may be delayed in falling due because of the delay to the programme.</p> <p>Consequences of Failure: As soon as it becomes apparent to Slough Borough Council that it will not be possible to deliver the scheme at all, written notice shall be given to Slough Borough Council (acting as accountable body for the BLTB). No further monies shall be paid to Slough Borough Council after this point. In addition, consideration will be given to recovering any monies paid to Slough Borough Council in respect of this scheme.</p> <p>Claw back: If the overall scheme achieves savings against budget, these</p>

	<p>savings will be shared by the BLTB and the other funders noted above in proportion to the amounts committed to the original budget. Slough Borough Council (acting as accountable body for the BLTB) reserves the right to claw back any such savings amounts, and any repayments due as a consequence of scheme failure.</p> <p>Evaluation One and Five years on: Slough Borough Council will work with WYG to produce scheme evaluations One and Five years after practical completion.</p>
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## **Conclusion**

11. This is a well-planned scheme that will improve the capacity, speed and reliability of the public transport network in Slough.

## **Background Papers**

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

<sup>i</sup>[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/327587/35\\_Thames\\_Valley\\_Berkshire\\_Growth\\_Deal.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/327587/35_Thames_Valley_Berkshire_Growth_Deal.pdf)

<sup>ii</sup><http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Assurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf>

<sup>iii</sup><http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Assurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf>

<sup>iv</sup><http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5004&Ver=4>

<sup>v</sup><http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5005&Ver=4>

<sup>vi</sup><http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5006&Ver=4>

<sup>vii</sup><http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Bracknell-Forest-1-Coral-Reef.pdf>

<sup>viii</sup><http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicEconomicPlan/TVB%20SEP%20-%20Annexes%20to%20Implementation%20Plan.pdf>

<sup>ix</sup><http://www.slough.gov.uk/parking-travel-and-roads/plans-for-the-future.aspx>

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Thames Valley Berkshire Local Economic Partnership

## **Independent Assessment Summary Report: Slough Mass Rapid Transit System**

Business Case Independent Assessment

Report No. RT-A087383-01

WYG  
Executive Park  
Avalon Way  
Anstey  
Leicester  
LE7 7GR

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## REPORT CONTROL

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Project: Slough Mass Rapid Transport

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4			



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## Appendices

Appendix A – Business Case Checklist



# 1 Executive Summary

- 1.1 This technical note provides an independent review of the Slough Mass Rapid Transport (SMaRT) business case submission to the Thames Valley Berkshire Local Enterprise Partnership.

## SCHEME SUMMARY

- 1.2 The SMaRT project provides a range of infrastructure improvements along a 6.7km section of the A4 corridor within Slough, consisting of two sections which are understood to broadly align with the western and central routes which formed part of the previous submission to the BLTB.
- 1.3 The scheme consists of a range of measures including sections of bus priority, targeted junction improvements and the installation of MOVA control at a number of signal controlled junctions along the corridor.
- 1.4 The scheme proposals also include a number of assumptions with regards to future public transport services on the A4 corridor.

## REVIEW FINDINGS

- 1.5 The review of the submitted business case identified the following:
- 1.5.1 The Business Case is detailed and comprehensive and addresses all of the main areas expected within a major scheme business case submission (checklist provided as Appendix A).
- 1.5.2 The predicted overall Benefit to Cost Ratio (BCR) of the scheme is 7.66, which represents very high Value for Money (VfM).
- 1.5.3 There are however two main factors which the review would suggest should be taken into account when considering the overall benefits of the scheme:
- i) The reliance of the scheme benefits upon the assumed replacement of the current shuttle bus services operated by businesses within the Slough Trading Estate with use of the current and planned public transport routes on the A4 corridor.

ii) The apparent reliance of the scheme benefits upon the provision of the new MRT bus route to reduce passenger waiting times.

- 1.6 The proportional impacts of the new MRT bus route on the overall value of the scheme is not clear within the business case. However, it appears likely that the benefits of the scheme would reduce by a reasonable degree without the delivery of this additional service. As such it is recommended that further certainty as to the provision and ongoing viability of this additional service is provided to demonstrate that the stated benefits of the overall scheme can be achieved. In particular the expected commerciality of this service needs confirmation in the event that the shuttle bus services continue to operate and users don't transfer to public transport.
- 1.7 Following the initial review of the business case, Slough Borough Council and their consultant team updated the business case to include a 'worst case' assessment in which the use of Shuttle Buses to access the Slough Trading Estate continues as at present and in which current bus routes are unaltered, allowing the benefits directly associated with the SMaRT scheme infrastructure to be isolated.
- 1.8 This option was detailed in the updated business case submission as 'Sensitivity Test 13', which was reported as providing a BCR of 4.28. Whilst less than the values predicted within the 'Core Scenario' included in the business case, this would class as a 'Very High' value for money scheme.
- 1.9 A further letter of support has also been received from First Bus Group (dated 14<sup>th</sup> July 2014) outlining their support for the scheme and an in-principle agreement with Slough Borough Council to improve service frequencies in response to improved journey times on the A4 corridor.
- 1.10 The main queries raised with regards to the submitted case have therefore been addressed, although the recommendation of this report would be that, as scenarios which include the transfer of trips from the existing private shuttle buses to public transport cannot be guaranteed as part of the scheme submitted for funding, these should not be considered as core scenarios.
- 1.11 As such, and in light of the recent letter of support from First Bus Group, 'Sensitivity Test 6' (which includes the MRT route but excludes the transfer of Shuttle Bus users) may represent a

more suitable 'Core Scenario', providing a BCR of 5.95, with the options including the transfer of Shuttle bus users to public transport being considered to represent areas of potential additional benefit.

- 1.12 It is also recommended that, due to the benefits of the scheme being identified on a network wide basis, additional information with regards to the benefits specifically related to the A4 corridor and to individual service route times on that corridor, would provide further clarity to the Business Case. This information may be necessary, for example, to demonstrate to First Group the journey time improvements expected, and therefore to trigger the additional investment in bus services discussed within the business case and the related letter of support.

## 2 Process

### MEETINGS

- 2.1 An initial project inception meeting was held at the Atkins Euston Towers Offices on 24<sup>th</sup> April 2014 to introduce the scheme and to discuss the timescales and requirements for the full business case submission.
- 2.2 This was followed by a further meeting on the 2<sup>nd</sup> May 2014 to discuss the modelling options available to assess the scheme in more detail and specifically to confirm whether the use of Variable Demand Modelling would be merited in this case.

### OPTION ASSESSMENT REPORT / APPRAISAL SPECIFICATION REPORT

- 2.3 Due to the scale and complexity of the scheme and the changes in the project since the initial submission to the BLTB, a formal Options Assessment Report was requested, which has been provided as Appendix F of the submitted business case.
- 2.4 Due to the majority of the scheme benefits being expected to be related to savings in journey times (for either drivers of public transport users) and the need to determine whether changes in highway journey times were material, an Appraisal Specification Report was requested outlining the proposed approach to modelling the impacts of the scheme.
- 2.5 This was received on 30<sup>th</sup> May 2014 and proposed the use of the Slough Multi-Modal Transport Model (SMMTM) framework, incorporating a Saturn Highway Assignment Model and an EMME public transport demand and assignment model.
- 2.6 Whilst the SMMTM also included a DIADEM model, allowing for variable demand modelling, this was not proposed for use in the assessment of the SMaRT scheme, subject to the initial modelling using Saturn not showing material changes in highway journey times.

### REVIEW

- 2.7 Following the review of the Appraisal Specification Report a draft of the full business case was submitted for review on the 2<sup>nd</sup> July 2014, with the information provided (including all appendices) summarised in Section 3. Section 4 then provides a summary of the review findings.

## 3 Submitted Information

3.1 The Business Case independent assessment was carried out based upon the following reports and appendices submitted by Slough Borough Council and their consultant team:

- Slough Mass Rapid Transport (SMaRT) Business Case draft dated 16.06.2014 / Updated 14.07.14
- Appendix A – BLTB Application Forms
- Appendix B – Scheme Drawings
- Appendix C – Bus Service Specification
- Appendix D – Letters of Support (First Buses, Heathrow Airport, Slough Placeshaping Directorate)
- Appendix E – Slough Bus Map
- Appendix F – Optioneering Report
- Appendix G – Modelling Report
- Appendix H – Appraisal Specification Report
- Appendix I – Environmental Scoping Report
- Appendix J – Distributional Impact Report
- Appendix K – QRA and Risk Register
- Appendix L – Programme
- Appendix M – COBALT assessment technical note

## 4 Review

### OPTIONS ASSESSMENT

- 4.1 Appendix F of the submitted business case provides a summary of the option assessment process undertaken covering strategic option sifting followed by a review of design options related to the preferred strategic approach.
- 4.2 The scheme proposed for current funding represents the strategic approach considered to be the most deliverable of the main options, with the main alternatives being either rail based or using sections of guided busway.
- 4.3 The preferred option is understood to consist of a combination of two of the strategic options reviewed, predominantly with improvements to the A4 corridor, but supplemented with the use of existing service roads to provide for eastbound buses on the western section of the route.
- 4.4 The options assessment does not fully assess each of the potential options against the 5 cases, but provides a qualitative assessment based upon the main objectives identified for the Slough MRT project. Whilst supporting quantitative information is not provided, it is considered that the approach followed is proportional (taking into account the resources required to assess rail based options) and the rationale for the selection of the current preferred option is clear within the Options Assessment Report.

### APPROACH TO MODELLING

- 4.5 The approach to modelling the impacts of the Slough MRT scheme was discussed at the Project Inception meeting (held at Euston Towers on 24<sup>th</sup> April 2014) and subsequently at a modelling specific meeting (held at WYG Leicester offices on 2<sup>nd</sup> May 2014).
- 4.6 The main impacts of the scheme have been assessed using the Slough Multi Modal Transport Model, which uses Saturn for highway assignment and EMME for public transport assignment.
- 4.7 The main initial discussion held with regards to modelling was to identify whether the scheme was reasonably expected to require variable demand modelling to be WebTAG compliant.

- 4.8 Following a review of the modelling report submitted as Appendix G of the Business Case the changes to highway journey times reported do not appear material, as such it is agreed that, whilst desirable, variable demand modelling is not required in this case.
- 4.9 In addition to the assessment of overall scheme benefits using TUBA, the modelling included a separate review of the impacts of users of existing shuttle bus services running to the Slough Trading Estate transferring to existing or new public transport routes on the A4 corridor.
- 4.10 Whilst the additional benefits of this transfer appear significant, it is not considered robust for this to form the 'core scenario' against which the benefits of the scheme are assessed, as the transfer of patronage cannot be guaranteed and the business case submission does not include any letters of support from businesses within the Slough Trading Estate to suggest that this transfer will take place. As such it is considered that the sensitivity tests which exclude this transfer would represent a more robust scenario against which to calculate the benefits of the SMaRT project. The longer term commercial viability of this option has also not been fully addressed, with the submitted information suggesting that the enhanced MRT service may be reliant upon the transfer of shuttle bus patronage onto public transport.
- 4.11 Following the initial review of the business case, Slough Borough Council and their consultant team updated the business case to include a 'worst case' assessment in which the use of Shuttle Buses to access the Slough Trading Estate continues as at present and in which current bus routes are unaltered, allowing the benefits directly associated with the SMaRT scheme infrastructure to be isolated.
- 4.12 This option was detailed in the updated business case submission as 'Sensitivity Test 13', which was reported as providing a BCR of 4.28. Whilst less than the values predicted within the 'Core Scenario' included in the business case, this would class as a 'Very High' value for money scheme.
- 4.13 A further letter of support has also been received from First Bus Group (dated 14<sup>th</sup> July 2014) outlining their support for the scheme and a in-principle agreement with Slough Borough Council to improve service frequencies in response to improved journey times on the A4 corridor.
- 4.14 Based upon the assumption that First Group deliver the service frequencies discussed in the Business Case, Scenario 6 may therefore provide a suitable alternative 'Core Scenario', (which

includes the new MRT service, but excludes the transfer of Shuttle Bus users), providing a BCR value of 5.95, (classed as a 'Very High' value for money scheme).

4.15 The review of the submitted modelling information also identified the following more detailed points:

- There are areas where the Saturn Model validates poorly on the A4 corridor, including journey times for the eastern A4 (westbound) and modelled link flow comparisons in the AM and PM periods.
- The proposed MRT service is expected to have costs of £670,000 per annum to operate (i.e. just over £40 million over 60 years undiscounted) and may be reliant upon the ceasing of existing shuttle bus services to become commercially viable.
- It is noted that services 75 and 76 experience increases in journey times between 2009 and the 2015DM modelling, as such there may be a need for additional buses to maintain service frequencies and headway.
- As model results are provided on a network wide basis, the specific impacts on the A4 corridor cannot be fully isolated (particularly for bus route journey times).

## BUSINESS CASE

### Format and Content

4.16 The submitted business case is comprehensive and covers each of the main categories expected for a scheme of this scale. A business case checklist is provided as Appendix A.

4.17 This checklist confirms whether each of the expected sub-sections within the 5 cases have been adequately covered within the submitted business case and provides explanatory notes where a specific area may not be fully addressed.

### Value for Money

4.18 The Slough MRT Business Case details a Benefit to Cost Ratio (BCR) for the SMaRT project of 7.66, which represents a very high Value for Money (VfM) scheme.

4.19 However, this BCR has been considered in the light of two main influencing factors, detailed below.



- 4.20 As detailed in the previous section of this note, it is considered that sensitivity test 6, which assumes the continuation of the current shuttle bus services to and from the Slough Trading Estate should form the basis of the 'core scenario' in the appraisal of the economic benefits related to the Slough MRT scheme, due to the lack of certainty that the transfer of trips from the shuttle bus services to the newly proposed routes will take place.
- 4.21 Sensitivity test 6 is predicted to result in a lower overall BCR value for the scheme of 5.95, although this would still class as 'Very High' in terms of expected Value for Money.
- 4.22 The second factor, the extent of which is not fully clear from a review of the submitted business case, is the degree to which the provision of the additional MRT bus service, understood to be required to increase service frequencies on the A4 corridor to every 10 minutes influences the overall BCR of the total scheme.
- 4.23 From a review of the information within the modelling report submitted as Appendix G, tables 8.3 and 8.4 appear to show the improvement in waiting time as being larger in the AM and PM periods than the savings in In-Vehicle time. This would suggest that a reasonable proportion of the overall reported public transport related benefits are due to the increase in service frequency resulting from the additional MRT service.
- 4.24 As detailed previously, First Group have provided a letter of support for the scheme, outlining an in-principle agreement with Slough Borough Council to improve service frequencies in response to improved route journey times. In the event of this improvement in frequencies not being delivered then 'Sensitivity Test 13' provides the worst case scenario in which only infrastructure improvements are realised, resulting in a predicted BCR of 4.28, (which would class as a 'Very High' value for money scheme).

#### Appraisal Summary

- 4.25 A review of the appraisal summary contained within the business case submission is provided in Table 1 on the following page, areas where the review disagrees or queries the proposed level of benefit or disbenefit associated with the SMaRT scheme are detailed and explanatory notes provided.

**Table 1 - Appraisal Summary**

Category	Sub-category	Business Case Assessment	Agree / Disagree with Assessment	Notes
Economy	Business users & transport providers	Large beneficial	Agreed	
	Reliability impact on Business users		Agreed	based upon a 19% reduction in journey time variability
	Regeneration	Slight beneficial	Agreed	
	Wider Impacts	Slight beneficial	Agreed	
Environmental	Noise	neutral	Agreed	
	Air Quality	neutral	Agreed	
	Greenhouse gases	Slight beneficial	Agreed	Within Economic Impact Section of Report
	Landscape	neutral	Agreed	
	Townscape	neutral	Agreed	
	Historic Environment	neutral	Agreed	
	Biodiversity	slight to moderate adverse	Agreed	
Water Environment	neutral to slight adverse	Agreed		
Social	Commuting and Other users	Large beneficial	Further information required	Shuttle bus users cannot be guaranteed to transfer to new services, waiting time benefits are also due to new MRT service being introduced. Requires further clarification to be confirmed level of benefit.
	Reliability impact on Commuting and Other users	Slight beneficial	Agreed	Based upon 19% reduction in journey time reliability
	Physical activity	Neutral	Agreed	
	Journey quality	Neutral	Agreed	
	Accidents	Moderate beneficial	Agreed	Based upon COBALT assessment
	Security	neutral	Agreed	
	Access to services	Slight benefit	Agreed	
	Affordability	Slight benefit	Agreed	
	Severance	Neutral	Agreed	
Option and non-use values	Neutral	Agreed		
Public Accounts	Cost to Broad Transport Budget	Large adverse	Agreed	
	Indirect Tax Revenues	Moderate adverse	Agreed	

## Risks

- 4.26 The submitted business case includes a Quantified Risk Assessment, which provides a detailed breakdown of the project risks and associated weighted costs relevant to the project.
- 4.27 It is however noted that the western section of the route is reliant upon the successful compulsory purchase of the parcels of land identified on the scheme plans provided as Appendix B of the business case.
- 4.28 Whilst the potential risks associated with delays in the CPO process have been identified within the risk register, there is an overall risk that the CPO could be challenged and not permitted. As such further sensitivity tests were requested, which excludes the final section of the western route reliant upon the CPO.
- 4.29 These sensitivity tests were modelled and reported in the updated business case as 'Sensitivity Tests 14 and 15', which show a decrease in scheme PVB (Present Value Benefits) from the comparative scenarios, although this is offset by a decrease in scheme PVC (Present Value Costs), resulting in comparatively higher BCR values. It is however appreciated that the loss of these sections may pose further design challenges and reduce the overall cohesiveness of the bus priority routes proposed.

## 5 Summary and Recommendations

- 5.1 Based upon the review undertaken and the subsequent additional information and further sensitivity tests provided it is considered that the business case submitted could be expected to provide 'Very High' value for money.
- 5.2 The business case is considered to comprehensive, covers all of the expected areas for a Major Scheme Business Case of this type and scale and can therefore be recommended for approval.
- 5.3 It is however also recommended that:
- 5.4 Decision making on the value for money of the scheme should be on the basis of scenarios which exclude the transfer of Shuttle Bus passengers to public transport, this would result in a predicted BCR value of 4.28 (if also assuming no new bus services on the A4 corridor), or 5.95 (if assuming First Group increase frequencies to 10 minutes).
- 5.5 Further information with regards to the specific benefits achieved on the A4 corridor and to specific bus route journey times would add clarity to the business case and assist in demonstrating specific benefits to important stakeholders such as First Group.



## Appendix A – Business Case Checklist

Project Number: A087383-01  
 Scheme: SMaRT  
 Submitted by: Slough Borough Council

Strategic Case	Addressed within Business Case	Notes	Economic Case	Addressed within Business Case	Notes	Financial Case	Addressed within Business Case	Notes	Commercial Case	Addressed within Business Case	Notes	Management Case	Addressed within Business Case	Notes
Business Strategy	Y		Options appraised	Y		Costs	Y	Includes a QRA	Output based specification	Y		Evidence of similar projects	Y	
Problem Identified	Y		Assumptions	Y		Budgets / Funding Cover	Y		Procurement Strategy	Y		Programme / Project dependencies	Y	
Impact of not changing	Y		Sensitivity and Risk Profile	Y		Accounting Implications	N		Sourcing Options	Y		Governance	Y	
Drivers for change	Y		Appraisal Summary Table	Y	Provided as Appendix H of submission				Payment Mechanisms	Y		Programme / Project Plan	Y	Programme provided as Appendix L
Objectives	Y	Checked against monitoring	Value for Money Statement	Y					Pricing Framework and charging mechanisms	Y		Assurances and approvals	Y	
Measures for success	Y	Checked against monitoring							Risk allocation and transfer	Y		Communication & Stakeholders	Y	
Scope	Y								Contract length	Y		Project Reporting	Y	
Constraints	Y								Human resource issues	N		Implementation	Y	
Inter-dependencies	Y								Contract management	Y		Key Issues	Y	
Stakeholders	Y	Key Stakeholders have been involved and some letters of support provided, but the First Letter does not refer to funding the MRT service										Contract Management	Y	
Options	Y											Risk Management	Y	
												Benefits realisation	Y	
												Monitoring and evaluation	Y	
												Contingency	N	
												Options	N	

**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)****REPORT TO:** BLTB**DATE:** 24 July 2014**CONTACT OFFICER:** Ruth Bagley, Chief Executive Slough Borough Council, lead Chief Executive to the BLTB**PART I****PROGRESS ON THE OTHER PRIORITISED SCHEMES*****Purpose of Report***

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

***Recommendation***

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

***Other Implications******Financial***

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

Table 1 – Available Finance

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

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

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

Table 2 – Scheduling of Schemes

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



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

<sup>a</sup> North and South Wokingham Distributor Roads have Programme Entry Status: Arborfield Distributor Road does not.

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

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

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

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

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

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

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

### Risk Management

Table 3 – Risk Management

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

### Human Rights Act and Other Legal Implications

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

## Supporting Information

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

Table 5 – Programme Entry Schemes – Progress to Date

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

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

<sup>3</sup>[http://thamesvalleyberkshire.co.uk/Strategic\\_Economic\\_Plan](http://thamesvalleyberkshire.co.uk/Strategic_Economic_Plan)

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

### ***Appendices Attached***

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

### ***Background Papers***

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

**Scheme update on 2.01 Newbury: Kings Road Link Road**

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

**1. Outline of scheme**

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

**2. Progress with securing planning permission**

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

**3. Progress with land purchase**

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

**4. Preparation of Full Business Case**

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

**5. Network Rail – Bridge replacement scheme through Electrification Project**

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

## 6. Political support for the scheme

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

## 7. Risks

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

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

## 8. Funding

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

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

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

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

## 9. Revised Proposed Timetable

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

## 10. Recommendation

- 10.1 The scheme should remain in the LTB priority list.

## **Scheme update on 2.06 Reading: GreenPark Railway Station**

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

### **1. Background**

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

### **2. Progress**

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



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

- 2.5 The potential for cost savings continues to be reviewed, both to the overall scheme costs and the level of BLTB funding required. This includes a refresh of the outline and detailed design for the station and multi-modal interchange, discussions with DfT, Network Rail and FGW to identify opportunities to coincide implementation with other major upgrade works on the railway, and pursuing opportunities to secure further public and/or private sector funding towards the scheme (for instance from nearby land use development proposals).
- 2.6 Scheme development is being undertaken in line with Network Rail's GRIP process, and to take account of the latest developments from related projects such as Reading Station Redevelopment, Great Western Mainline Electrification, Electric Spine, East-West Rail and Western Rail Access to Heathrow (WRATH).
- 2.7 The scheme programme has been updated to take account of the latest position of each workstream.

### 3. Next steps

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

### 4. Finance

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

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

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

## 5. Risks

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

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

## 6. Programme

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

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

## 7. Recommendation

7.1 The scheme should remain in the BLTB priority list.

## Scheme update on 2.14 Reading: East Reading Mass Rapid Transit

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

### 1 Background

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

### 2 Progress

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

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

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

### 3 Next steps

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

### 4 Finance

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

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

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

### 5 Risks

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

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

## 6 Programme

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

<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 - March 2015
Public consultation	February 2015 - March 2015
Submit planning application	April 2015
Outline design complete	March 2015 - June 2015
BLTB independent assessment	June 2015 - July 2015
BLTB financial approval	July 2015
Detailed design complete	April 2015 - January 2016
Procurement	December 2015 - March 2016
Contractor appointed	March 2016
Construction	March 2016 - June 2017
Open to public	July 2017

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

## 7 Recommendation

7.1 The scheme should remain in the BLTB priority list.

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

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

### 1 The Scheme

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

### 2 Progress

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

### 3 Next Steps / Programme

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

### 4 Funding

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

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

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

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

## 5 Risks

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

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

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

**6 Recommendation**

6.1 The scheme should remain in the LTB priority list.



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

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

**1 The Scheme**

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

**2 Progress**

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

**3 Next Steps / Programme**

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

**4 Funding**

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

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

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

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

## 5 Risks

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

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

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

## 6 Recommendation

The scheme should remain in the LTB priority list.

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## BLTB Forward Plan 2014/15

<b>Thursday 20<sup>th</sup> November 2014</b>	
<i>Deadline for final reports: Monday 10<sup>th</sup> November 2014</i>  <i>Agenda published: Wednesday 12<sup>th</sup> November 2014</i>	<ul style="list-style-type: none"><li>• Financial approval for 2.01 Newbury: Kings Road Link Road</li><li>• Financial approval for 2.06 Reading: Green Park Station</li><li>• Financial approval for 2.02 Bracknell: Warfield Link Road</li><li>• Financial approval for 2.03 Newbury: London Road Industrial Estate</li><li>• Progress on other Programme Entry schemes</li><li>• Forward Plan</li></ul>
<b>Thursday 19<sup>th</sup> March 2015</b>	
<i>Deadline for final reports: Monday 9<sup>th</sup> March 2015</i>  <i>Agenda published: Wednesday 11<sup>th</sup> March 2015</i>	<ul style="list-style-type: none"><li>• Call for new schemes (provisional)</li><li>• Forward Plan</li></ul>

### Other items

- Scheme evaluation and monitoring (to be scheduled)
- Programme and risk management (to be scheduled)
- Financial approval for remaining programme entry schemes

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