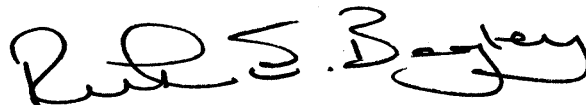


Date of issue: Wednesday, 12 November 2014

MEETING	BERKSHIRE LOCAL TRANSPORT BODY	
	Member	Authority
	Councillor Bale	West Berkshire 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
	Councillor Kaiser	Wokingham Borough Council
	Steve Capel-Davies	Thames Valley Berkshire LEP
	Charles Eales	Thames Valley Berkshire LEP
	Ian Frost	Thames Valley Berkshire LEP
	Peter Howe	Thames Valley Berkshire LEP
	Graeme Steer	Thames Valley Berkshire LEP
	Matthew Taylor	Thames Valley Berkshire LEP
DATE AND TIME:	THURSDAY, 20TH NOVEMBER, 2014 AT 4.00 PM	
VENUE:	FLEXI HALL, THE CENTRE, FARNHAM ROAD, SLOUGH, SL1 4UT	
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	NICHOLAS PONTONE	01753 875120

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 1

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>
	Apologies for absence.	
1.	Declarations of Interest	
2.	Minutes of the meeting held on 24th July 2014	1 - 6
3.	Financial Approval 2.01 Newbury: Kings Road Link Road	7 - 30
4.	Financial Approval 2.02 Bracknell: Warfield Link Road	31 - 52
5.	Financial Approval 2.03 Newbury: London Road Industrial Estate	53 - 74
6.	Financial Approval 2.06 Reading: Green Park Railway Station	75 - 96
7.	Financial Approval for 2.10 Slough: A332 Improvements	97 - 116
8.	Financial Approval for 2.17 Slough: A355 route	117 - 138
9.	Progress on the Prioritised Schemes	139 - 206
10.	Thames Valley Berkshire Local Growth Deal 2015/16 to 2010/21	207 - 212
11.	BLTB Forward Plan	213 - 214
12.	Date of Next Meeting	
	Thursday 19 th March 2015, 4.00pm at The Centre, Farnham Road, Slough	

Press and Public

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

Berkshire Local Transport Body – Meeting held on Thursday, 24th July, 2014.

Present:-	Members	Authority
	Councillor Bale Councillor Brunel-Walker Steve Capel-Davies Councillor Hill Ian Frost Councillor Munawar Councillor Page Councillor Singleton (deputising for Councillor Kaiser)	West Berkshire Council Bracknell Forest Council Thames Valley Berkshire LEP Royal Borough of Windsor and Maidenhead Thames Valley Berkshire LEP Slough Borough Council Reading Borough Council Wokingham Borough Council
	Deputy Member in Attendance	
	Councillor Harrison	Bracknell Forest Council
Apologies for Absence:-	Melvyn Hale Robert Lynch Kathy Matthews and Philip von Heydebreck	Thames Valley Berkshire LEP Thames Valley Berkshire LEP Thames Valley Berkshire LEP Thames Valley Berkshire LEP

PART 1

1. Election of Chair

Resolved – That Councillor Page be elected Chair of the Berkshire Local Transport Body (BLTB) for the ensuing municipal year.

2. Election of Deputy Chair

Resolved – That Steve Capel-Davies be elected Deputy Chair of the BLTB for the ensuing municipal year.

3. Declarations of Interest

None.

4. Membership of the Berkshire Local Transport Body

The BLTB received a report of the representatives nominated by the Berkshire local authorities for 2014/15 and the Thames Valley Berkshire LEP members, as follows:

Berkshire Local Transport Body - 24.07.14

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

* Subject to confirmation by Wokingham BC

The Thames Valley Berkshire LEP Members continuing for the remainder of their two year term of office were:

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

5. Minutes of the meeting held on 13th March 2014

Resolved - That the minutes of the BLTB held on 13th March 2014 be approved as a correct record.

6. Thames Valley Berkshire Local Growth Deal 2015/16 to 2020/21

Consideration was given to a report on the detail of the Thames Valley Berkshire Local Growth Deal, with particular reference to the schemes included in the Transport Packages of the Strategic Economic Plan. The headline figure for Transport Schemes was £94.65m, of which £11.1m was new approval to spend in 2015/16; £14.5m was previously approved; and £69.05m was an indicative approval for the years 2016/17 – 2020/21. This level of approval represented an 83% success rate: £114m was requested and only £19.35m was not approved. The only schemes not approved were those at Newbury; Sandford Park and the Sustainable Transport and Minor Works (part).

Referring to the schemes now given “indicative approval”, the report stated that the money had not been allocated to particular years during the period 2016/17 to 2020/21. However, as confirmed by Richard Walker of the DfT, in attendance at the meeting, final approval was likely to forthcoming where a good track record of delivering schemes could be demonstrated, and where schemes were ready to go having been developed to full business case stage. It was inevitable that authorities would need to carry out some work ‘at risk’ in anticipation of final approval. The BLTB would need to seek approval from the DfT for any changes in the programme but in future it was likely that more freedoms and flexibilities would be available to top performing LTB/LEPs.

Schemes put forward for approval normally had to attract a minimum of 20% funding from the private sector or other sources. The onus was on the BLTB to ensure that the sponsoring authorities of schemes had used their best endeavours to secure all additional funding opportunities.

The Board recognised that the Local Growth Deal in respect of the transport schemes was only part of the overall Thames Valley Berkshire vision for infrastructure, as set out in the Strategic Economic Plan, which also included such projects as the Western Rail Access to Heathrow, London Waterloo to Reading and Gatwick improvements (including Southern Rail access to Heathrow), electrification of the Great Western Main line, Crossrail extension to Reading and M4 Smart motorway.

Resolved –

- (a) That the success in securing detailed and indicative financial approvals for Transport schemes be noted.
- (b) That the following schemes identified in the Local Growth Deal be approved for Programme Entry status:

<u>SEP reference</u>	Scheme Name
2.02	Bracknell: Warfield Link Road
2.03	Newbury: London Road Industrial Estate
2.04	Wokingham: Distributor Roads: Arborfield Distributor Road
2.09 (part)	Sustainable Transport & Minor Works (yrs2-6): Strategic cycle routes only
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

- (c) That the officers be requested to prepare a report for a future meeting setting out the options for refreshing the “development pipeline” of potential future transport schemes.

7. Financial Approval 2.07 Bracknell: Coral Reef Roundabout

The BLTB considered a report requesting financial approval for the scheme 2.07 Bracknell: Coral Reef Roundabout. This was currently a pinch point on the main M4/M3 connecting route and the project would deliver significant improvements to the A4/A3290/A329(M)/A322 highway corridor.

The report set out details of the scheme’s compliance with steps 1-5 of the full Assurance Framework, which had been approved by the DfT for use in allocating capital funds for transport schemes. The Business Case Independent Assessment carried out by consultants WYG indicated a conditional approval subject to addressing some areas of outstanding detail. It was suggested that these were not relevant to a scheme of this size but it was requested clarification be sought from WYG about this and their query on page 9 of their report regarding the benefits of the scheme on journey quality. Members requested that an update on this be circulated separately following the meeting.

The Board was pleased to note that around 30% of the total cost of the scheme had been secured from local or private sources including the Bracknell Forest Council capital programme and s.106 agreements.

Resolved - That full financial approval be given to the scheme 2.07 Bracknell: Coral Reef Roundabout, in the sum of £2,100,000 in 2015/16 on the terms of the funding agreement, as set out in the report, subject to:

- (1) Written confirmation from WYG, the Independent Assessor, that all aspects of the DfT’s current and requirements for a full business case for a scheme of this size have been met;
- (2) Satisfactory completion of the formal funding agreement pursuant to the Local Growth Deal.

8. Financial Approval for 2.08 Slough: Rapid Transit Phase 1

The BLTB considered a report requesting financial approval for the scheme 2.08 Slough: Rapid Transit Phase 1. The A4 forms the spine of a 12km strategic public transport corridor that links Maidenhead, Slough and Heathrow and plays an important role in providing surface access to the airport. The western 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.

The report set out details of the scheme's compliance with steps 1-5 of the full Assurance Framework, which had been approved by the DfT for use in allocating capital funds for transport schemes, including a very high Benefit – Cost ratio of 7.66. The Business Case Independent Assessment carried out by consultants WYG indicated that a comprehensive and detailed scheme had been prepared which addressed all the main areas. The letter of support from First Bus Group was noted, which indicated an in-principle agreement with Slough Borough Council to improve service frequencies in response to improved journey times on the A4 corridor. The transfer of trips from existing private shuttle buses to public transport could not be guaranteed as part of the scheme for funding but would be subject to further negotiation.

The scheme was being put forward on the basis of a £2.5m allocation from Slough Borough Council capital programme and £900,000 s.106 contribution.

Resolved – That full financial approval be given to the scheme 2.08 Slough: Rapid Transit Phase 1, in the sum of £3,600,000 in 2015/16 and £2,000,000 in 2016/17 on the terms of the funding agreement referred to in step 5 of the Assurance Framework, as set out in the report, subject to satisfactory completion of the formal funding agreement pursuant to the Local Growth Deal.

9. Progress on the Other Prioritised Schemes

Consideration was given to a progress report for the 17 schemes identified in the Strategic Economic Plan, and detailed reports on the eight schemes given programme entry status by the decision of the BLTB in July 2013.

The DfT had previously confirmed the allocation of Local Major Capital Funding for Berkshire LTB as £14.5m over four years commencing April 2015. The Local Growth Deal included this sum, and in addition approved £11.1m for spending in 2015/16 and indicative approval for £69.05m over the following five years. Table 2 from the report set out the full list of schemes, with details of their scheduling and the Board noted those additionally afforded programme entry status as a result of the Local Growth Deal.

Detailed progress reports were made on the remaining five programme entry schemes not covered elsewhere on the agenda, as follows:

A - 2.01 Newbury: Kings Road Link Road - scheme now been submitted for planning approval; negotiations in hand regarding purchase of some additional land; assessment of the scheme was being refreshed ready for submission of the full business case; and initial discussions had commenced with consultants WYG regarding the Independent Assessment.

B – 2.06 Reading: Green Park Railway Station – scheme submitted to First Great Western in connection with preparation of the business case; approval

would also be necessary from DfT Rail Division. Contributions from partners meant the BLTB financial contribution to the scheme of £6.4m currently stood 67% of the total, but it was hoped further private funding could yet be secured.

C – 2.14 Reading: East Reading Mass Rapid Transit – scheme for a public transport link between central Reading and Thames Valley Park being developed with partners; the full business case to be prepared on the basis of significant journey time and operational costs savings for public transport.

D – 2.04 Wokingham Distributor Roads: North Wokingham Distributor Road – public consultation on the alignment of the route now completed; review of funding underway in the context of the Local Growth Deal; a planning application for the new road, which will provide access to 1,500 new homes, community facilities and commercial development, will be made in 2015.

E – 2.04 Wokingham Distributor Roads: South Wokingham Distributor Road – progress slightly behind north distributor road scheme; public consultation on route options due to end in August 2014.

Resolved - That the progress report be noted.

10. BLTB Forward Plan

Consideration was given to the Forward Plan for the period to March 2015.

Resolved – That the Forward Plan be noted.

11. Date of Next Meeting

It was confirmed that the next meeting of the BLTB would be held on Thursday 20th November 2014.

It was suggested that a date of Thursday 15th January 2015 be provisionally reserved for an additional meeting, should further decisions on approval or programming be required.

Chair

(Note: The Meeting opened at 4.00 pm and closed at 5.20 pm)

BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB

DATE: 20 November 2014

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

PART I

Financial Approval 2.01 Newbury: Kings Road Link Road

Purpose of Report

1. To consider giving financial approval to scheme 2.01 Newbury: Kings Road Link Road.
2. The scheme proposes a new direct link between the Hambridge Road industrial area and the A339 in Newbury to support housing delivery (both on site and with a new link to the Newbury Racecourse Strategic Development Location) and significantly improve access to a key employment area.
3. The scheme will also provide for the remediation of contaminated land on the former Sterling Cables site.

Recommendation

4. You are recommended to give scheme 2.01 Newbury: Kings Road Link Road full financial approval in the sum of £2,340,000 over two years (2016/17 and 2017/18) on the terms of the funding agreement set out at paragraph 13 step 5 below, subject to
5. 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

6. Scheme 2.01 Newbury: Kings Road Link Road is one of the named schemes in the [Thames Valley Berkshire Local Growth Deal](#)¹ announced on 7 July 2014. It was one of two schemes identified for funding from the "pre-allocated Local Transport Body" funding in 2015/16. However, the timing of the scheme has been re-profiled to start in 2016/17. There is a report elsewhere on the LTB agenda seeking DfT permission to swap the funding status with a scheme from the Local Growth Deal approved list of schemes.
7. This report recommends that West Berkshire Council be authorised to draw down the capital sum £2,340,000 from the Local Transport Body funding for this scheme once WYG have certified that the final conditions have been met.

8. The funding agreement set out at paragraph 13 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

9. The risk management arrangements already put in place by the Local Transport Body are as follows:
 - The [Assurance Frameworkⁱⁱ](#) 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

10. 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

11. The independent assessment process has identified a number of detailed issues that the scheme promoter has been unable to resolve to the satisfaction of WYG at this point in time. These are set out in detail in Appendix 1 (the WYG report). However, it is the opinion of independent assessor that these technical shortcomings are not sufficiently serious to undermine the overall conclusion that this scheme represents good value for money. The independent assessor has indicated that a conditional approval would be appropriate in this case.
12. The full details of the scheme are available from the [West Berkshire Council websiteⁱⁱⁱ](#). A summary of the key points is given below:

Date	Milestone
November 2014	Planning permission
February 2016	Detailed design complete
March/April 2016	Procurement
May 2016	Start on site
November 2017	Completion of construction

Source of funding sought / available	Amount
Amount sought from BLTB	£2,340,000 (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	£1,610,000
- Officer time	Exact costs not yet known
Total Scheme Cost	In excess of £4.840 million

13. The table below sets out the details of this scheme's compliance with steps 1-5 of paragraph 14 of [the full Assurance Framework^{IV}](#).

Assurance Framework Check list	2.01 Newbury: Kings Road Link Road				
Step 1: Development of Scheme proposal; initial sifting, scoring and prioritisation leading to award of Programme Entry Status. (See paragraphs 11-13)	The scheme addresses the decontamination and redevelopment of a former industrial site near Newbury Town Centre. It will provide new homes, the upgrading of the railway overbridge, and access to the Newbury Racecourse SDL.				
	In 2013, the outline scheme was assessed in accordance with paragraphs 11 and 12 of the Assurance Framework and was given 28 points and ranked 1 st of the 28 schemes originally submitted, and 1 st 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	3	1.5	4.5
		Ease of Deliverability	3	1.5	4.5
		Matched Funding	2	1	2
		Environmental	3	1	3
		Social	2	1	2
				Total	28
		Programme Entry Status was awarded at the BLTB meeting on 18 July 2013^V .			
		The scheme was automatically included in the Strategic Economic Plan because it had the top ranking from the earlier BLTB exercise, and was considered to be already funded. The scheme details were included in the SEP.			
		Factor	Raw score	Weighting	Weighted score
		Strategy		1.5	
		Deliverability		2	
		Economic Impact		4	
	TVB area coverage		1.5		
	Environment		0.5		
	Social		0.5		
			Total		

Assurance Framework Check list	2.01 Newbury: Kings Road Link Road
<p>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>	<p>The progress of the scheme was reported to the BLTB meetings held on 14 November 2013^{vi} , 13 March 2014^{vii} and 24 July 2014^{viii}.</p> <p>The outline of the scheme has been publicly available at TVB LEP website^x since July 2013. A fuller version has been available in the SEP Implementation Plan Annexe^x (scheme 2.01 page 5) in draft since December 2013 and in the final version since March 2014. The West Berkshire Council website^{xi} 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 West Berkshire Council 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"> • Completeness – has the promoter prepared a complete Full Business Case submission, when judged against the prevailing advice from the DfT • Accuracy – has the promoter performed the relevant calculations and assessments accurately and without error • 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 • Value for Money – does the scheme promoter’s Value for Money assessment comply with the prevailing DfT guidance • Evaluation arrangements – has the scheme promoter made provision for appropriate post-implementation evaluation of the scheme. • 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.
<p>Step 3: Conditional Approval</p>	<p>The Independent Assessor has recommended that in this case a Conditional Approval is appropriate. There are a number of technical issues that are not yet resolved between the scheme promoter and the independent assessor about the presentation of the business case. These unresolved issues mean that the proposal is not yet fully compliant with the DfT requirements. However, the Independent Assessor has indicated that these technical shortcomings are not sufficiently serious to undermine the overall conclusion that this scheme represents good value for money.</p>
<p>Step 4: Recommendation of Financial Approval - High Value for</p>	<p>The scheme has a Benefit- Cost Ratio (BCR) of 5.962.</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>

Assurance Framework Check list	2.01 Newbury: Kings Road Link Road
Money - Support of the Independent assessor	<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>
Step 5: Formal Agreement - roles - responsibilities - reporting - auditing - timing and triggers for payments, - contributions from other funders, - consequences of delay, - consequences of failure, - claw back, - evaluation one and five years on	<p>Roles: The BLTB is a part funder of the scheme. West Berkshire 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. West Berkshire 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 West Berkshire 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, West Berkshire 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, West Berkshire Council will cooperate fully.</p> <p>Timing and Triggers for payments: West Berkshire 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: West Berkshire capital programme will contribute £380,000 in 2015/16-2017/18; in addition there will be £500,000 of s.106 contributions secured by West Berkshire Council in 2015/16-2016/17. The associated railway bridge works are being carried out by Network Rail at an estimated cost of £1.61m.</p> <p>Consequences of Delay: In the event that the scheme experiences minor delays to its programme (no more than 10 weeks), West Berkshire 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) West Berkshire 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</p>

Assurance Framework Check list	2.01 Newbury: Kings Road Link Road
	<p>the programme.</p> <p>Consequences of Failure: As soon as it becomes apparent to West Berkshire 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 West Berkshire Council after this point. In addition, consideration will be given to recovering any monies paid to West Berkshire 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: West Berkshire Council will work with WYG to produce scheme evaluations One and Five years after practical completion.</p>

Conclusion

14. This is a well-planned scheme that will deliver multiple benefits, including a high quality after-use for a difficult former industrial site in the centre of Newbury.

Background Papers

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

ⁱhttps://www.gov.uk/government/uploads/system/uploads/attachment_data/file/327587/35_Thames_Valley_Berkshire_Growth_Deal.pdf

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

ⁱⁱⁱ<http://info.westberks.gov.uk/sep>

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

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

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

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

^{viii}<http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5148&Ver=4>

^{ix}<http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/West-Berks-1-Kings-Road-Link-Road.pdf>

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

^{xi}<http://info.westberks.gov.uk/sep>



Thames Valley Berkshire Local Economic Partnership

Independent Assessment Summary Report: Kings Road Link Road

Outline Business Case Independent Assessment

WYG
Executive Park
Avalon Way
Anstey
Leicester
LE7 7GR

Report No. RT-A087383-04

10th November 2014
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REPORT CONTROL

Document: Outline Business Case Independent Assessment

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Client: Thames Valley Berkshire Local Enterprise Partnership

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Document Checking:

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Review By	Colin Shields	Initialled:	CS
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Issue	Date	Status	Checked for Issue
1	5/11/14	Draft	CS
2	10/11/14	Final	CS
3	10/11/14	Final updated with conditional approval	CS
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 Kings Road Link Road Business Case submission to the Thames Valley Berkshire Local Enterprise Partnership. It should be noted that WSP (West Berkshire Consultants) have confirmed that this is an Outline Business Case and not a Full Transport Business Case. The Thames Valley LTB Founding Document indicates in Part 3 paragraph 3 that, for programme management and investment decisions that the proposer will develop a Full Transport Business Case. We recommend that TVLTB discuss this issue with West Berkshire Council and decide whether the outline business case as submitted is sufficient for the purposes of the LTB investment decision. WYG have queried with West Berkshire Council and WSP why this is an Outline and not a Full Business Case.

SCHEME SUMMARY

- 1.2 The Kings Road Link Road includes the development of a 7.3m two way single carriageway road approximately 160m long with a 30mph speed limit between the existing Sainsbury's roundabout to Kings Road at the Boundary Road/ Hambridge Road junction.
- 1.3 Access to the existing dwellings on Kings Road will be from the west and will be made two way. There will be no access from the east to the existing Kings Road. The road will have a roundabout access junction to allow from the proposed development traffic to enter and exit.

REVIEW FINDINGS

- 1.4 The review of the submitted Business Case identified the following:
- 1.4.1 The Business Case is detailed and comprehensive and addresses all of the main areas expected within an outline Business Case submission (checklist provided as **Appendix A**).
- 1.4.2 The predicted overall Benefit to Cost Ratio (BCR) of the scheme is 5.962, which represents Very High Value for Money (VfM).
- 1.4.3 No information on air quality assessments was provided in the Business Case.
- 1.4.4 There are 3 key issues which the review suggests should be taken into account when considering the overall benefits of the scheme. It is considered that these could result in an

overestimate of the economic benefits of the scheme and the issues relate to the modelling and TUBA appraisal of the scheme:

- i) The base transport model used for the assessment of the scheme (and it is noted that the model is calibrated and validated on link flows only) assigns 717 more trips than observed in the PM peak on the Mill Lane approach at the adjacent A339/Bear Lane junction. Further information was provided by WSP in terms of plots, from which it is concluded by WSP that the routing is localised and hence is acceptable. However, it is WYG view that the traffic is still there in the model and so the benefits could still be being over-estimated.
- ii) Specific sector to sector movements have been removed from the TUBA assessment. In turn this has lead to large benefits and large disbenefits being omitted from the final benefit calculation, which highlights possible concerns regarding the reliability of the model. Further information was provided by WSP regarding the Saturn convergence criteria which have been tightened up and the models rerun. The reruns have yielded lower benefits in line with the reductions to the annualisation factors (see below). Some of the extreme sector-to-sector changes have been smoothed out. It is also reported that significant benefits arise from journey time savings in excess of five minutes. This is considered to be unusual for a scheme of this type and WYG consider that this needs further investigation. We do not agree with the conclusion that long journey time savings have to come from long-distance trips.
- iii) The annualisation factors used in the TUBA assessment have been derived using peak hour to peak period factors rather than the method set out within TUBA guidance. Further information was provided by WSP on revised annualisation factors which provided a lower BCR on the basis of no sector to sector amendments. No information was provided on an assessment with the sector to sector changes (as presented in the OBC) and, as such, we are unable to confirm whether this test is satisfactory.

1.4.5 Therefore, it is not possible to fully recommend the business case as submitted and it is considered that the business case will require updating in order to be considered suitable for final submission. However, the underlying case for the scheme would appear to be positive and, as such, a conditional approval subject to addressing the modelling and economic queries raised within a re-submitted case, is considered to be an appropriate way forward.



2 Process

MEETINGS

- 2.1 An initial project inception meeting was held on 23rd July 2014 with West Berkshire Council and WSP to introduce the scheme and to discuss the timescales and requirements for the Business Case submission.
- 2.2 This was followed by subsequent telephone discussions and emails during September, October and November 2014 to discuss queries on the scheme assessment work. It is recommended that the business case submitted to WYG is updated to reflect the comments provided, in particular those made post submission of the business case on 13/10/14.

OPTION ASSESSMENT REPORT (OAR) / APPRAISAL SPECIFICATION REPORT (ASR)

- 2.3 No stand alone OAR and ASR have been submitted as part of the assessment as it was agreed this was to be included within the Business Case for review. The LMVR of the West Berkshire Base Model (WBBM) and the Newbury Network Data Report have been provided to give background information regarding the modelling of the scheme.
- 2.4 It was confirmed that the overall modelling methodology for the assessment of the scheme has, in the most part, been included within the Economic Case chapter of the Business Case.
- 2.5 Having conducted a review of the modelling information provided and that included within the Economic Case, we have identified issues concerning the base WBBM and TUBA analysis conducted for the creation of benefits formed from the proposed scheme.

REVIEW

- 2.6 Following the review of the draft Business Case, comments have been provided concerning issues raised. The Business Case was submitted on the 13th October 2014 with the information provided (including all appendices) summarised in Section 3 and the results from the review presented in Section 4.

3 Submitted Information

3.1 The Business Case independent assessment was carried out based upon the following reports and appendices submitted by West Berkshire Council and their consultant team (WSP):

- Kings Road Link Road final Business Case (13/10/14).
- Appendix A – Annual Average Daily Traffic (AADT) Flows - 2013 base year and forecast years of 2019 and 2026: Without Scheme
- Appendix B – Annual Average Daily Traffic (AADT) Flows - Forecast years of 2019 and 2026: With Scheme
- Appendix C – TUBA – initial results
- Appendix D – Appraisal Summary Table
- Appendix E – Scheme pro-forma
- Appendix F – Bill of Quantities
- Appendix G – Outline project programme

4 Review

OPTIONS ASSESSMENT

- 4.1 Section 3.13 of the submitted Business Case provides a brief summary of the options considered which has resulted in the development of the preferred option. This included a proposal for a new bridge over the railway connecting to Queen's Road; the Business Case later states that this was omitted at a subsequent revision in 1997.
- 4.2 Having sent a request for further details concerning option appraisal, it was stated that there is no other option and the proposal which is to be carried forward utilises a protected line which has been there for a number of years.
- 4.3 As no other option has been specifically identified and investigated to prove viability as part of the assessed options, nor an OAR provided it is, therefore, not possible to comment if the WebTAG guidance for Options Assessment has been used to appraise the options.
- 4.4 The majority of scheme benefits resulting from the development of the scheme include journey time savings for both cars and HGV users, improving the quality of life to those that live around the existing congested Kings Road and enabling the opening of prime development site.
- 4.5 The scheme proposed for current funding represents the strategic approach considered to be the most deliverable of the only one other option presented, which has support from the local council.

APPROACH TO MODELLING

- 4.6 It was previously been agreed that no ASR was necessary as part of the review of the proposed scheme, as a result it has not been possible to evaluate the modeling specifically for the proposal in depth.
- 4.7 Having requested further information it was subsequently stated that the information required with regards to modelling has been included within the Business Case report. To supplement this the LMVR for the core model was also provided alongside the Business Case.

4.8 Having reviewed what was included within the Outline Business Case as well as the LMVR provided for the West Berkshire Base Model, the following concerns with the modelling and TUBA appraisal work have been identified:

1. The base transport model used for the assessment of the scheme (and it is noted that the model is calibrated and validated on link flows only) assigns 717 more trips than observed in the PM peak on the Mill Lane approach at the adjacent A339/Bear Lane junction.
2. Specific sector to sector movements have been removed from the TUBA assessment. In turn this has led to large benefits and large disbenefits being omitted from the final benefit calculation, which highlights possible concerns regarding the reliability of the model. Further information was provided by WSP regarding the Saturn convergence criteria which have been tightened up and the models rerun. The reruns have yielded lower benefit in line with the reductions to the annualisation factors. Some of the extreme sector-to-sector changes have been smoothed out. It is also reported that significant benefits arise from journey time savings in excess of five minutes. This is considered to be unusual for a scheme of this type and WYG consider that this needs further investigation. We do not agree with the conclusion that long journey time savings have to come from long-distance trips.
3. The annualisation factors used in the TUBA assessment have been derived using peak hour to peak period factor rather than the method set out within TUBA guidance. Further information was provided by WSP on revised Annualisation factors which provided a lower BCR on the basis of no sector to sector amendments. No information was provided on an assessment with the sector to sector changes and as such we are unable to confirm whether this test is satisfactory.

4.9 In response to the aspects mentioned above, the following response has been provided from WSP;

1. *'The traffic model is only a prediction of what may happen in the future and the reason for the removal of some of the sector to sector benefits and dis-benefits is that they are in areas where, in reality, you would not expect a localised highway scheme to give that level of benefits or dis-benefits.'*

2. *'If you only use the 253 peak hours per peak then the TUBA economic assessment could potentially under-estimate the benefits of a scheme and hence the use of peak hour to peak period factors to ensure that the economic assessment covers e.g. the 07:00-10:00 period.'*
3. *'The traffic model has been calibrated and validated on link flows and not on turning movements in general although we have looked at a number of junctions where the GEH criteria has been relaxed to 7.5 for turning movements instead of the value of 5 as is standard for links. The issue at junction 16 for that specific movements seems to be:*
 - *a routing of traffic from the A339 (N) along Mill Lane in the PM peak to access Boundary Road rather than using the Bear Lane roundabout to access Queen's Road.*
 - *traffic accessing the A4 from the south is using the B3421 Hambridge Road via Mill Lane rather than Boundary Road to avoid the narrow road crossing the railway line to the south of the B3421 Hambridge Road/Boundary Road junction.'*

BUSINESS CASE

Format and Content

- 4.10 Having conducted a review of the Business Case provided it has been identified that it is comprehensive and covers each of the main categories expected for a scheme of this scale. A Business Case checklist has been provided as **Appendix A**.
- 4.11 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.
- 4.12 In response to a query on the COBALT accident assessment which was carried out on a link assessment basis only, WSP provided results from a combined Link and Junction assessment. The benefits reported on this appear to be unrealistically high and we would ask WSP to review these.
- 4.13 No data was available for the air quality assessment and as such is not commented on in this review.

Value for Money

- 4.14 The Kings Road Link Road Business Case details a Benefit to Cost Ratio (BCR) of 5.962, which represents a very high Value for Money (VfM) scheme.
- 4.15 However, this BCR has been considered in the light of the following main influencing factors, detailed below;
- i) As detailed in the previous section of this note, it has been discovered that some sector to sector movements have been omitted along with specific travel times and vehicle operating costs, which in turn has lead to an adjusted BCR.
 - ii) As well as the annualisation factors not being created in accordance with TUBA guidance, it is noted that a Low and High Growth sensitivity test has not been carried out in accordance with WebTAG. A 0%, 15% and 44% Optimum Bias sensitivity test is reported on.
 - iii) The base transport model used for the assessment of the scheme (and it is noted that the model is calibrated and validated on link flows only) assigns 717 more trips than observed in the PM peak on the Mill Lane approach at the adjacent A339/Bear Lane junction.

Appraisal Summary

- 4.16 A review of the appraisal summary table contained within the Business Case submission is provided in **Table 1** below, areas where the review disagrees or queries the proposed level of benefit or disbenefit associated with the Kings Road Link Road 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	Distributional Scale = Beneficial	Disagree	See comments in report.
	Reliability impact on Business users	Beneficial	Disagree	See comments in report.
	Regeneration	Neutral	Agree	
	Wider Impacts	N/A	Agree	
Environmental	Noise	Qualitative and Distributional	Agree	

	Air Quality	Scale = Beneficial	TBC	No details provided for assessment.
	Greenhouse gases	Quantitative figure provided	Agree	
	Landscape	N/A	Disagree	Not assessed.
	Townscape	N/A	Disagree	Not assessed.
	Historic Environment	N/A	Disagree	Not assessed.
	Biodiversity	N/A	Disagree	Not assessed.
	Water Environment	N/A	Disagree	Not assessed.
	Journey Ambiance	No Qualitative or Quantitative assessments have been undertaken.	Disagree	However, WSP state within the Summary of key impacts that the scheme improves the pedestrian and cycleway network within the areas surrounding the scheme and can be considered to be beneficial.
Social	Commuting and Other users	Distributional Scale = Beneficial	Agree	
	Reliability impact on Commuting and Other users	No Qualitative or Quantitative assessments have been undertaken.	Disagree	However, WSP state within the Summary of key impacts that the scheme provides a more direct route between the A339 and Hambridge Road Industrial Estate.
	Physical activity	No Qualitative or Quantitative assessments have been undertaken.	Disagree	However, WSP state within the Summary of key impacts that the scheme provides improved pedestrian and cycling facilities in the immediate area will make it more attractive for these modes to be used.
	Journey quality	No Qualitative or Quantitative assessments have been undertaken.	Disagree	However, WSP state within the Summary of key impacts that the scheme will provide improved connections and improve journey quality.
	Access to services	No Qualitative or Quantitative assessments have been undertaken.	Disagree	However, WSP state within the Summary of key impacts that the scheme will improve to bus services can provide an alternative transport mode to the car.
	Affordability	Neutral	Agree	
	Severance	Moderate Beneficial	Agree	
	Option and non-use values	Neutral	Agree	
Safety	Accidents	Beneficial	Disagree	See comments in report.
	Security	No Qualitative or Quantitative assessments have been undertaken.	Disagree	However, WSP state within the Summary of key impacts the link road is likely to have a minimal impact on the perception of risk.
Public Accounts	Cost to Broad Transport Budget	A Monetary Value has been included.	Agree	
	Indirect Tax Revenues	A Monetary Value has been included.	Agree	

Risks

- 4.17 The submitted Business Case does not include a Quantified Risk Assessment, which would normally be expected to provide a detailed breakdown of the project risks and associated weighted costs relevant to the project. This is stated as being due to it being created by the developer of the site.
- 4.18 A high level risk register for the delivery of the scheme is provided within the Business Case which identifies three main aspects of risk, including;
1. Approvals and acquisitions; which includes the risk of, if planning permission is not granted, issues concerning land ownership and LTB approval not being granted;
 2. Costs and funding; which includes, sources of funding not being available and issues with escalating cost, and;
 3. Delivery; which includes, delay of the delivery of the scheme, risk of contractor's and the developer's business folding during the scheme delivery.
- 4.19 Without detailed information which would normally be provided within a Quantified Risk Assessment, it is not possible to note if there are other risks which could cause issues in regard to the development of the scheme outlined.



Appendix A – Business Case Checklist

Project Number: A087383-04
 Scheme: Kings Road Link Road
 Submitted by: Newbury

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		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	Y		Sourcing Options	Y		Governance	Y	
Drivers for change	N	This has not been assessed.	Appraisal Summary Table	Y					Payment Mechanisms	Y		Programme / Project Plan	Y	
Objectives	Y		Value for Money Statement	Y					Pricing Framework and charging mechanisms	Y	This has been included within Payment Mechanisms.	Assurances and approvals	Y	
Measures for success	Y								Risk allocation and transfer	Y		Communication & Stakeholders	Y	
Scope	Y								Contract length	Y		Project Reporting	Y	
Constraints	Y	None known.							Human resource issues	N	This has not been assessed.	Implementation	Y	
Inter-dependencies	Y	None known.							Contract management	Y		Key Issues	Y	
Stakeholders	Y											Contract Management	Y	
Options	Y	Only one previous outdated (1997) option of a bridge crossing the railway has been included.										Risk Management	Y	This is included with key issues for implementation.
												Benefits realisation	Y	
												Monitoring and evaluation	Y	
												Contingency	N	This has not been assessed.
												Options	N	The report states this has not been established at this stage.

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BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB

DATE: 20 November 2014

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

PART I

Financial Approval 2.02 Bracknell: Warfield Link Road

Purpose of Report

1. To consider giving financial approval to scheme 2.02 Bracknell: Warfield Link Road.
2. The Warfield Link Road is a new road linking Quelm Lane Roundabout on Harvest Ride to the B3034 Forest Road adjacent to its junction with the A3095 at Three Legged Cross. The road is less than a mile long, and includes two roundabout junctions on its length. The road will facilitate the housing development of up 2,200 houses on this and adjoining sites.
3. The new link road is a requirement of the planning consent given for the development of this major housing site. The specification is for a 6m wide vehicle carriage way, with a 2m footpath on one side and a 3m combined footpath and cycleway on the other side. There is also provision for bus stops and traffic calming measures adjacent to the proposed new school. The road, along with the whole development is subject to landscaping and planting conditions.

Recommendation

4. You are recommended to give scheme 2.02 Bracknell: Warfield Link Road full financial approval in the sum of £3,500,000 in 2015/16 on the terms of the funding agreement set out at paragraph 12 step 5 below, subject to
5. 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

6. Scheme 2.02 Bracknell: Warfield Link Road is one of the named schemes that received approval for spending in 2015/16 in the [Thames Valley Berkshire Local Growth Deal](#) announced on 7 July 2014.
7. This report recommends that Bracknell Forest Council be authorised to draw down the capital sum £3,500,000 allocated by the government for this scheme.

8. The funding agreement set out at paragraph 12 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

9. The risk management arrangements already put in place by the Local Transport Body are as follows:
- The [Assurance Frameworkⁱⁱ](#) 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 12, 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

10. 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

11. The risks associated with delivering the project are considered to be amenable to well-understood management practices. The scheme will be carried out in partnership with Berkeley Homes, the lead developer of the site, and will be subject to Highway Adoption procedures prior to handover.
12. The full details of the scheme are available from the [Bracknell Forest websiteⁱⁱⁱ](#). A summary of the key points is given below:

Detailed design completion	March 2015
Procurement	Via developer and a s.278 agreement
Construction Start	April 2015
Construction Finish	March 2017

Source of funding or type of contribution	Cost
Provisional profiling of BLTB drawdown	2015-16: £3,500,000
Local contributions from.....	
- Section 106 agreements	2016-17: £1,700,000

Total Scheme Cost	£5.2million
--------------------------	--------------------

13. The table below sets out the details of this scheme's compliance with steps 1-5 of paragraph 14 of [the full Assurance Framework^{iv}](#).

Assurance Framework Check list	2.02 Bracknell: Warfield Link Road				
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 a new Strategic Development Location for up to 2,200 homes in North Warfield				
	In 2013, the outline scheme was not submitted for assessment as part of the Berkshire Local Transport Body procedures in accordance with paragraphs 11 and 12 of the Assurance Framework.				
		Factor	Raw score	Weighting	Weighted score
		Maximum strategic Impact		2	
		Economic Impact		2	
		VFM		1.5	
		Ease of Deliverability		1.5	
		Matched Funding		1	
		Environmental		1	
		Social		1	
		Total			
		The scheme was subsequently considered for inclusion in the Strategic Economic Plan. A similar assessment process was used and the scheme was given 27.5 points and ranked equal 6 th of 37 schemes originally submitted and equal 5 th of the schemes that were included in the SEP.			
		Factor	Raw score	Weighting	Weighted 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	2	0.5	1	
	Total			27.5	
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	Following the announcement of the Local Growth Deal in summer 2014, the scheme was given Programme Entry Status by the BLTB meetings held on 24 July 2014^v .				
	A scheme outline has been available in the SEP Implementation Plan Annexe^{vi} (scheme 2.07 page 48) in draft since December 2013 and in the final version since March 2014.				
	The Bracknell Forest website^{vii} holds the latest details of the full business case, including the VFM statement certified by the senior				

Assurance Framework Check list	2.02 Bracknell: Warfield Link Road
paragraphs 15 and 16)	<p>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"> • Completeness – has the promoter prepared a complete Full Business Case submission, when judged against the prevailing advice from the DfT • Accuracy – has the promoter performed the relevant calculations and assessments accurately and without error • 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 • Value for Money – does the scheme promoter’s Value for Money assessment comply with the prevailing DfT guidance • Evaluation arrangements – has the scheme promoter made provision for appropriate post-implementation evaluation of the scheme. • 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.
Step 3: Conditional Approval	<p>The Independent Assessor has recommended that in this case a Conditional Approval is appropriate. There are a number of technical issues that are not yet resolved between the scheme promoter and the independent assessor about the presentation of the business case. These unresolved issues mean that the proposal is not yet fully compliant with the DfT requirements. However, the Independent Assessor has indicated that these technical shortcomings are not sufficiently serious to undermine the overall conclusion that this scheme represents good value for money.</p>
Step 4: Recommendation of Financial Approval - High Value for Money - Support of the Independent assessor	<p>The scheme has a Benefit - Cost Ratio (BCR) of 7.668.</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>
Step 5: Formal Agreement - roles	<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>

Assurance Framework Check list	2.02 Bracknell: Warfield Link Road
<ul style="list-style-type: none"> - responsibilities - reporting - auditing - timing and triggers for payments, - contributions from other funders, - consequences of delay, - consequences of failure, - claw back, - evaluation one and five years on 	<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 has secured £1,700,000 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 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,</p>

Assurance Framework Check list	2.02 Bracknell: Warfield Link Road
	<p>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>

Conclusion

14. This is a well-planned scheme that will directly contribute to the development of the North Warfield Strategic Development Location.

Background Papers

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

ⁱhttps://www.gov.uk/government/uploads/system/uploads/attachment_data/file/327587/35_Thames_Valley_Berkshire_Growth_Deal.pdf

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

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

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

^v<http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?Cid=601&Mid=5148&Ver=4>

^{vi}<http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicEconomicPlan/TVB%20SEP%20-%20Annexes%20to%20Implementation%20Plan.pdf>

^{vii}<http://www.bracknell-forest.gov.uk/strategieconomicplan>



Thames Valley Berkshire Local Economic Partnership

Independent Assessment Summary Report: Warfield Link Road Business Case

Full Business Case Independent Assessment

Report No. RT-A087383-05

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REPORT CONTROL

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3			
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 Warfield Link Road Business Case submission to the Thames Valley Berkshire Local Enterprise Partnership.

SCHEME SUMMARY

- 1.2 The Warfield Link Road project provides a link between Forest Road (B3034) and Harvest Ride. It also provides a 'spine road' for a proposed housing development of 750 dwellings, including junction improvements between Forest Road (B3034) and Warfield Street (A3095) named Three Legged Cross.

Review Findings

- 1.3 The review of the submitted Business Case identified the following:
- 1.3.1 The Business Case is detailed and comprehensive and addresses all of the main areas expected within a major scheme Business Case submission (see checklist in **Appendix A**).
- 1.3.2 The predicted overall Benefit to Cost Ratio (BCR) of the scheme is 7.668, which represents very high Value for Money (VfM).
- 1.3.3 There are, however, three main factors which the review would suggest should be taken into account when considering the overall benefits of the scheme:
- i) The model is of a base year of 2007 which exceeds the 6 year maximum age of a base traffic model as set out in WebTAG guidance. Bracknell Council have indicated that this was the only model available and the base model is in the process of being updated.
 - ii) The model does not include an interpeak model, therefore, not allowing the interpeak period to be fully assessed. This could result in an underestimate of the scheme benefits.
 - iii) There are 2,200 dwellings which according to the BC are dependent on the scheme, which means that WebTAG unit A2.3 'Transport Appraisal in the context of dependent



development' should be taken into account for the assessment, which has not been carried out. This could result in an overestimate of the scheme benefits.

2 Process

LIAISON

- 2.1 Telephone discussions and emails have taken place during October and November 2014 to discuss queries on the scheme assessment work with Bracknell Forest Borough Council and their consultants WSP. It is recommended that the business case submitted to WYG is updated to reflect the comments provided, in particular those made post submission of the revised business case dated 22/10/14.

OPTION ASSESSMENT REPORT (OAR) / APPRAISAL SPECIFICATION REPORT (ASR)

- 2.2 No stand alone OAR and ASR have been submitted as part of the assessment as it was agreed this was to be included within the Business Case for review. Warfield Link Road Forecasting and Validation Reports have been submitted alongside the FBC for review to give background information regarding the modeling of the proposed scheme.
- 2.3 It was confirmed that the overall modelling methodology for the assessment of the scheme has, in the most part, been included within the Economic Case chapter of the Business Case.

REVIEW

- 2.4 A draft of the Full Business Case was submitted for review on the 10th October 2014 and revised and resubmitted on the 22nd October 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 Bracknell Forest Council and their consultant team WSP:

- Warfield Link Road Business Case draft dated 10.10.2014 / Updated 22.10.14
- Appendix A – GIS Maps
- Appendix B – Designs
- Appendix C – Management Case Information
- Provided as a separate document is the AST

4 Review

OPTIONS ASSESSMENT

- 4.1 The options which have been included within the Business Case provides a summary of the considered options.
- 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 options including a roundabout or a signalised junction at Three Legged Cross. Both of these options were subsequently omitted due to land constraints or negatively impacting on the existing river, which was an issue raised by the Environment Agency.
- 4.3 The preferred option is understood to form the best option allowing the 'opening up' of prime development land as well as providing a suitable spine road for the proposed development.
- 4.4 It is not clear if the assessment of the options clearly follows the WebTAG Option Appraisal Guidance, however, the rational for selecting the proposed scheme is clear within the Full Business Case.

APPROACH TO MODELLING

- 4.5 The Bracknell Multi-Modal Transport Model (BMMTM), Variable Demand Model has been used to assess the impact that the proposed link road will have on the wider network. It has been revalidated to a 2007 base year, to include a greater level of detail within the Wokingham Borough Council area, which involved the 'infilling' of the highway network.
- 4.6 Having reviewed the modeling information in regard to the proposal, several issues have arisen which are set out in the following paragraphs of this section.
- 4.7 It was noted that although the model has been revalidated in parts, it has been re-validated to the original base year of 2007, this exceeds the 6 year maximum age as set out in WebTAG modeling guidance. Bracknell Council have indicated that this was the only model available and the base model is in the process of being updated.
- 4.8 We noted that the fuel-cost elasticity is significantly below that specified within WebTAG. This indicates that the variable demand responses may not be strong enough in the model to

properly represent travel changes due to changes in the generalized costs. However, the scheme costs are only just above £5m and so the model outputs maybe proportionate to use in assessing this scheme, although the benefits could be overstated.

- 4.9 The last aspect which is a major issue is that the report states that there are to be 2,200 dwellings dependent on the scheme. This means that WebTAG unit A2.3 “transport-appraisal-in the context of dependent development” applies and the steps set out within this should be followed. The “with-dev, without-scheme” scenario has been compared to the “with-dev, with-scheme” scenario. This is not the correct comparison and the resulting economics therefore cannot be considered realistic.

BUSINESS CASE

Format and Content

- 4.10 The first draft provided for assessment was identified by WYG to have major components of a Full Business Case missing, including one of the five cases, that of the Commercial Case. Other aspects including identifying the problems and options were also missing within the Strategic Case, with evidence of similar projects, organisation structure and roles also not being included within the Management Case.
- 4.11 As a result a revised second draft including all the aspects which should be included as part of a Full Business Case was provided for further assessment.
- 4.12 The revised Business Case submitted 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**.
- 4.13 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.

Value for Money

- 4.14 The Warfield Link Road Business Case details a Benefit to Cost Ratio (BCR) for the project of 7.668, which represents a very high Value for Money (VfM) scheme.
- 4.15 However, this BCR has been considered in the light of the following main influencing factors, detailed below.

- i) The report highlights that there are 2,200 houses dependent on the installation of the proposed scheme, which in turn means that WebTAG unit A2.3 “transport appraisal in the context of dependent development” applies and the steps set out there should be followed. The “with-dev, without-scheme” scenario has been compared to the “with-dev, with-scheme” scenario. This is not the correct comparison and the resulting economics therefore cannot be considered realistic.
- ii) It was also identified that the fuel-cost elasticity is significantly below that specified in WebTAG. This indicates that the variable demand responses may not be strong enough in the model to properly represent travel changes due to changes in generalised cost. However, the scheme costs are only just above £5m and so the model outputs may be proportionate to use in assessing this scheme although the benefits could be overstated.
- iii) The revalidation of the model led to a revised base year of 2007. This exceeds the WebTAG guidance of a maximum six years of an age for a model to be used, unless new surveys have been undertaken to check the network changes made since the base year.

4.16 Due to the complexity of the issues which have been highlighted and due to the tight deadlines, the above could not be mitigated against as they are fundamental modelling issues which would lead to major delay in the implementation to the scheme.

4.17 It is noted that the impact on accidents has not been quantified (eg by using COBALT) and it is recommended that this assessment is carried out.

Appraisal Summary

4.18 A review of the appraisal summary contained within the Business Case submission is provided in **Table 1** below. Areas where the review disagrees or queries the proposed level of benefit or disbenefit associated with the 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	Highly beneficial	Disagree	See comments in report.
	Reliability impact on Business users	Highly beneficial	Disagree	See comments in report.

	Regeneration	Highly beneficial	Agree	
	Wider Impacts	Neutral	Disagree	Wouldn't a new link road improve the wider transport network?
Environmental	Noise	Slightly Adverse	Agree	
	Air Quality	Slightly Adverse	Agree	
	Greenhouse gases	Neutral/Slightly Adverse	Agree	
	Landscape	Slightly Beneficial	Disagree	The proposed link road will cut through Lark's Hill Park and Countryside. It does however, state that any trees which need to be removed as a result of the development shall be relocated.
	Townscape	Slightly Beneficial	Agree	
	Historic Environment	Neutral	Agree	
	Biodiversity	Slightly Adverse	Agree	
	Water Environment	Neutral	Disagree	With a new road, it would be expected that an increase in surface water runoff would occur leading to an increase in local flooding.
Social	Commuting and Other users	Highly Beneficial	Agree	
	Reliability impact on Commuting and Other users	Highly Beneficial	Agree	
	Physical activity	Slightly Beneficial	Agree	
	Journey quality	Slightly Beneficial	Agree	
	Accidents	Neutral	Agree	
	Security	Highly Beneficial	Agree	
	Access to services	Slightly Beneficial	Agree	
	Affordability	Neutral	Agree	
	Severance	Slightly Beneficial	Agree	
	Option and non-use values	Neutral	Agree	
Public Accounts	Cost to Broad Transport Budget	Monetary value included	Agree	
	Indirect Tax Revenues	Slightly Adverse	Agree	

Risks

- 4.19 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, the key risks that have been identified have been assessed through Monte Carlo simulation, and the risk register can be seen within Appendix C of the Full Business Case.

- 4.20 The majority of the risks which could be associated with this scheme are understood to stay with the developer of the proposed housing development, Berkeley Homes, this includes all those listed within the Business Case QRA, plus construction cost inflation, variable ground conditions, weather impacts on delivery of the program, and contractor failure as typical examples.



Appendix A – Business Case Checklist

Project Number: A087383-05
 Scheme: Warfield Link Road Business Case
 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	The cost risks lie with Berkeley Homes, the developer.	Output based specification	Y		Evidence of similar projects	Y	
Problem Identified	Y		Assumptions	Y		Budgets / Funding Cover	Y		Procurement Strategy	Y	This will be undertaken by Berkeley Homes as the developer of the site.	Programme / Project dependencies	Y	
Impact of not changing	Y		Sensitivity and Risk Profile	N		Accounting Implications	Y		Sourcing Options	Y		Governance	Y	
Drivers for change	Y		Appraisal Summary Table	Y					Payment Mechanisms	Y		Programme / Project Plan	Y	
Objectives	Y		Value for Money Statement	Y					Pricing Framework and charging mechanisms	Y		Assurances and approvals	Y	
Measures for success	Y								Risk allocation and transfer	Y		Communication & Stakeholders	Y	
Scope	Y								Contract length	Y		Project Reporting	N	
Constraints	Y								Human resource issues	Y		Implementation	Y	
Inter-dependencies	Y								Contract management	Y		Key Issues	Y	
Stakeholders	Y											Contract Management	Y	
Options	Y											Risk Management	Y	The Monte Carlo Simulation for risk assessment has been used.
												Benefits realisation	Y	
												Monitoring and evaluation	Y	
												Contingency	Y	
												Options	Y	

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BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB

DATE: 20 November 2014

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

PART I

Financial Approval 2.03 Newbury: London Road Industrial Estate

Purpose of Report

1. To consider giving financial approval to scheme 2.03 Newbury: London Road Industrial Estate.
2. The scheme improves access to London Road Industrial Estate, a regeneration site via a new junction and associated improvements on the A339 in central Newbury. It will unlock significant private investment and provide opportunities for new employment, housing, health and community facilities.

Recommendation

3. You are recommended to give scheme 2.03 Newbury: London Road Industrial Estate full financial approval in the sum of £1,900,000 over two years (2015/16 and 2016/17) on the terms of the funding agreement set out at paragraph 12 step 5 below subject to:
4. 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

5. Scheme 2.03 Newbury: London Road Industrial Estate is one of the named schemes that received approval for spending in 2015/16 in the [Thames Valley Berkshire Local Growth Deal](#) announced on 7 July 2014.
6. This report recommends that West Berkshire Council be authorised to draw down the capital sum £1,900,000 allocated by the government for this scheme once WYG have certified that the final conditions have been met.
7. The funding agreement set out at paragraph 12 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 Frameworkⁱⁱ](#) 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 12, 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 independent assessment process has identified a number of detailed issues that the scheme promoter has been unable to resolve to the satisfaction of WYG at this point in time. These are set out in detail in Appendix 1 (the WYG report). However, it is the opinion of independent assessor that these technical shortcomings are not sufficiently serious to undermine the overall conclusion that this scheme represents good value for money. The independent assessor has indicated that a conditional approval would be appropriate in this case.
11. The full details of the scheme are available from the [West Berkshire websiteⁱⁱⁱ](#). A summary of the key points is given below:

Planning permission due	February 2015
Detailed design	Trial pits and other investigations underway
Procurement	PQQ underway – due for completion March 2015
Start on Site	August 2015
Completion of construction	May 2016

Source of funding or type of contribution	Cost
Provisional profiling of BLTB drawdown	2015-16: £1,400,000 2016-17: £500,000
Local contributions from.....	
- Section 106 agreements	2016-17: £250,000
- West Berkshire Capital Programme	2016-17: £250,000
In addition, West Berkshire Council 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
Total Scheme Cost	In excess of £2.5million

12. The table below sets out the details of this scheme's compliance with steps 1-5 of paragraph 14 of [the full Assurance Framework^{iv}](#).

Assurance Framework Check list	2.03 Newbury: London Road Industrial Estate				
Step 1: Development of Scheme proposal; initial sifting, scoring and prioritisation leading to award of Programme Entry Status. (See paragraphs 11-13)	The regeneration of the London Road Industrial Estate area is included in the adopted Core Strategy for West Berkshire (Area Delivery Plan Policy 2) and is in the accompanying Infrastructure Delivery Plan. The highways scheme to unlock this is included in the Infrastructure Delivery Plan supporting the delivery of the Core Strategy.				
	In 2013, the outline scheme was assessed in accordance with paragraphs 11 and 12 of the Assurance Framework and was given 22 points and ranked equal 10th of the 28 schemes originally submitted, and equal 9th of the schemes finally considered by the BLTB.				
		Factor	Raw score	Weighting	Weighted score
		Maximum strategic Impact	2	2	4
		Economic Impact	3	2	6
		VFM	1	1.5	1.5
		Ease of Deliverability	3	1.5	4.5
		Matched Funding	2	1	2
		Environmental	2	1	2
		Social	2	1	2
				Total	22
		The scheme was subsequently considered again for inclusion in the Strategic Economic Plan. A similar assessment process was used and the scheme was given 27.5 points and ranked equal 6 th of 37 schemes originally submitted and equal 5 th of the schemes that were included in the SEP.			
		Factor	Raw score	Weighting	Weighted score
		Strategy	2	1.5	3
		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	27.5	
Step 2: Programme Entry: evolution of the scheme from outline proposal to	Following the announcement of the Local Growth Deal in summer 2014, the scheme was given Programme Entry Status by the BLTB meetings held on 24 July 2014^v .				
	The outline of the scheme has been publicly available at the TVB LEP				

Assurance Framework Check list	2.03 Newbury: London Road Industrial Estate
full business case, external view on the business case, and independent assessment (See paragraphs 15 and 16)	<p>website^{vi} since July 2013.</p> <p>A fuller version has been available in the SEP Implementation Plan Annexe^{vii} (scheme 2.03 page 18) in draft since December 2013 and in the final version since March 2014.</p> <p>The West Berkshire website^{viii} 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 West Berkshire Council 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"> • Completeness – has the promoter prepared a complete Full Business Case submission, when judged against the prevailing advice from the DfT • Accuracy – has the promoter performed the relevant calculations and assessments accurately and without error • 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 • Value for Money – does the scheme promoter’s Value for Money assessment comply with the prevailing DfT guidance • Evaluation arrangements – has the scheme promoter made provision for appropriate post-implementation evaluation of the scheme. • 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.
Step 3: Conditional Approval	<p>The Independent Assessor has recommended that in this case a Conditional Approval is appropriate. There are a number of technical issues that are not yet resolved between the scheme promoter and the independent assessor about the presentation of the business case. These unresolved issues mean that the proposal is not yet fully compliant with the DfT requirements. However, the Independent Assessor has indicated that these technical shortcomings are not sufficiently serious to undermine the overall conclusion that this scheme represents good value for money.</p>
Step 4: Recommendation of Financial Approval - High Value for Money	<p>The scheme has a Benefit- Cost Ratio (BCR) of 4.628.</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>

Assurance Framework Check list	2.03 Newbury: London Road Industrial Estate
<ul style="list-style-type: none"> - Support of the Independent assessor 	<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"> - roles - responsibilities - reporting - auditing - timing and triggers for payments, - contributions from other funders, - consequences of delay, - consequences of failure, - claw back, - evaluation one and five years on 	<p>Roles: The BLTB is a part funder of the scheme. West Berkshire 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. West Berkshire 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 West Berkshire 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, West Berkshire 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, West Berkshire Council will cooperate fully.</p> <p>Timing and Triggers for payments: West Berkshire 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: West Berkshire capital programme will contribute £250,000 in 2016/17; in addition there will be £250,000 of s.106 contributions secured by West Berkshire 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), West Berkshire 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) West Berkshire 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 West</p>

Assurance Framework Check list	2.03 Newbury: London Road Industrial Estate
	<p>Berkshire 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 West Berkshire Council after this point. In addition, consideration will be given to recovering any monies paid to West Berkshire 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: West Berkshire Council will work with WYG to produce scheme evaluations One and Five years after practical completion.</p>

Conclusion

13. This is a well-planned scheme that will facilitate the regeneration of an industrial estate in the centre of Newbury.

Background Papers

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

ⁱ[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)

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

ⁱⁱⁱ<http://info.westberks.gov.uk/index.aspx?articleid=29690>

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

^v<http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5148&Ver=4>

^{vi}<http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/West-Berks-2-A339-Newbury.pdf>

^{vii}<http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicEconomicPlan/TVB%20SEP%20-%20Annexes%20to%20Implementation%20Plan.pdf>

^{viii}<http://info.westberks.gov.uk/index.aspx?articleid=29690>



Thames Valley Berkshire Local Economic Partnership

**Independent Assessment Summary Report:
A339 Widening and London Road,
Industrial Estate (LRIE) Access Scheme**

Outline Business Case Independent Assessment

WYG
Executive Park
Avalon Way
Anstey
Leicester
LE7 7GR

Report No. RT-A087383-03

10th November 2014
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REPORT CONTROL

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2	10/11/14	Final	CS
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4			

11/14



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Appendices

Appendix A – Business Case Checklist

1 Executive Summary

- 1.1 This technical note provides an independent review of the A339 Widening and London Road Industrial (LRIE) Access Scheme Business Case submission to the Thames Valley Berkshire Local Enterprise Partnership. It should be noted that WSP (West Berkshire Consultants) have confirmed that this is an Outline Business Case and not a Full Transport Business Case. The Thames Valley LTB Founding Document indicates in Part 3 paragraph 3 that, for programme management and investment decisions that the proposer will develop a Full Transport Business Case. We recommend that TVLTB discuss this issue with West Berkshire Council and decide whether the outline business case as submitted is sufficient for the purposes of the LTB investment decision. WYG have queried with West Berkshire Council and WSP why this is an Outline and not a Full Business Case.

SCHEME SUMMARY

- 1.2 The A339 Widening and LRIE access scheme is a signalised junction connecting the A339 and Fleming Road within the London Road Industrial Estate.
- 1.3 The Fleming Road access allows traffic to turn left, to head south onto the existing A339 or turn right to turn north onto the existing A339.

REVIEW FINDINGS

- 1.4 The review of the submitted Business Case identified the following:
- 1.4.1 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**).
- 1.4.2 The predicted overall Benefit to Cost Ratio (BCR) of the scheme is 4.628, which represents Very High Value for Money (VfM).
- 1.4.3 No information on noise and air quality assessments was provided in the Business Case.
- 1.4.4 There are 2 key issues which the review suggests should be taken into account when considering the overall benefits of the scheme. It is considered that these could result in an

overestimate of the economic benefits of the scheme and the issues relate to the modelling and TUBA appraisal of the scheme:

- i) Specific sector to sector movements have been removed from the TUBA assessment. In turn this has led to large benefits and large disbenefits being omitted from the final benefit calculation, which highlights possible concerns regarding the reliability of the model. Further information was provided by WSP regarding the Saturn convergence criteria which have been tightened up and the models rerun. The reruns have yielded lower benefit in line with the reductions to the annualisation factors (see below). Some of the extreme sector-to-sector changes have been smoothed out. It is also reported that significant benefits arise from journey time savings in excess of five minutes. This is considered to be unusual for a scheme of this type and WYG consider that this needs further investigation. We do not agree with the conclusion that long journey time savings have to come from long-distance trips.
- ii) The annualisation factors used in the TUBA assessment have been derived using peak hour to peak period factor rather than the method set out within TUBA guidance. Further information was provided by WSP on revised annualisation factors which provided a lower BCR on the basis of no sector to sector amendments. No information was provided on an assessment with the sector to sector changes and, as such, we are unable to confirm whether this test is satisfactory.

1.4.5 Therefore, it is not possible to fully recommend the business case as submitted and it is considered that the business case will require updating in order to be considered suitable for final submission. However, the underlying case for the scheme would appear to be positive and, as such, a conditional approval subject to addressing the modelling and economic queries raised within a re-submitted case, is considered to be an appropriate way forward.

2 Process

MEETINGS

- 2.1 An initial project inception meeting was held on 23rd July 2014 with West Berkshire Council and WSP to introduce the scheme and to discuss the timescales and requirements for the Business Case submission.
- 2.2 This was followed by subsequent telephone discussions and emails during September, October and November 2014 to discuss queries on the scheme assessment work. It is recommended that the business case submitted to WYG is updated to reflect the comments provided, in particular those made post submission of the business case on 17/10/14.

OPTION ASSESSMENT REPORT (OAR)/ APPRAISAL SPECIFICATION REPORT (ASR)

- 2.3 No stand alone OAR and ASR have been submitted as part of the assessment as it was agreed this was to be included within the Business Case for review. The LMVR of the West Berkshire Base Model (WBBM) and the Newbury Network Data Report have been provided to give background information regarding the modelling of the scheme.
- 2.4 It was confirmed that the overall modelling methodology for the assessment of the scheme has, in the most part, been included within the Economic Case chapter of the Business Case.
- 2.5 Having conducted a review of the modelling information provided and that included within the Economic Case, we have identified issues concerning the TUBA analysis conducted for the creation of benefits formed from the proposed scheme.

REVIEW

- 2.6 Following the review of the draft Business Case, comments have been provided concerning issues raised. The Business Case was submitted on the 17th October 2014 with the information provided (including all appendices) summarised in Section 3 and the results from the review presented in Section 4.

3 Submitted Information

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

- Business Case A339 Widening and London Road Industrial Estate (LRIE) Access Scheme (Outline) Business Case dated 17/10/2014
- Appendix A – Annual Average Daily Traffic (AADT) flows - 2013 base year and forecast years of 2019 and 2026: Without Scheme
- Appendix B – Annual Average Daily Traffic (AADT) flows - Forecast years of 2019 and 2026: With Scheme
- Appendix C – TUBA – initial results
- Appendix D – Appraisal Summary Table
- Appendix E – Scheme pro-forma
- Appendix F – Detailed cost estimates
- Appendix G – Project delivery structure
- Appendix H – Project Board
- Appendix I – Delivery partner support letter
- Appendix J – Outline project programme
- Appendix K – Communications Plan
- Appendix L – Risk Management Strategy
- Appendix M – Risk Register

4 Review

OPTIONS ASSESSMENT

- 4.1 Section 3.13 of the submitted Business Case provides a brief summary of the options considered which has resulted in the development of the preferred option. This included restricting right turns from Faraday Road (A339 Northbound). Due to the limited amount of information concerning options assessed a request for further information concerning options was made which indicated that only one other option had been briefly considered, which included a possible roundabout junction, but no further analysis had been undertaken. Therefore, it is not possible to comment if the WebTAG guidance for Options Assessment has been used to appraise the options.
- 4.2 The majority of scheme benefits include journey time savings for cars and HGV users, improving performance at the Robin Hood Roundabout to the north, and benefits resulting from the scheme allowing the opening up development for the adjacent site.
- 4.3 The scheme proposed for current funding represents the strategic approach considered to be the most deliverable of the only one other option presented, which has support from the local council.

APPROACH TO MODELLING

- 4.4 It was previously been agreed that no ASR was necessary as part of the review of the proposed scheme, as a result it has not been possible to evaluate the modeling specifically for the proposal in depth
- 4.5 Having requested further information it was subsequently stated that the information required with regards to modelling has been included within the Business Case report. To supplement this the LMVR for the core model was also provided alongside the Business Case
- 4.6 Having reviewed what was included within the Outline Business Case as well as the LMVR provided for the West Berkshire Base Model, the following concerns with the modelling and TUBA appraisal work have been identified:

1. Specific sector to sector movements have been removed from the TUBA assessment. In turn this has lead to large benefits and large disbenefits being omitted from the

final benefit calculation, which highlights possible concerns regarding the reliability of the model. Further information was provided by WSP regarding the Saturn convergence criteria which have been tightened up and the models rerun. The reruns have yielded lower benefit in line with the reductions to the annualisation factors. Some of the extreme sector-to-sector changes have been smoothed out. It is also reported that significant benefits arise from journey time savings in excess of five minutes. This is considered to be unusual for a scheme of this type and WYG consider that this needs further investigation. We do not agree with the conclusion that long journey time savings have to come from long-distance trips

2. The annualisation factors used in the TUBA assessment have been derived using peak hour to peak period factor rather than the method set out within TUBA guidance. Further information was provided by WSP on revised Annualisation factors which provided a lower BCR on the basis of no sector to sector amendments. No information was provided on an assessment with the sector to sector changes and as such we are unable to confirm whether this test is satisfactory.

4.7 In response to the aspects mentioned above, the following response has been provided from WSP;

1. *'The traffic model is only a prediction of what may happen in the future and the reason for the removal of some of the sector to sector benefits and dis-benefits is that they are in areas where, in reality, you would not expect a localised highway scheme to give that level of benefits or dis-benefits.'*
2. *'If you only use the 253 peak hours per peak then the TUBA economic assessment could potentially under-estimate the benefits of a scheme and hence the use of peak hour to peak period factors to ensure that the economic assessment covers e.g. the 07:00-10:00 period.'*

BUSINESS CASE

Format and Content

- 4.8 Having conducted a review of the Business Case provided it has been identified that it is comprehensive and covers each of the main categories expected for a scheme of this scale. A Business Case checklist has been provided as **Appendix A**.
- 4.9 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.
- 4.10 In response to a query on the COBALT accident assessment which was carried out on a link assessment basis only, WSP provided results from a combined Link and Junction assessment. The benefits reported on this appear to be unrealistically high and we would ask WSP to review these.
- 4.11 We note air quality and noise assessments have not been carried out and we would request that further information is provided on why this has been scoped out.

Value for Money

- 4.12 The London Road Industrial Estate Business Case details a Benefit to Cost Ratio (BCR) for the Access Road project of 4.628, which represents a Very High Value for Money (VfM) scheme.
- 4.13 However, this BCR has been considered in the light of two main influencing factors, detailed below;
- 4.14 However, this BCR has been considered in the light of the following main influencing factors, detailed below;
- i) As detailed in the previous section of this note, it has been discovered that some sector to sector movements have been omitted along with specific travel times and vehicle operating costs, which in turn has lead to an adjusted BCR.
 - ii) As well as the annualisation factors not being created in accordance with TUBA guidance, it is noted that a Low and High Growth sensitivity test has not been carried out in accordance

with WebTAG. A 0%, 15% and 44% Optimum Bias sensitivity test is reported on. Appraisal Summary

Appraisal Summary

- 4.15 A review of the appraisal summary contained within the Business Case submission is provided in
- 4.16 **Table 1** below, 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	Distributional Scale =beneficial	Disagree	See comments in report.
	Reliability impact on Business users	Beneficial	Disagree	See comments in report.
	Regeneration	Neutral	Agree	
	Wider Impacts	N/A	Agree	
Environmental	Noise	N/A	Disagree	This has not been assessed.
	Air Quality	N/A	Disagree	This has not been assessed.
	Greenhouse gases	Quantitative assessment has been included	Agree	
	Landscape	N/A	Disagree	This has not been assessed.
	Townscape	N/A	Disagree	This has not been assessed.
	Historic Environment	N/A	Disagree	This has not been assessed.
	Biodiversity	N/A	Disagree	This has not been assessed.
	Water Environment	N/A	Disagree	This has not been assessed.
	Journey Ambiance	Quantitative	Disagree	However, WSP state within the Summary of key impacts that the scheme improvements to the pedestrian and

		assessment has not been assessed		cycleway network within the areas surrounding the scheme can be considered to be beneficial.
Social	Commuting and Other users	Distributional Scale = Beneficial	Agree	
	Reliability impact on Commuting and Other users	No Qualitative or Quantitative assessments have been undertaken.	Disagree	However, WSP state within the Summary of key impacts that the scheme provides a more direct route between the A339 and Hambridge Road Industrial Estate.
	Physical activity	No Qualitative or Quantitative assessment has been assessed.	Disagree	However, WSP state within the Summary of key impacts that the scheme provides improved pedestrian and cycling facilities in the immediate area will make it more attractive for these modes to be used.
	Journey quality	No Qualitative or Quantitative assessment has been assessed.	Disagree	However, WSP state within the Summary of key impacts that the scheme is to be considered as beneficial.
	Access to services	Not Assessed	Disagree	This has not been assessed.
	Affordability	Neutral	Agree	
	Severance	Moderate Beneficial	Agree	
	Option and non-use values	Neutral	Agree	
Safety	Accidents	Quantitative Assessment has been assessed. Beneficial.	Disagree	See comments in report above.
	Security	Not Assessed	Agree	
Public Accounts	Cost to Broad Transport Budget	A Monetary value has been included.	Agree	
	Indirect Tax Revenues	Monetary value has been included.	Agree	

Risks

- 4.17 The submitted Business Case includes a Quantified Risk Assessment, which can be identified within Appendix M 'Risk Register', this provides a detailed breakdown of the project risks and associated weighted costs relevant to the project.
- 4.18 The Business Case also includes a high level risk register for the delivery of the scheme within the core report, this identifies three main aspects of risk, including;
1. Approvals and Acquisitions; which includes, risks of if planning permission is not granted, issues concerning land ownership and LTB approval not being granted;
 2. Costs and Funding; which includes, sources of funding not being available and market prices change, and;
 3. Delivery; which includes, delay of the delivery of the scheme, lack of public and stakeholder engagement and understanding.



Appendix A – Business Case Checklist

Project Number: A087383-03
 Scheme: A339 Widening and London Road, Industrial Estate (LRIE) Access Scheme
 Submitted by: Newbury

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		Output based specification	Y		Evidence of similar projects	Y	
Problem Identified	Y		Assumptions	Y	Combined Link and Junction assessment has been made as an addendum.	Budgets / Funding Cover	Y		Procurement Strategy	Y		Programme / Project dependencies	Y	
Impact of not changing	N	This has not been assessed.	Sensitivity and Risk Profile	Y		Accounting Implications	Y		Sourcing Options	Y		Governance	Y	
Drivers for change	N	This has not been assessed.	Appraisal Summary Table	Y					Payment Mechanisms	Y		Programme / Project Plan	Y	
Objectives	Y		Value for Money Statement	Y					Pricing Framework and charging mechanisms	Y		Assurances and approvals	Y	
Measures for success	Y								Risk allocation and transfer	Y		Communication & Stakeholders	Y	
Scope	Y	The FBC hasn't included what is out of scope							Contract length	Y		Project Reporting	Y	
Constraints	Y	None known							Human resource issues	N	This has not been assessed.	Implementation	N	This has not been assessed.
Inter-dependencies	Y	None known							Contract management	Y		Key Issues	Y	Detailed within Appendix L.
Stakeholders	Y								Contract Management	Y		Contract Management	Y	
Options	Y	Only one other option has been identified - restricting right turners from Faraday Road onto the A339 Northbound.							Risk Management	Y		Risk Management	Y	Included within key issues for implementation.
									Benefits realisation	Y		Benefits realisation	Y	
									Monitoring and evaluation	Y		Monitoring and evaluation	Y	
									Contingency	N	This has not been assessed.	Contingency	N	This has not been assessed.
									Options	N	Has not been included.	Options	N	Has not been included.

BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB

DATE: 20 November 2014

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

PART I

Financial Approval 2.06 Reading: Green Park Railway Station

Purpose of Report

1. To consider giving financial approval to scheme 2.06 Reading: Green Park Railway Station.
2. The proposal is for the construction of a new Railway Station on the Reading to Basingstoke line, along with bus interchange, decked park and ride facility, short stay car park (kiss and ride), taxi drop-off, disabled parking facility, access road, landscaping, and associated works.
3. The Station will deliver significant benefit in terms of accessibility for the adjacent Green Park Village development and surrounding employment and residential areas.

Recommendation

4. You are recommended to give scheme 2.06 Reading: Green Park Railway Station full financial approval in the sum of £6,400,000 over two years (2016/17-2017/18) on the terms of the funding agreement set out at paragraph 12 step 5 below.

Other Implications

Financial

5. Scheme 2.06 Reading: Green Park Railway Station is one of the named schemes in the [Thames Valley Berkshire Local Growth Deal](#)¹ announced on 7 July 2014. It was one of two schemes identified for funding from the “pre-allocated Local Transport Body” funding in 2015/16. However, the timing of the scheme has been re-profiled to start in 2016/17. There is a report elsewhere on the LTB agenda seeking DfT permission to swap the funding status with a scheme from the Local Growth Deal approved list of schemes.
6. This report recommends that Reading Council be authorised to draw down the capital sum £6,400,000 from the Local Transport Body funding for this scheme.
7. The funding agreement set out at paragraph 12 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 Frameworkⁱⁱ](#) 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

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 scheme will be carried out in partnership with Network Rail and First Great Western. The timing of the works requires coordination with the project to electrify the Southcote Junction-Basingstoke section of line, both to facilitate the access to the track to build the station, and to bring the new station into operation with new electric train sets.
11. The full details of the scheme are available from the [Reading BC websiteⁱⁱⁱ](#). A summary of the key points is given below:

Task	Timescale
Detailed design update	November 2014 – April 2015 – under review
Procurement	May 2015 - September 2015 – under review
Contractor appointed	September 2015 – under review
Construction	October 2016 - September 2017
Open to public	December 2017

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	£4.3m
Total		£12.2m

12. The table below sets out the details of this scheme's compliance with steps 1-5 of paragraph 14 of [the full Assurance Framework^{iv}](#).

Assurance Framework Check list	2.06 Reading Green Park Railway Station				
Step 1: Development of Scheme proposal; initial sifting, scoring and prioritisation leading to award of Programme Entry Status. (See paragraphs 11-13)	<p>The scheme was originally developed by Reading Council in response to its adopted Core Strategy Development Plan Document (Jan 08) which identifies the vision for growth to 2026. The major development at Green Park (Phase 3) is an integral part of the housing and employment policies, and the development of the transport infrastructure, notable the new station is a key enabling element.</p> <p>In 2013, the outline scheme was assessed in accordance with paragraphs 11 and 12 of the Assurance Framework and was given 27 points and ranked 2nd of the 28 schemes originally submitted, and 2nd of the schemes finally considered by the BLTB.</p>				
		Factor	Raw score	Weighting	Weighted score
		Maximum strategic Impact	3	2	6
		Economic Impact	3	2	6
		VFM	3	1.5	4.5
		Ease of Deliverability	3	1.5	4.5
		Matched Funding	2	1	2
		Environmental	2	1	2
		Social	2	1	2
				Total	27
		<p>Programme Entry Status was awarded at the BLTB meeting on 18 July 2013^v.</p> <p>The scheme was automatically included in the Strategic Economic Plan because it had the second ranking from the earlier BLTB exercise, and was considered to be already funded. The scheme details were included in the SEP.</p>			
		Factor	Raw score	Weighting	Weighted score
		Strategy		1.5	
		Deliverability		2	
		Economic Impact		4	
	TVB area coverage		1.5		
	Environment		0.5		
	Social		0.5		
			Total		
Step 2: Programme Entry: evolution of the scheme from outline proposal to	<p>The progress of the scheme was reported to the BLTB meetings held on 14 November 2013^{vi}, 13 March 2014^{vii} and 24 July 2014^{viii}.</p> <p>The outline of the scheme has been publicly available from the TVB LEP website^{ix} since July 2013.</p>				

Assurance Framework Check list	2.06 Reading Green Park Railway Station
<p>full business case, external view on the business case, and independent assessment (See paragraphs 15 and 16)</p>	<p>A fuller version has been available in the SEP Implementation Plan Annexe^x (scheme 2.06 page 40) in draft since December 2013 and in the final version since March 2014.</p> <p>The Reading BC website^{xi} 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 Reading Borough Council 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"> • Completeness – has the promoter prepared a complete Full Business Case submission, when judged against the prevailing advice from the DfT • Accuracy – has the promoter performed the relevant calculations and assessments accurately and without error • 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 • Value for Money – does the scheme promoter’s Value for Money assessment comply with the prevailing DfT guidance • Evaluation arrangements – has the scheme promoter made provision for appropriate post-implementation evaluation of the scheme. • 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.
<p>Step 3: Conditional Approval</p>	<p>The Independent Assessor has recommended that in this case a Full Approval is appropriate.</p>
<p>Step 4: Recommendation of Financial Approval - High Value for Money - Support of the Independent assessor</p>	<p>The scheme has a Benefit- Cost Ratio (BCR) of -1.61 (Low Demand) or -0.60 (High Demand). However, BCR calculations are not the usual comparators for rail projects where significant fare box income is a feature. Instead, Net Present Value calculations are used. The Low Demand calculation is £24.544m and the High Demand calculation is £51.269m.</p> <p>The DfT guidance does not set NPV thresholds. The scheme promoter considers the VfM to be “High”. The independent assessor agrees that it “provides an acceptable economic return”.</p> <p>As noted above the scheme has the full support of the Independent Assessor.</p>

Assurance Framework Check list	2.06 Reading Green Park Railway Station
<p>Step 5: Formal Agreement</p> <ul style="list-style-type: none"> - roles - responsibilities - reporting - auditing - timing and triggers for payments, - contributions from other funders, - consequences of delay, - consequences of failure, - claw back, - evaluation one and five years on 	<p>The recommendation is that you give the scheme Full Approval.</p> <p>Roles: The BLTB is a part funder of the scheme. Reading 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. Reading 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 Reading 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, Reading 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, Reading Council will cooperate fully.</p> <p>Timing and Triggers for payments: Reading 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: there will be £4,300,000 of s.106 contributions secured by Reading Council in 2017/18. The scheme also benefits from previously completed enabling works worth approximately £1m carried out by Green Park.</p> <p>Consequences of Delay: In the event that the scheme experiences minor delays to its programme (no more than 10 weeks), Reading 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) Reading 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 Reading 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 Reading Council after this point. In addition, consideration will be given to recovering</p>

Assurance Framework Check list	2.06 Reading Green Park Railway Station
	<p>any monies paid to Reading 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: Reading Council will work with WYG to produce scheme evaluations One and Five years after practical completion.</p>

Conclusion

13. This is a well-planned scheme that will bring forward the development of Green Park Phase 3 – a major development site in the Borough, as well as providing better public transport links to the earlier phases of the Green Park development.

Background Papers

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

ⁱhttps://www.gov.uk/government/uploads/system/uploads/attachment_data/file/327587/35_Thames_Valley_Berkshire_Growth_Deal.pdf

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

ⁱⁱⁱ<http://www.reading.gov.uk/council/strategies-plans-and-policies/TransportStrategy/strategic-economic-plan/>

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

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

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

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

^{viii}<http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5148&Ver=4>

^{ix}<http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Reading-BC-01-Green-Park-Station.pdf>

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

^{xi}<http://www.reading.gov.uk/council/strategies-plans-and-policies/TransportStrategy/strategic-economic-plan/>



Thames Valley Berkshire Local Economic Partnership

Independent Assessment Summary Report: Reading Green Park Railway Station

Full Business Case Independent Assessment

Report No. RT-A087383-08

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1	07/11/14	Draft	
2	10/11/14	Final	CS
3			
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 Reading Green Park Station Business Case submission to the Thames Valley Berkshire Local Enterprise Partnership.

SCHEME SUMMARY

- 1.2 The Reading Green Park Station project provides a new passenger railway station between the existing Reading West and Mortimer stations south west of Reading. The station is specifically included within a range of transport plans including the Great Western Utilisation Strategy and Thames Valley Berkshire's Strategic Economic Plan.
- 1.3 The scheme consists of a two platform station, multi-modal interchange serving the existing Green Park Business Park, the future extension to Green Park and providing direct access to a rail parkway from the M4
- 1.4 The scheme has the support of the two local authorities involved as well as Network Rail and First Great Western.
- 1.5 The scheme proposals also include a new access to the Parkway Station, which will be created in two phases as well as adjoining parking facilities.

REVIEW FINDINGS

- 1.6 The review of the submitted Business Case identified the following:
- 1.7 A first draft of the Full Business Case was received on the 27th October 2014. The WYG review identified that major aspects of the guidance set out within WebTAG Unit A5.3 Rail Appraisal and the Transport Business Case guidance were not included and comments were sent to PBA for resubmission.
- 1.8 A revised draft Full Business Case was received on the 6th November 2014 for independent assessment. The revised Business Case is detailed and comprehensive and addresses all of the main areas to be expected within a major scheme Business Case submission and a checklist is provided within **Appendix A**.

- 1.9 The predicted overall Benefit to Cost Ratio (BCR) of the scheme is -0.60 for the High Demand Scenario or -1.61 for Low Demand. However, it must be considered that generated revenue is netted off the costs hence resulting in a negative BCR. This is common with rail schemes of this type, and as such the Business case indicates that the alternative metric to use is the Net Present Value. For the High Demand Scenario the NPV = £51.269m and for the Low Demand the NPV = £24.544m. The Business Case indicates that this represents High VfM. It should be noted that there is no definitive guidance for VfM based on NPV. However, we agree this level of NPV provides an acceptable economic return.
- 1.10 We note a QRA has not been supplied but we understand that *'the project risk register will be made available to the Steering Group for review with key related issues and actions flagged'*.
- 1.11 WebTAG Unit A5.3 Rail Appraisal has been used to inform the Final Business Case and it is considered that this has been carried out to a sufficient level for the appraisal of the scheme.

2 Process

LIASION

- 2.1 Telephone discussions and emails have taken place during August, September, October and November 2014 to discuss queries on the scheme assessment work with Reading Borough Council and their consultants PBA. It is recommended that the business case submitted to WYG is updated to reflect the comments provided, in particular those made post submission of the revised business case received 6/11/14.

OPTION ASSESSMENT REPORT (OAR) / APPRAISAL SPECIFICATION REPORT (ASR)

- 2.2 No stand alone OAR and ASR have been submitted as part of the assessment, with PBA indicating that this would be addressed within the FBC.
- 2.3 The FBC indicates that the only option considered is the existing bus service, which operates between Reading Station and Green Park. The FBC states that *these services are currently subsidised and commercial operators do not make any income from these, so there will be no loss of income to commercial operators, hence any loss to the private sector is not included in the analysis*. It is considered that this isn't actually an alternative and is in fact part of the Do Nothing Scenario. We would suggest that the options appraisal section of the FBC is updated and improved.
- 2.4 No ASR has been included for review but aspects concerning modelling have been included within the draft Full Business Case. Comments on the modeling approach are therefore provided in Section 4 below.

REVIEW

- 2.5 A first draft of the Full Business Case was received on the 27th October 2014. The WYG review identified that major aspects of the guidance set out within WebTAG Unit A5.3 Rail Appraisal and the Transport Business Case guidance were not included and comments were sent to PBA for resubmission.
- 2.6 A revised draft Full Business Case was received on the 6th November 2014 for independent assessment. The aspects which have been highlighted as a result of the review of the draft



FBC (including all appendices) are 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 Reading Borough Council and their consultant team PBA

- Green Park Station Business Case Submitted 29th October 2014/final draft submitted 6th November 2014.
- Drawings – Proposed Interchange phases 1,2,3 and Proposed Interchange Layout, illustrative general arrangement
- Appendix A – AMCB and TEE Tables
- Appendix B – Appraisal Summary Table
- Appendix C – Cost Estimates
- Appendix D – Network Rail Capability Analysis
- Appendix E – Programme

4 Review

OPTIONS ASSESSMENT

- 4.1 No stand alone OAR and ASR have been submitted as part of the assessment, with PBA indicating that this would be addressed within the FBC.
- 4.2 The FBC indicates that only option considered relate to the existing bus service (which operates between Reading Station and Green Park). The FBC states that *these services are currently subsidised and commercial operators do not make any income from these, so there will be no loss of income to commercial operators, hence any loss to the private sector is not included in the analysis*. It is considered that this isn't actually an alternative and is in fact part of the Do Nothing Scenario. We would suggest that the options appraisal section of the FBC is reviewed and enhanced.

BUSINESS CASE APPROACH TO MODELLING

- 4.3 Having reviewed the available information concerning modelling within the revised draft Full Business Case it was confirmed that WebTAG unit A5.3 Rail Appraisal has been used for assessment of the scheme.
- 4.4 Initial comments raised on the 1st draft business case and the response from PBA are summarised below
- i) The PVB for High Patronage (Appendix A) is incorrect, as the same figure is also included in Economic Efficiency: Consumer Users (Commuting). – both Patronage tables within Appendix A don't seem to correspond with that included within the main body of text. Response - *the TEE table only includes User Benefits, whereas the benefits in the main body of the report also include External Marginal Costs (or non-user benefits)*
 - ii) It was identified that no structured sensitivity testing has taken place using a core scenario. Response - *The two scenarios tested provide high and low growth in rail passenger numbers and are seen as adequate for the appraisal.'*
 - iii) Rail users have been highlighted as only commuters and not business users or other for assessment purposes. Response - *It is felt that the majority of users will be commuters, so assessment has been undertaken on this basis.'*

iv) A required spreadsheet calculating the Marginal External Costs hasn't been included, which is important in regards to rail projects. Response - submitted by PBA

4.5 Based on the additional information supplied, no further issues are raised on the methodology.

BUSINESS CASE

Format and Content

4.6 WebTAG Unit A5.3 Rail Appraisal has been used to inform the Final Business Case and it is considered that this has been carried out to a sufficient level for the appraisal of the scheme.

Value for Money

4.7 The predicted overall Benefit to Cost Ratio (BCR) of the scheme is -0.60 for the High Demand Scenario or -1.61 for Low Demand. However, it must be considered that generated revenue is netted off the costs hence resulting in a negative BCR. This is common with rail schemes of this type, and as such the Business case indicates that the alternative metric to use is the Net Present Value. For the High Demand Scenario the NPV = £51.269m and for the Low Demand the NPV = £24.544m. The Business Case indicates that this represents High VfM. It should be noted that there is no definitive guidance for VfM based on NPV. However, we agree this level of NPV provides an acceptable economic return. PBA have also indicated that '*new passengers have only been assumed on weekdays, therefore, any additional benefits accrued from newly generated trips or time savings as a result of switching to Green Park station from another station at weekends are excluded*'.

4.7.1 It is noted the assessment includes an assessment of pre-electrification operation and revenue and associated risks with availability of additional DMU's.

Appraisal Summary

4.8 A review of the appraisal summary contained within the Business Case submission is provided in **Table 1** below. Areas where the review disagrees or queries the proposed level of benefit or disbenefit associated with the 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	No Quantitative or Qualitative assessment has been undertaken.	Disagree	Suggest PBA should update this and include the NPV value.
	Reliability impact on Business users	No Quantitative or Qualitative assessment has been undertaken.	Disagree	See above.
	Regeneration	Beneficial	Agree	
	Wider Impacts	Beneficial	Agree	
Environmental	Noise	Neutral	Disagree	We would expect a slight noise increase due to changes in train braking and acceleration patterns.
	Air Quality	Neutral	Agree	
	Greenhouse gases	No Quantitative or Qualitative assessment has been undertaken.	Disagree	Suggest PBA should update this.
	Landscape	Neutral	Agree	
	Townscape	Neutral	Agree	
	Historic Environment	Neutral	Agree	
	Biodiversity	Negligible	Agree	
	Water Environment	Negligible	Agree	
Social	Commuting and Other users	Quantitative assessment included as well as a Qualitative assessment stated as beneficial	Agree	
	Reliability impact on Commuting and Other users	Beneficial	Agree	
	Physical activity	Beneficial	Agree	
	Journey quality	Moderate Beneficial	Agree	
	Accidents	Beneficial	Agree	
	Security	Slight Beneficial	Agree	
	Access to services	Beneficial	Agree	
	Affordability	Neutral	Agree	
	Severance	Neutral	Agree	
	Option and non-use values	Beneficial	Agree	
Public Accounts	Cost to Broad Transport Budget	Large Beneficial	Agree	

	Indirect Tax Revenues	Slight Adverse	Agree	
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Risks

- 4.9 The Full Business Risk identifies 17 risks in regard to what could delay the proposal. There are no risks which are highlighted as 'High'. It is noted that the risk of the subsidy increasing as result of lower fare income is not raised in the risk register.
- 4.10 We note the Full Business Case states that the project risk register, which has not been included within the FBC '*will be made available to the Steering Group for review with key related issues and actions flagged.*'



Appendix A – Business Case Checklist

Project Number: A087383-08
 Scheme: Reading GreenPark Station
 Submitted by: Reading City 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		Output based specification	Y		Evidence of similar projects	Y	Included within the Financial Case chapter.
Problem Identified	Y		Assumptions	Y		Budgets / Funding Cover	Y		Procurement Strategy	Y		Programme / Project dependencies	N	
Impact of not changing	Y		Sensitivity and Risk Profile	N	Except that of the High and Low growth scenario assessment.	Accounting Implications	Y	Identified to be costs from Network Rail and First Great Western.	Sourcing Options	Y		Governance	Y	
Drivers for change	Y		Appraisal Summary Table	Y					Payment Mechanisms	Y		Programme / Project Plan	Y	
Objectives	Y		Value for Money Statement	Y					Pricing Framework and charging mechanisms	Y		Assurances and approvals	Y	
Measures for success	N								Risk allocation and transfer	Y		Communication & Stakeholders	Y	
Scope	Y								Contract length	Y		Project Reporting	N	
Constraints	Y								Human resource issues	Y		Implementation	Y	
Inter-dependencies	Y								Contract management	Y	Summarised within Table 7.2 and Appendix E	Key Issues	Y	Included within Section 7.3.4 and Appendix D.
Stakeholders	Y	Only other identified option was the existing bus route, this was also highlighted to be the Low Cost option for the analysis.										Contract Management	Y	
Options	Y											Risk Management	N	
												Benefits realisation	N	
												Monitoring and evaluation	Y	
												Contingency	Y	
												Options	Y	Only other identified option was the existing bus route, this was also highlighted to be the Low Cost option for the analysis.

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BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB

DATE: 20 November 2014

CONTACT OFFICER: Nick Carter, Chief Executive West Berkshire Council,

PART I

Financial Approval for 2.10 Slough: A332 Improvements

Purpose of Report

1. To consider giving financial approval to scheme 2.10 Slough: A332 Improvements.
2. This is a scheme to enhance the northern section of the A332 Windsor Road in Slough to increase traffic capacity and provide better facilities for buses, pedestrians and cyclists.

Recommendation

3. You are recommended to give scheme 2.10 Slough: A332 Improvements full financial approval in the sum of £2,700,000 over two years (2015/16 and 2016/17) with the terms of the funding agreement set out at paragraph 10 step 5 below.

Other Implications

Financial

4. 2.10 Slough: A332 Improvements 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](#)ⁱ announced on 7 July 2014. This was despite the original bid being for a 2015/16 start. The scheme promoter has continued to develop the scheme, and an opportunity has arisen to advance the start date following the rescheduling of another scheme in the programme.
5. There is a report elsewhere on the LTB agenda supporting an LEP request for government permission to swap the funding status with a scheme identified for funding from the “pre-allocated Local Transport Body” pot in 2015/16.
6. This report recommends that Slough Borough Council be authorised to draw down the capital sum, £2,700,000 from the “pre-allocated Local Transport Body Funding”.
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 Frameworkⁱⁱ](#) 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 Frameworkⁱⁱⁱ](#).

Assurance Framework Check list	2.10 Slough: A332 Improvements			
Step 1: Development of Scheme proposal; initial sifting, scoring and prioritisation leading to award of Programme Entry Status. (See paragraphs 11-13)	The A332 provides a strategic cross-boundary link between Slough, Windsor and Bracknell and is the southern gateway to Slough town centre. It also connects with Uxbridge (via the A412 Albert Street) and with Wexham Park Hospital and South Buckinghamshire (via the B415 Stoke Road).			
	Improving conditions for movement along the A332 would support the TVBLEP aims of investing in infrastructure that would help regeneration of Slough town centre and help enhance cross-boundary connectivity with Windsor, Bracknell, Uxbridge and Buckinghamshire.			
	In 2013, the scheme, the split into a northern and a southern section, was assessed in accordance with paragraphs 11 and 12 of the Assurance Framework. The northern section was given 20.5 points and ranked 17 th of the 28 schemes originally submitted and 15 th equal of the schemes finally considered by the BLTB.			
	Factor	Raw score	Weighting	Weighted score
	Maximum strategic Impact	2	2	4
	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	

Assurance Framework Check list	2.10 Slough: A332 Improvements																																							
<p>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>	Social	2	1	2																																				
	Total			20.5																																				
	<p>The southern section was given 19.5 points and ranked equal 20th of the 28 schemes originally submitted and equal 17th of the schemes finally considered by the BLTB.</p>																																							
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Factor</th> <th style="width: 12.5%;">Raw score</th> <th style="width: 12.5%;">Weighting</th> <th style="width: 12.5%;">Weighted score</th> </tr> </thead> <tbody> <tr> <td>Maximum strategic Impact</td> <td>2</td> <td>2</td> <td>4</td> </tr> <tr> <td>Economic Impact</td> <td>2</td> <td>2</td> <td>4</td> </tr> <tr> <td>VFM</td> <td>1</td> <td>1.5</td> <td>1.5</td> </tr> <tr> <td>Ease of Deliverability</td> <td>2</td> <td>1.5</td> <td>3</td> </tr> <tr> <td>Matched Funding</td> <td>3</td> <td>1</td> <td>3</td> </tr> <tr> <td>Environmental</td> <td>2</td> <td>1</td> <td>2</td> </tr> <tr> <td>Social</td> <td>2</td> <td>1</td> <td>2</td> </tr> <tr> <td colspan="3" style="text-align: right;">Total</td> <td>19.5</td> </tr> </tbody> </table>				Factor	Raw score	Weighting	Weighted score	Maximum strategic Impact	2	2	4	Economic Impact	2	2	4	VFM	1	1.5	1.5	Ease of Deliverability	2	1.5	3	Matched Funding	3	1	3	Environmental	2	1	2	Social	2	1	2	Total			19.5
	Factor	Raw score	Weighting	Weighted score																																				
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Environmental	2	1	2																																					
Social	2	1	2																																					
Total			19.5																																					
<p>The scheme, with northern and southern sections combined, was subsequently considered again for inclusion in the Strategic Economic Plan. A similar assessment process was used and the scheme was given 25 points and ranked 16th of 37 schemes originally submitted and 9th of the schemes that were included in the SEP. The combined northern and southern scheme was included in the SEP.</p>																																								
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Factor</th> <th style="width: 12.5%;">Raw score</th> <th style="width: 12.5%;">Weighting</th> <th style="width: 12.5%;">Weighted score</th> </tr> </thead> <tbody> <tr> <td>Strategy</td> <td>3</td> <td>1.5</td> <td>4.5</td> </tr> <tr> <td>Deliverability</td> <td>3</td> <td>2</td> <td>6</td> </tr> <tr> <td>Economic Impact</td> <td>2</td> <td>4</td> <td>8</td> </tr> <tr> <td>TVB area coverage</td> <td>3</td> <td>1.5</td> <td>4.5</td> </tr> <tr> <td>Environment</td> <td>2</td> <td>0.5</td> <td>1</td> </tr> <tr> <td>Social</td> <td>2</td> <td>0.5</td> <td>1</td> </tr> <tr> <td colspan="3" style="text-align: right;">Total</td> <td>25</td> </tr> </tbody> </table>				Factor	Raw score	Weighting	Weighted score	Strategy	3	1.5	4.5	Deliverability	3	2	6	Economic Impact	2	4	8	TVB area coverage	3	1.5	4.5	Environment	2	0.5	1	Social	2	0.5	1	Total			25					
Factor	Raw score	Weighting	Weighted score																																					
Strategy	3	1.5	4.5																																					
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TVB area coverage	3	1.5	4.5																																					
Environment	2	0.5	1																																					
Social	2	0.5	1																																					
Total			25																																					
<p>Following the announcement of the Local Growth Deal on 7 July 2014, the scheme was given Programme Entry Status at the BLTB meeting on 24 July 2014^{iv}.</p> <p>The outline of the scheme has been publicly available TVB LEP website (southern section)^v and TVB LEP website (northern section)^{vi} since July 2013.</p> <p>A description of the combined scheme has been available in the SEP Implementation Plan Annexe^{vii} (scheme 2.10 page 70) in draft since December 2013 and in the final version since March 2014.</p> <p>The Slough Borough Council website^{viii} 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"> ○ Completeness – has the promoter prepared a complete Full Business Case submission, when judged against the prevailing advice from the DfT ○ Accuracy – has the promoter performed the relevant calculations 																																								

Assurance Framework Check list	2.10 Slough: A332 Improvements
	<p>and assessments accurately and without error</p> <ul style="list-style-type: none"> ○ 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 ○ Value for Money – does the scheme promoter’s Value for Money assessment comply with the prevailing DfT guidance ○ Evaluation arrangements – has the scheme promoter made provision for appropriate post-implementation evaluation of the scheme. ○ 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.
Step 3: Conditional Approval	The Independent Assessor has recommended that in this case a Full Approval is appropriate.
Step 4: Recommendation of Financial Approval - High Value for Money - Support of the Independent assessor	<p>The scheme has a Benefit- Cost Ratio (BCR) of 2.025.</p> <p>DfT has set a threshold of 2.00 and schemes with BCRs above this can be described as having 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>
Step 5: Formal Agreement - roles - responsibilities - reporting - auditing - timing and triggers for payments, - contributions from other funders, - consequences of delay, - consequences of failure, - claw back, - evaluation one and five years on	<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 to 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>

Assurance Framework Check list	2.10 Slough: A332 Improvements
	<p>Contributions from Other Funders: Slough Borough capital programme will contribute £2,050,000 over two years (2015/16-2016/17); in addition there will be £250,000 of s.106 contributions secured by Slough Borough Council over two years (2015/16-2016/17).</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 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>

Conclusion

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

Background Papers

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

ⁱhttps://www.gov.uk/government/uploads/system/uploads/attachment_data/file/327587/35_Thames_Valley_Berkshire_Growth_Deal.pdf

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

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

^{iv}<http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5148&Ver=4>

^v<http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Slough-5-A332-South-corridor.pdf>

^{vi} <http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Slough-4-A332-North-corridor.pdf>

^{vii} <http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicEconomicPlan/TVB%20SEP%20-%20Annexes%20to%20Implementation%20Plan.pdf>

^{viii} <http://www.slough.gov.uk/parking-travel-and-roads/plans-for-the-future.aspx>



Thames Valley Berkshire Local Economic Partnership

Independent Assessment Summary Report: A332 Route Enhancement

Full Business Case Independent Assessment

Report No. RT-A087383-07

WYG
Executive Park
Avalon Way
Anstey
Leicester
LE7 7GR

12th November 2014
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REPORT CONTROL

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Review By	Colin Shields	Initialled:	CS
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Issue	Date	Status	Checked for Issue
1	07/11/2014	Draft	
2	10/11/14	Final	CS
3	12/11/14	Final Updated with revised BCR information	CS
4			



Contents

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3	Submitted Information.....	4
4	Review	5

Appendices

Appendix A – Business Case Checklist

1 Executive Summary

- 1.1 This technical note provides an independent review of the A332 Route Enhancement Business Case submission to the Thames Valley Berkshire Local Enterprise Partnership.

SCHEME SUMMARY

- 1.2 The A332 Route Enhancement provides a range of infrastructure improvements along a 0.5km section of the A332, Slough including junction improvements, road widening and other works, with the aim of improving conditions for general traffic as well as buses along this strategic route.
- 1.3 The design also includes public realm enhancements linked with the 'Heart of Slough' regeneration project.

REVIEW FINDINGS

- 1.4 The review of the submitted Business Case identified the following:
- 1.5 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**).
- 1.6 Based on revised BCR information received from Atkins, the stated Benefit to Cost Ratio (BCR) of the scheme is 2.1. However, the PVB value has been incorrectly inputted within Table 4-4 and should equate to 11,163 rather than 10,965 as stated. As a consequence this alters the NPV to 5,650 rather than the stated 5,452 and leads to an actual BCR of 2.025 which it is agreed still represents a High Value for Money (VfM) scheme.
- 1.7 It should be noted that the ASR identifies that the traffic model used has not been revalidated to a new base year. Instead, to reflect major network changes since 2010 the model has been adjusted and subsequently tested using TomTom journey time data for 2014 as a result it is agreed that the model is comparable to existing conditions.

2 Process

MEETINGS

- 2.1 An initial project inception meeting was held at the Atkins Euston Towers Offices on 25th September 2014 to introduce the scheme and to discuss the timescales and requirements for the full Business Case submission.
- 2.2 This was followed by subsequent telephone discussions and emails during September, October and November 2014 to discuss queries on the scheme assessment work. It is recommended that the business case submitted to WYG is updated to reflect the comments provided, in particular those made post submission of the business case on 31/10/14.

OPTION ASSESSMENT REPORT / APPRAISAL SPECIFICATION REPORT

- 2.3 As part of the submission of documents for independent review, an OAR and ASR have been provided alongside the Full Business Case. This allowed an informative review of the options which have been appraised to form the proposal which is to be taken forward and the modelling conducted to evaluate what benefits would be created as a result.
- 2.4 It was identified that there were five options identified to be assessed within the OAR, these included;
- i) Do Minimum – This option includes the development of SMaRT bus priority scheme on the A4 and completed signal improvements on the A332.
 - ii) Windsor Road Signal Improvement – This option considers an upgrade to the signals at all junctions on the A332 to MOVA.
 - iii) Windsor Road Junction Improvement – This option considers increasing capacity, and the introduction of pedestrian facilities at junction on the A332 Windsor Road, including improvements to Herscel Street and the High Street Junctions and public realm enhancements to the north of Windsor Road.
 - iv) Windsor Road Capacity Improvement – This option considers the widening of A332 Windsor Road to four lanes along its length and includes public realm enhancements to the north of Windsor Road.

- v) Windsor Road PT Improvement – This option considers the A332 Route Enhancements as above with the provision of dedicated north and south bound bus lanes and includes public realm improvements to the north of Windsor Road.

- 2.5 The OAR concludes that the scheme to be taken forward for final assessment would be a package of measures of signal improvements and highway widening due to the different localised constraints as opposed to one single scheme.
- 2.6 The ASR includes information concerning the specifics of how the modelling for the scheme to be taken forward for development has been undertaken to create the benefits which can be identified within the FBC.
- 2.7 The model is a SATURN model using Fixed Assignment, and includes a public transport assignment model in EMME and a DIADEM model for assessing the impact of highway interventions. COBALT has also been used to identify if there is an increase in accidents resulting in the development of the scheme and has used the 'Link and Junction Combined' method for assessment.

BUSINESS CASE REVIEW

- 2.8 Following the WYG review of the Appraisal Specification Report, a draft of the full Business Case was submitted for review on the 31st October 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:

- A332 Route Enhancement Full Business Case Report 31st October 2014
- Appendix A – LTB SEP Programme Entry Forms
- Appendix B – Scheme Drawing
- Appendix C – Options Assessment Report
- Appendix D – Appraisal Specification Report
- Appendix F – Appraisal Summary Table
- Appendix G – Environmental Technical Note
- Appendix H – Accident Assessment
- Appendix I – Distributional Impact Appraisal
- Appendix J – QRA and Risk Register
- Appendix K – Programme

4 Review

OPTIONS ASSESSMENT

- 4.1 Appendix C 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 OAR states that the scheme proposed for current funding represents the best option in light of the complexity of the route. Therefore, no one specific option was taken forward. Instead two options have been taken forward to form the Final Business Case, both drawing on the benefits they create along the route and the problems identified within the OAR which include overcrowding and congestion, viability and vitality of the town centre, the need to improve the image and environment of Slough and socio-economic characteristics.
- 4.3 The preferred option is understood to consist of a combination of signal improvements and highway widening.
- 4.4 The options assessment complies with the DfT's WebTAG guidance for Options Assessment but no methodology on how each scheme was scored has been provided. As such it hasn't been possible to understand how some aspects of a proposal scored neutral, negative or positive points leading to the preferred option to be selected.

APPROACH TO MODELLING

- 4.5 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 and is a fixed assignment model.
- 4.6 The main initial discussion held with regards to modelling was to identify whether the scheme was reasonably expected to require a fixed highway assessment to be WebTAG compliant.
- 4.7 Following a review of the ASR 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, mostly due to the scheme costing below £5m.

- 4.8 The base model is for a 2009 base year which is within the six year WebTAG guidance. It has been noted that the model has been updated to include 2014 network changes and we note that the journey times are comparable with 2014 TomTom data provided within Appendix E. The ASR states that the changes are largely in response to local traffic management schemes rather than people's travel patterns (as concluded within the SMaRT project).

BUSINESS CASE

Format and Content

- 4.9 Having undertaken a review of the submitted Business Case it was identified that it 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**.
- 4.10 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

- 4.11 Based on revised BCR information received from Atkins, the stated Benefit to Cost Ratio (BCR) of the scheme is 2.1. However, the PVB value has been incorrectly inputted within Table 4-4 and should equate to 11,163 rather than 10,965 as stated. As a consequence this alters the NPV to 5,650 rather than the stated 5,452 and leads to an actual BCR of 2.025 which still represents a High Value for Money (VfM) scheme.

Appraisal Summary

- 4.12 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 A332 scheme are detailed and explanatory notes provided (note some of these are an issue of the presentation of the results in the AST rather than the findings themselves).

4.13

Table 1 - Appraisal Summary

Category	Sub-category	Business Case Assessment	Agree / Disagree with Assessment	Notes
Economy	Business users & transport providers	A Quantitative assessment has been undertaken.	Agree	
	Reliability impact on Business users	A Monetary assessment has been undertaken.	Agree	
	Regeneration	Slight Beneficial	Agree	
	Wider Impacts	Slight Beneficial	Agree	
Environmental	Noise	Neutral	Disagree	We note the comment that <i>Further analysis was conducted on noise and air quality however no monetarised benefit has been produced at this stage</i> and we query why? With an increase in traffic due to improvements to the road network then this may increase noise in the local area.
	Air Quality	Neutral	Disagree	See above.
	Greenhouse gases	A Quantitative assessment has been undertaken.	Agree	
	Landscape	Neutral	Agree	
	Townscape	Slight Adverse	Agree	
	Historic Environment	Neutral	Agree	
	Biodiversity	Neutral	Agree	
	Water Environment	Neutral	Disagree	With an increase of impermeable surface, water runoff could increase, leading to possible localised issues.
Social	Commuting and Other users	A Quantitative assessment has been undertaken	Agree	
	Reliability impact on Commuting and Other users	A Monetary assessment has been undertaken.	Agree	
	Physical activity	Neutral	Disagree	We note the comment that this has <i>Scoped out as not relevant to the nature of the scheme</i> . Therefore, how can this be scored as neutral?
	Journey quality	Neutral	Disagree	We note the comment that this has <i>Scoped out as not relevant to the nature of the scheme</i> . Therefore, how can this be scored as neutral?
	Accidents	A Quantitative assessment has been undertaken	Agree	
	Security	Neutral	Disagree	We note the comment that this has

				<i>been Scoped out as not relevant to the nature of the scheme'. Therefore, how can this be scored as neutral?</i>
	Access to services	Neutral	Disagree	We note the comment that this has <i>been Scoped out as not relevant to the nature of the scheme'. Therefore, how can this be scored as neutral?</i>
	Affordability	Neutral	Agree	
	Severance	Neutral	Agree	
	Option and non-use values	Neutral	Disagree	We note the comment that this has <i>been Scoped out as not relevant to the nature of the scheme'. Therefore, how can this be scored as neutral?</i>
Public Accounts	Cost to Broad Transport Budget	A Monetary assessment has been undertaken	Agree	
	Indirect Tax Revenues	A Monetary assessment has been undertaken	Agree	

Risks

- 4.14 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.
- 4.15 They have identified three aspects of risk, including;
- i) Approval risks, including delay in negotiations for land swap and preliminary design conformation;
 - ii) Cost risks, including capital costs increase and an underestimation of Statutory Undertaker costs, and;
 - iii) Delivery risks, including unknown service pipe lines damaged, delays during construction, working hour restrictions and highlighting issues with congestion on the A332 and issues concerning the construction of the SMaRT and A355 schemes which are planned to occur at the same period.
- 4.16 In light of reviewing the QRA it would be stated that overall the key issues for risk have been identified and suitable measures to mitigate from delay have been undertaken for a scheme of this size. The only exception to this relates to CPO which is understood to be required for the scheme, but the risk register does not take this into account.



Appendix A – Business Case Checklist

Project Number: A087383-07
 Scheme: A332 Route Enhancement
 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		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	But included within the Economic Case	Sourcing Options	Y		Governance	Y	
Drivers for change	N		Appraisal Summary Table	Y					Payment Mechanisms	Y		Programme / Project Plan	Y	
Objectives	Y		Value for Money Statement	Y					Pricing Framework and charging mechanisms	Y		Assurances and approvals	Y	
Measures for success	Y								Risk allocation and transfer	Y		Communication & Stakeholders	Y	
Scope	Y								Contract length	Y		Project Reporting	Y	
Constraints	Y	The scheme will be undertaken at the same time as the A355 proposal and the development of the SWaG1 scheme							Human resource issues	N		Implementation	N	
Inter-dependencies	Y								Contract management	Y		Key Issues	Y	
Stakeholders	Y											Contract Management	Y	
Options	Y											Risk Management	Y	
												Benefits realisation	Y	
												Monitoring and evaluation	Y	
												Contingency Options	N	
													N	

BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB

DATE: 20 November 2014

CONTACT OFFICER: Nick Carter, Chief Executive, West Berkshire Council

PART I

Financial Approval for 2.17 Slough: A355 route

Purpose of Report

1. To consider giving financial approval to scheme 2.17 Slough: A355 route.
2. This is a scheme to improve traffic flow on the strategic north-south A355 route between the M4, Slough Trading Estate and the M40 and enhancing access to Slough town centre.

Recommendation

3. You are recommended to give scheme 2.17 Slough: A355 route full financial approval in the sum of £4,400,000 over two years (2015/16 and 2016/17) with the terms of the funding agreement set out at paragraph 10 step 5 below.

Other Implications

Financial

4. 2.17 Slough: A355 route is one of the named schemes that received indicative approval for spending in 2016/17 in the [Thames Valley Berkshire Local Growth Deal](#) announced on 7 July 2014. This was despite the original bid being for a 2015/16 start. The scheme promoter has continued to develop the scheme, and an opportunity has arisen to advance the start date following the rescheduling of another scheme in the programme.
5. There is a report elsewhere on the LTB agenda supporting an LEP request for government permission to swap the funding status with a scheme identified for funding from the “pre-allocated Local Transport Body” pot in 2015/16.
6. This report recommends that Slough Borough Council be authorised to draw down the capital sum, £4,400,000 from the “pre-allocated Local Transport Body Funding”.
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 Frameworkⁱⁱ](#) 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 Frameworkⁱⁱⁱ](#).

Assurance Framework Check list	2.17 Slough: A355 route			
Step 1: Development of Scheme proposal; initial sifting, scoring and prioritisation leading to award of Programme Entry Status. (See paragraphs 11-13)	<p>Slough Trading Estate and Slough Town Centre are two key employment locations within TVB and both are important in the delivery of the SEP. It is clear that traffic congestion already has adverse impact on business efficiency and inward investment and, as such, threatens the future economic vitality of Slough. This scheme aims to:</p> <ul style="list-style-type: none"> • improve the efficiency of Slough's businesses by reducing journey times and providing reliability along this corridor • support retention and growth of employment in Slough by protecting and enhancing the connectivity advantages which make Slough a good place to do business and a focus for future inward investment • reduce CO2 and NO2 emission levels, from stop start road traffic and hybrid public transport alternatives, which in turn assists in tackling this AQMA zone. <p>The opportunity to unlock some further housing opportunities and regeneration of parts of Slough along the Farnham Road and Chalvey could also be progressed as a result of improved connectivity.</p> <p>In 2013, the outline scheme was assessed in accordance with paragraphs 11 and 12 of the Assurance Framework and was given 22 points and ranked equal 10th of the 28 schemes originally submitted, and equal 9th of the schemes finally considered by the BLTB.</p>			
	Factor	Raw score	Weighting	Weighted score
	Maximum strategic Impact	3	2	6
	Economic Impact	2	2	4
	VFM	1	1.5	1.5
Ease of Deliverability	3	1.5	4.5	

Assurance Framework Check list	2.17 Slough: A355 route			
	Matched Funding	2	1	2
	Environmental	2	1	2
	Social	2	1	2
	Total			22
	<p>The scheme 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.</p>			
	Factor	Raw score	Weighting	Weighted score
	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	
<p>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>	<p>Following the announcement of the Local Growth Deal on 7 July 2014, the scheme was given Programme Entry Status at the BLTB meeting on 24 July 2014^{iv}.</p> <p>The outline of the scheme has been publicly available TVB LEP website^v since July 2013.</p> <p>A fuller version has been available in the SEP Implementation Plan Annexe^{vi} (scheme 2.17 page 123) in draft since December 2013 and in the final version since March 2014.</p> <p>The Slough Borough Council website^{vii} 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"> ○ Completeness – has the promoter prepared a complete Full Business Case submission, when judged against the prevailing advice from the DfT ○ Accuracy – has the promoter performed the relevant calculations and assessments accurately and without error ○ 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 ○ Value for Money – does the scheme promoter's Value for Money assessment comply with the prevailing DfT guidance ○ Evaluation arrangements – has the scheme promoter made provision for appropriate post-implementation evaluation of the scheme. ○ 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 			

Assurance Framework Check list	2.17 Slough: A355 route
	recommendations for remedial actions required – e.g., collection of further data, sensitivity tests on particular assumptions etc.
Step 3: Conditional Approval	The Independent Assessor has recommended that in this case a Full Approval is appropriate.
Step 4: Recommendation of Financial Approval - High Value for Money - Support of the Independent assessor	<p>The scheme has a Benefit- Cost Ratio (BCR) of 5.83.</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>
Step 5: Formal Agreement - roles - responsibilities - reporting - auditing - timing and triggers for payments, - contributions from other funders, - consequences of delay, - consequences of failure, - claw back, - evaluation one and five years on	<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 £700,000 over two years (2015/16-2016/17); in addition there will be £700,000 of s.106 contributions secured by Slough Borough Council over two years (2015/16-2016/17).</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</p>

Assurance Framework Check list	2.17 Slough: A355 route
	<p>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 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>

Conclusion

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

Background Papers

12. The LTB and SEP papers are available on request

ⁱhttps://www.gov.uk/government/uploads/system/uploads/attachment_data/file/327587/35_Thames_Valley_Berkshire_Growth_Deal.pdf

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

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

^{iv}<http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?Cid=601&Mid=5148&Ver=4>

^v<http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Slough-6-A355-corridor.pdf>

^{vi}<http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicEconomicPlan/TVB%20SEP%20-%20Annexes%20to%20Implementation%20Plan.pdf>

^{vii}<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: A355 Route Enhancement

Full Business Case Independent Assessment

Report No. RT-A087383-06

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10th November 2014
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REPORT CONTROL

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2	10/11/14	Final	CS
3			
4			



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2	Process	2
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4	Review	5

Appendices

Appendix A – Business Case Checklist

1 Executive Summary

- 1.1 This technical note provides an independent review of the A355 Route Enhancement Scheme Business Case submission to the Thames Valley Berkshire Local Enterprise Partnership.

SCHEME SUMMARY

- 1.2 The A355 Route Enhancement Scheme provides infrastructure improvements to a section of the A355 between the roundabout of Cippenham Lane/Church Street to M4 Junction 6.
- 1.3 The scheme consists of improvements to the layout of the roundabout, creating a 'hamburger' style roundabout with the north-south (A355 Tuns Lane) prioritised to cut across the circulatory carriageway. A flare will be provided on the southern arm to allow for left-turning traffic to bypass the junction, and road widening to three lanes from the roundabout through to M4 J6.

REVIEW FINDINGS

- 1.4 The review of the submitted Business Case identified the following:
- 1.5 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**).
- 1.6 The predicted overall Benefit to Cost Ratio (BCR) of the scheme is 5.83. This represents very high Value for Money (VfM).
- 1.7 It should be noted that the ASR identifies that the traffic model used has not been revalidated to a new base year. Instead, to reflect major network changes since 2010 the model has been adjusted and subsequently tested using TomTom journey time data for 2014 as a result it has been agreed that the model is comparable to existing conditions.

2 Process

MEETINGS

- 2.1 An initial project inception meeting was held at the Atkins Euston Towers Offices on 25th September 2014 to introduce the scheme and to discuss the timescales and requirements for the full Business Case submission.
- 2.2 This was followed by subsequent telephone discussions and emails during September, October and November 2014 to discuss queries on the scheme assessment work. It is recommended that the business case submitted to WYG is updated to reflect the comments provided, in particular those made post submission of the business case on 31/10/14.

OPTION ASSESSMENT REPORT (OAR) / APPRAISAL SPECIFICATION REPORT (ASR)

- 2.3 As part of the submission of documents for independent review, an OAR and ASR have been provided alongside the Full Business Case. This allowed an informative review of the options which have been appraised to form the proposal which is to be taken forward and the modelling conducted to evaluate what benefits would be created as a result.
- 2.4 It was identified that there were five options identified to be assessed within the OAR, these included;
- i) A Do Minimum scenario which included the SMaRT scheme and planned signal improvements on the A332.
 - ii) A355 Route Enhancements which included changes to the layout of the Copthorne Roundabout, reduction of the speed limit on the arms of the roundabout and increasing to three lanes the A355 southbound carriageway between the roundabout and M4.
 - iii) A355 Route Enhancement – low cost option which included signalisation of the Copthorne Roundabout and the reduction of the speed limit on the arms of the roundabout.
 - iv) Demand management measures which included a combination of business and general travel planning measures.

- v) Traffic management measures which include implementation of smart technology to reroute vehicles and/or encourage peak spreading to reduce congestion.

- 2.5 The OAR concludes that the A355 Route Enhancement Scheme was considered to be the preferred option with a low cost option to also be considered in the Full Business Case.
- 2.6 The ASR includes information concerning the specifics of how the modelling for the scheme to be taken forward for development has been undertaken to create the benefits which can be identified within the FBC.
- 2.7 The model is a SATURN model using Fixed Assignment, and includes a public transport assignment model in EMME and a DIADEM model for assessing the impact of highway interventions. COBALT has also been used to identify if there is an increase in accidents resulting in the development of the scheme and has used the 'Link and Junction Combined' method for assessment.

REVIEW

- 2.8 Following the WYG review of the Appraisal Specification Report, a draft of the full Business Case was submitted for review on the 31st October 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:

- A355 Route Enhancement Business Case
- Appendix A – LTB SEP Programme entry forms
- Appendix B – Scheme drawing
- Appendix C – Letter of support
- Appendix D – Option Assessment Report
- Appendix E – Appraisal Specification Report
- Appendix F – Modelling Report
- Appendix G – Appraisal Summary Table
- Appendix H – Environment technical note
- Appendix I – Accident Assessment
- Appendix J – Distributional Impact Appraisal
- Appendix K - QRA and Risk Register
- Appendix L - Programme

4 Review

OPTIONS ASSESSMENT

- 4.1 An Option Appraisal Report has also been submitted alongside the Business Case for the widening of the A355 and identifies the need for intervention and the process of option development and selection.
- 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 including a low cost alternative which includes signalisation of the Copthorne Roundabout and the reduction of the speed limit, route enhancements which includes changes to the layout of the Copthorne Roundabout, reduction in the speed limit, and increasing the A355 southbound carriageway to three lanes, as well as a do minimum which considers the SMaRT scheme and the planned signal improvements on the A332.
- 4.3 The OAR also sets out two other options which were seen to be undeliverable including demand management measures, including general travel planning measures and traffic management measures which involves implementation of smart technology.
- 4.4 It is noted that no public transport measures have been outlined as an option which could have been used as a deliverable suitable alternative solution to those highlighted.
- 4.5 The options assessment complies with the DfT's WebTAG guidance for Options Assessment but no methodology on how each scheme was scored has been provided. As such it hasn't been possible to understand how some aspects of a proposal scored neutral, negative or positive points leading to the preferred option to be selected.
- 4.6 The report doesn't suggest the physical reasons why any improvement needs to occur in the first instance, although from a subsequent review of additional documents it was identified that this information has been included.
- 4.7 The OAR highlights objectives resulting from the scheme's development; the core objective is that of opening up housing development. However, it is not clear in the OAR where this would occur in the immediate vicinity of the scheme itself.

APPROACH TO MODELLING

- 4.8 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 and is a fixed assignment model.
- 4.9 The main initial discussion held with regards to modelling was to identify whether the scheme was reasonably expected to require a fixed highway assessment to be WebTAG compliant.
- 4.10 Following a review of the ASR 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, mostly due to the scheme costing below £5m.
- 4.11 The base model is for a 2009 base year which is within the six year WebTAG guidance. It has been noted that the model has been updated to include 2014 network changes and we note that the journey times are comparable with 2014 TomTom data provided within Appendix E.
- 4.12 The accident assessment was originally assessed on a combined link and junction basis using the COBALT software package, with the 'hamburger' roundabout assessed as a series of smaller links and junction due to the lack of this junction type in the COBALT software. Following initial comments, Atkins remodeled the A355/Church Street junction as a signalised junction type in COBALT and the two through traffic link have been assessed separately in the 'with scheme' condition.' In this assessment it is unknown if Atkins have subtracted the straight on flows from the first signalised roundabout and used them for the two link assessments undertaken separately. If this hasn't been done then there is possible double counting of accidents and therefore increased disbenefits of accidents on the proposed junction. It is therefore recommended that the COBALT assessment should be based on a signalised junction with all flows included.

BUSINESS CASE

Format and Content

- 4.13 Having undertaken a review of the submitted Business Case it was identified that it 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**.

- 4.14 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

- 4.15 The A335 scheme Business Case details a Benefit to Cost Ratio (BCR) of 5.83, which represents a very high Value for Money (VfM) scheme.

Appraisal Summary

- 4.16 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 A355 scheme are detailed and explanatory notes provided (note some of these are an issue of the presentation of the results in the AST rather than the findings themselves).

Table 1 - Appraisal Summary

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	Wider Impacts	Slight Beneficial	Agree	
Environmental	Noise	Slight Adverse	Agree	
	Air Quality	Slight Adverse	Agree	
	Greenhouse gases	A Quantitative assessment has been undertaken	Agree	
	Landscape	Neutral	Agree	
	Townscape	Neutral	Agree	
	Historic	Neutral	Agree	

	Environment			
	Biodiversity	Slight Adverse	Agree	
	Water Environment	Slight Adverse	Agree	
Social	Commuting and Other users	A Quantitative assessment has been undertaken	Agree	
	Reliability impact on Commuting and Other users	A Monetary assessment has been included	Agree	
	Physical activity	Neutral	Disagree	We note the comment that this has <i>Scoped out as not relevant to the nature of the scheme</i> . Therefore, how can this be scored as neutral?
	Journey quality	Neutral	Disagree	We note the comment that this has <i>Scoped out as not relevant to the nature of the scheme</i> . Therefore, how can this be scored as neutral?
	Access to services	Neutral	Disagree	We note the comment that this has <i>Scoped out as not relevant to the nature of the scheme</i> . Therefore, how can this be scored as neutral?
	Security	Neutral		We note the comment that this has <i>Scoped out as not relevant to the nature of the scheme</i> . Therefore, how can this be scored as neutral?
	Affordability	Neutral	Agree	
	Severance	Slight Adverse	Agree	
	Option and non-use values	Neutral	Disagree	We note the comment that this has <i>Scoped out as not relevant to the nature of the scheme</i> . Therefore, how can this be scored as neutral?
	Accidents	Monetary assessment has been included.	Disagree	See comments in report.
	Public Accounts	Cost to Broad Transport Budget	Monetary assessment has been included.	Agree
Indirect Tax Revenues		Monetary assessment has been included.	Agree	

Risks

- 4.17 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.
- 4.18 Within the report they have included a key project risk table and have identified two aspects of risk including;
- i) Cost risks, that of capital costs increasing as a result of factors uncovered at preparatory surveys and design surveys, and underestimations of Statutory Undertaker costs, and;
 - ii) Delivery Risks, including unknown service pipe lines damaged, delays during construction, ensuring works doesn't affect the busiest times of year and outlining that additional strengthening and other works may be required on Chavley Bridge following detailed structures assessment.
- 4.19 The QRA includes a further in depth register of risks and identifies six risks which score 50%, which include LTB application being unsuccessful, the bridge along the route could need additional support due to the widening of the road, issues concerning structures requiring remedial works leading to additional costs being created, risks concerning if previous utility's contractors works over run, restriction on working hours to avoid disruption, and lastly if the scheme were to go forward to the development stage, they will be carried out at the same period as the SMaRT and the A332 Widening Schemes.
- 4.20 However, in light of this it would be stated that overall the key issues for risk have been identified and suitable measures to mitigate from delay have been undertaken to a sufficient standard expected for a scheme of this size.



Appendix A – Business Case Checklist

Project Number: A087383-06
 Scheme: A355 Route Enhancement
 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		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	N	But included within impact of not changing.	Appraisal Summary Table	Y					Payment Mechanisms	Y		Programme / Project Plan	Y	
Objectives	Y		Value for Money Statement	Y					Pricing Framework and charging mechanisms	Y		Assurances and approvals	Y	
Measures for success	Y								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											Contract Management	Y	
Options	Y											Risk Management	Y	Included within Chapters 5 and 6 of the FBC
												Benefits realisation	Y	
												Monitoring and evaluation	Y	
												Contingency	N	
												Options	N	

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BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB **DATE:** 20 November 2014

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

PART I

PROGRESS ON THE PRIORITISED SCHEMES

Purpose of Report

1. To provide a progress report for each of the schemes identified in the [Strategic Economic Plan](#)¹ which received approval in the [Thames Valley Berkshire Local Growth Deal](#)².
2. To give the LTB members 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 had 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](#)² includes this sum, and in addition approves £11.1m for spending in 2015/16 and indicative approval for £69.00m 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	-	67.00					67.00
LTB	3.625	3.625	3.625	3.625	-	-	14.50
Total							94.60

5. Table 2 below summarises the status of each of the SEP schemes. The numerical reference given to each scheme is the scheme number in the [SEP Implementation](#)

¹ http://thamesvalleyberkshire.co.uk/Strategic_Economic_Plan

² https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/327587/35_Thames_Valley_Berkshire_Growth_Deal.pdf

[Plan Annexe³](#) where you can find a full description of each scheme. Detailed progress reports on each scheme are attached in the Appendixes (see Table 5).

6. The allocation of funding to financial years reflects the best information available from the scheme promoter. The scheduling of schemes may need to be adjusted in the light of available finance after the government confirms the profiling of the release of LGD funds, expected with the Autumn Statement on 3 December this year.

Table 2 – Scheduling of Schemes

SEP ref	£m	2015 /16	2016 /17	2017 /18	2018 /19	2019 /20	2020 /21	Total
2.01	Newbury: Kings Road Link Road	0	1.00	1.34	0	0	0	2.34
2.02	Bracknell: Warfield Link Road	3.50	0	0	0	0	0	3.50
2.03	Newbury: London Road Industrial Estate	1.40	0.50	0	0	0	0	1.90
2.04	Wokingham Distributor Roads	0	0.75	10.19	7.29	3.76	2.01	24.00
2.06	Reading: Green Park Railway Station	0	3.20	3.20	0	0	0	6.40
2.07	Bracknell: Coral Reef Roundabout	2.10	0	0	0	0	0	2.10
2.08	Slough: Rapid Transit Phase 1	3.60	2.00	0	0	0	0	5.60
2.09.1	Sustainable Transport: NCN 422	0	1.90	1.50	0.80	0	0	4.20
2.09.2	Sustainable Transport: A4 Cycle (with Bucks)	0	0.55	0	0	0	0	0.55
2.10	Slough: A332 Improvements	1.35	1.35	0	0	0	0	2.70
2.11 2.12	Reading: South Reading MRT phases 1 and 2	0	2.97	1.53	0	0	0	4.50
2.13	Reading: Eastern Reading Park and Ride	0	0.90	2.00	0	0	0	2.90
2.14	Reading: East Reading Mass Rapid Transit	0	6.80	8.80	0	0	0	15.60
2.15	Bracknell: Martins Heron Roundabout	0	0	1.40	0	0	0	1.40
2.16	Maidenhead: Station Access	0	0	1.75	5.00	0	0	6.75
2.17	Slough: A355 route	2.28	2.12	0	0	0	0	4.40
U	Unallocated	0	0	2.14	3.62	0	0	5.76
	Totals	14.23	24.04	33.85	16.71	3.76	2.01	94.60

³ <http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicEconomicPlan/TVB%20SEP%20-%20Annexes%20to%20Implementation%20Plan.pdf>

7. Table 2 represents the overall programme as it stands following the Local Growth Deal announcement, and the application of changes to proposed programming up to November 2014. The following factors are still subject to change:
- 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
8. 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.
9. 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

<i>Risk</i>	<i>Mitigating action</i>	<i>Opportunities</i>
<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	Scheme promoters progress development delivery to timetable and provide progress	Opportunity via access to greater funds for more schemes to progress if

Risk	Mitigating action	Opportunities
forward and completed in the delivery window	reports to the BLTB. BLTB monitors, challenges and, if necessary re-prioritises schemes	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

10. 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

11. In July 2013, the LTB approved [a prioritised list of schemes](#)⁴. Subsequently, the LEP approved its [Strategic Economic Plan](#)⁵ including some of the original LTB long list, some revised and some new in its list of 17 transport schemes.

12. This report concerns progress made by the schemes that were given Programme Entry status by the BLTB either on 18 July 2013 or on 20 July 2014

13. Scheme 2.04 Wokingham Distributor Roads includes four separate roads:

- 2.04.1 Shinfield Eastern Relief Road which has been funded outside the LTB
- 2.04.2 North Wokingham Distributor Road
- 2.04.3 South Wokingham Distributor Road
- 2.04.4 Arborfield Relief Road

The total approved for this scheme in the Local Growth Deal (£24m) values the government's contribution above the threshold for inclusion in the DfT's "Major Scheme List". The approval arrangements for this scheme have been called in for extra consideration by the DfT. We are still in discussion with the DfT and HCA officials about what this means in practice for the colleagues at Wokingham BC.

14. Scheme 2.05 Newbury Sandford Park is not mentioned in the progress reports as it was not funded in the Local Growth Deal, and does not have Programme Entry Status.

15. Scheme 2.09 Sustainable Transport received only part approval in the Local Growth Deal. We have now identified two schemes with programme entry status:

- 2.09.1 Sustainable Transport: NCN 422
- 2.09.2 Sustainable Transport: A4 Cycle (with Bucks)

⁴ <http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Berkshire-LTB-Prioritised-list-of-schemes-as-agreed-on-18-July-2013.pdf>

⁵ http://thamesvalleyberkshire.co.uk/Strategic_Economic_Plan

16. Schemes 2.11 and 2.12 Reading South Reading MRT phases 1 and 2 have both received funding in the Local Growth Deal and programme Entry Status. They are now being managed as one scheme rather than two.

17. There remains an unallocated amount of £5.76m in 2017/18 and 2018/19. We have not yet agreed a method for allocating this amount.

Table 5 – Programme Entry Schemes – Progress to Date

SEP ref	Scheme Name	Notes	LTB Funding Approval	Start on Site	LGF share £m	Latest Progress report
2.01	Newbury: Kings Road Link Road	WYG report due November 2014	Due November 2014	May 2016	2.34	Appendix A
2.02	Bracknell: Warfield Link Road	WYG report due November 2014	Due November 2014	April 2015	3.50	Appendix B
2.03	Newbury: London Road Industrial Estate	WYG report due November 2014	Due November 2014	August 2015	1.90	Appendix C
2.04.2	Wokingham Distributor Roads – North Wokingham	Discussion with DfT re: “Large Scheme” status. Planning Application expected 2015	July 2015	2016 to be confirmed	6.10	Appendix D
2.04.3	Wokingham Distributor Roads – South Wokingham	Discussion with DfT re: “Large Scheme” status. Planning Application expected 2016	July 2016	Not before 2018	4.30	Appendix E
2.04.4	Wokingham Distributor Roads – Arborfield	Discussion with DfT re: “Large Scheme” status. Planning Application expected 2015	July 2016	2016 to be confirmed	13.60	Appendix F
2.06	Reading: Green Park Railway Station	WYG report due November 2014	Due November 2014	October 2016	6.40	Appendix G
2.07	Bracknell: Coral Reef Roundabout	Good progress	Conditional approval given July 2014	June 2015	2.10	Appendix H
2.08	Slough: Rapid Transit Phase 1	Responses to local consultation under consideration	Given July 2014	June 2015	5.60	Appendix I

SEP ref	Scheme Name	Notes	LTB Funding Approval	Start on Site	LGF share £m	Latest Progress report
2.09.1	Sustainable Transport: NCN 422	In discussion with scheme promoter	July 2015	April 2016	4.20	Appendix J
2.09.2	Sustainable Transport: A4 Cycle (with Bucks)	In discussion with scheme promoters	July 2015	Spring 2016	0.55	Appendix K
2.10	Slough: A332 Improvements	WYG report due November 2014	Due November 2014	June 2015	2.70	Appendix L
2.11	Reading: South Reading MRT phase 1	In discussion with scheme promoter	November 2015	July 2016	2.97 +1.53 = 4.50	Appendix M
2.12	Reading: South Reading MRT phase 2					
2.13	Reading: Eastern Reading Park and Ride	In discussion with scheme promoters (Reading and Wokingham discussing appropriate lead)	November 2015	April 2016	2.90	Appendix N
2.14	Reading: East Reading Mass Rapid Transit	All dates assume no public inquiry. In discussion with private sector funders	November 2015	April 2016	15.60	Appendix O
2.15	Bracknell: Martins Heron Roundabout	In discussion with scheme promoter	July 2016	June 2017	1.40	Appendix P
2.16	Maidenhead: Station Access	In discussion with scheme promoters and rail industry partners	July 2016	Not before April 2017	6.75	Appendix Q
2.17	Slough: A355 route	WYG report due November 2014	Due November 2014	June 2015	4.40	Appendix R

Appendices Attached

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

Background Papers

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

Berkshire Local Transport Body – 20 November 2014

2.01 Newbury: Kings Road Link Road

Highlights of progress since July 2014
The date for the planning committee to consider the planning application is 5 November with a likely referral to the District Planning Committee on 12 November.
Business Case has been submitted to WYG for independent assessment.
Discussions have been taking place with legal team and developer / landowner to start to agree details of delivery and the framework for a legal agreement.
The additional land required for the scheme is now owned by the Council.

1. The 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 the scheme

- 2.1. Due to the work required on the viability assessment for the whole scheme (including regeneration of the industrial site), the dates for consideration of the planning application are now 5 November for the Western Area Planning Committee and 12 November for the District Planning Committee. The comments on the application from a highways and transport point of view have all been positive and with no reasons to object to the application.
- 2.2. The Council needed to acquire a small section of the route for the scheme to go ahead. This has now been bought and is legally in the Council's ownership.
- 2.3. The Full Business Case has been completed and is with WYG for Independent Assessment
- 2.4. 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 redevelopment scheme. The land owner / developer has accommodated this benefit to the transport network within the planning application. Negotiations with Network Rail are ongoing.
- 2.5. 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.

3. Funding

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

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP/Local Growth Deal	1,340,000*	1,000,000*	-	-	-	-	2,340,000

Local contributions from							
- Section 106 agreements	230,000*	270,000*	-	-	-	-	500,000
- Council Capital Programme	180,000*	200,000*	-	-	-	-	380,000
- Other sources	1,010,000*	600,000*	-	-	-	-	1,610,000
Total Scheme Cost	2,760,000*	2,070,000*					4,830,000

*provisional funding profile, not yet confirmed

3.2 The Council as scheme promoter is regrettably asking for an alternative spending profile to be considered for this scheme. The Developer was significantly delayed in submitting the planning application for the redevelopment of the whole site and the new link road. Despite the Council dealing with this application as efficiently as possible, there have been some further delays whilst viability issues have been negotiated with the Developer. Despite close liaison with the Developer, the lack of certainly over planning has had a knock-on effect on the preliminary work needed to get a start on site date and first phase of delivery in 2015/16. A more detailed consideration of the risks associated with the decontamination work also reduces confidence that the original spending profile will be achieved. In order that the BLTB can approve a spending profile for this scheme that everyone has confidence in achieving it is asked that the alternative table is considered below:

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP/Local Growth Deal	-	1,000,000**	1,340,000**	-	-	-	2,340,000
Local contributions from							
- Section 106 agreements	230,000	270,000	-	-	-	-	500,000
- Council Capital Programme	140,000*	180,000*	60,000	-	-	-	380,000
- Other sources	1,010,000*	600,000*	-	-	-	-	1,610,000
Total Scheme Cost	1,380,000*	2,050,000*	1,400,000				4,830,000

* provisional funding profile dependent on Network Rail scheme

** requested new LEP funding profile

4. Risks

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

Risk	Management of risk
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 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.	All parties are aware of the timescales and the work to date looks to be delivering these desired outcomes on time for the November BLTB meeting.

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. Ongoing discussions with the developer
Escalating costs	Ongoing assessment of costs as further details of the scheme are developed. Opportunities being explored for any additional funding sources.

5. Programme

Task	Original Timescale	Revised Timescale (where changed)
Programme Entry Status	14 July 2013	
Independent Assessment of FBC	Due October 2014	
Financial Approval from LTB	Due November 2014	
Feasibility work	complete	
Acquisition of statutory powers	Planning Permission due November 2014	
Detailed design	December 2014	Complete by February 2016
Procurement	January 2015	March / April 2016
Start of construction	April 2015	May 2016
Completion of construction	March 2017	November 2017
One year on evaluation	March 2018	November 2018
Five years on evaluation	March 2022	November 2022

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.01 Newbury Kings Road Link Road	1 November 2014
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£4,825,000	
Funding breakdown		
Local Growth Deal	£2,340,000	
s.106 and similar contributions	£2,110,000	
Council Capital Programme	£380,000	
Other	-	
In-kind resources provided	Estimate required	
Outcomes		
Planned Jobs connected to the intervention	150	
Commercial floor space constructed (square metres)	-	
Housing unit starts		
Housing units completed		
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		

Total length of resurfaced roads	Estimate required	
Total length of newly built roads	Estimate required	
Total length of new cycle ways	Estimate required	
Type of infrastructure	Estimate required	
Type of service improvement	Description required	
Outcomes		
Follow on investment at site	Estimate required	
Commercial floor space occupied	Estimate required	
Commercial rental values	Estimate required	

Berkshire Local Transport Body – 20 November 2014

2.02 Bracknell – Warfield Link Road

Highlights of progress since July 2014
Scheme given programme entry status at BLTB meeting in July 2014.
Scheme is partnership scheme between BFC and Berkeley's developers who are providing 30% local contribution and land.
Scheme programmed to start 1 st April 2015
Planning Permission due by end of October 2014. The engrossed S106 Agreement has been signed by the applicant and land owners and will be signed and sealed by the Council shortly. The Council and Applicant are also in the final stage of completing a licence agreement to allow access to Council land on which a small part of the link road will be constructed (about 1/5 th of its length). The complete and signed licence will be dated the same as the s106. Planning permission will then be issued.

1. The Scheme

- 1.1. The project involves building a road to unlock a Strategic Development Location in Bracknell Forest (for 2,200 new dwellings, schools, neighbourhood centre, open space, SANGs and other infrastructure and facilities). The link road crosses the middle of the site and will serve as access for many of the development parcels. One of the developers for approximately 1/3rd of the development for the benefit of the whole development intends to build the road. However, the development is currently experiencing viability problems as a result. The construction of the link road is essential to achieve an early start on-site because it provides access benefits to housing parcels for the developer and other 3rd party sites within the wider Warfield development; and access to a new primary school which has to be also built early to allow the development to proceed.

2. Progress with the scheme

- 2.1. A business case has been developed reflecting the benefits of the proposed scheme in partnership with Berkeley Homes who are committed to starting the scheme on the 1 April 2015 when funds become available with an estimated completion date of March 2017.
- 2.2. The scheme lies within the delivery control (subject to funding) of the Council as Local Highway Authority to deliver in partnership with the developer, who is the majority land owner.
- 2.3. A business case has been submitted to White Young Green (WYG) for independent assessment in October 2014 with expected feedback in time for the November 2014 LTB.

3. Funding

- 3.1. The following table sets out the funding for the scheme

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP/Local Growth Deal	3,500,000	-	-	-	-	-	3,500,000
Local contributions from							

- Section 106 agreements	-	1,700,000	-	-	-	-	1,700,000
- Council Capital Programme	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	-
Total Scheme Cost	3,500,000	1,700,000					5,200,000

4. Risks

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

Risk	Management of risk
1 That the overall cost of the link road exceeds the funding available	Detailed BOQ with Effective Site and contract management
2 Statutory undertakers C4 cost estimates significantly exceed C3 cost estimates	Liaise with statutory undertakers and early commission of C4 estimates
3 A delay on the development impacting on the need for the road and delaying the programme	Liaison with developers and review agreement re programme
4 Unexpected need for additional Temporary Traffic Management increasing costs	Liaison with Traffic Management section and early quantification of TM cost
5 Slower construction of the road due to physical constraints	Early engagement and partnership working with key interested parties such as the environment agency.

5. Programme

Task	Original Timescale	Revised Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	Due October 2014	
Financial Approval from LTB	Due November 2014	
Feasibility work	complete	
Acquisition of statutory powers	Not needed	
Detailed design	March 2015	
Procurement	Developer s278 agreement	
Start of construction	April 2015	
Completion of construction	March 2017	
One year on evaluation	March 2018	
Five years on evaluation	March 2022	

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.02 Bracknell – Warfield Link Road	1 November 2014
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£5,200,000	
Funding breakdown		
Local Growth Deal	£3,500,000	

s.106 and similar contributions	£1,700,000	
Council Capital Programme	-	
Other	-	
In-kind resources provided	Estimate required	
Outcomes		
Planned Jobs connected to the intervention	0	
Commercial floor space constructed (square metres)	0	
Housing unit starts	750	
Housing units completed	2200	
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	Approximately 100m of resurfaced road	
Total length of newly built roads	Approximately 750-1000m of newly built road.	
Total length of new cycle ways	Approximately 750-1000m of new cycleways adjacent to proposed link road.	
Type of infrastructure	New link road to allow for access to new development	
Type of service improvement	Unlocking proposed development.	
Outcomes		
Follow on investment at site	Estimate required	
Commercial floor space occupied	Estimate required	
Commercial rental values	Estimate required	

Berkshire Local Transport Body – 20 November 2014

2.03 Newbury - London Road Industrial Estate

Highlights of progress since July 2014
Scheme given programme entry status at BLTB meeting in July 2014
Business case has been submitted to WYG for independent assessment.
Further work has taken place re: construction timetable resulting in the original funding profile being met.

1. The Scheme

- 1.1. This scheme is a new junction on the A339 in Newbury and associated widening to provide access to the London Road Industrial Estate (LRIE) which will unlock its potential for redevelopment. The scheme will open up a 10 hectare edge of town centre site for redevelopment and employment intensification. The proposal will unlock the potential for additional housing delivery and encourage an extension to the vibrant town centre.

2. Progress with the scheme

- 2.1. Part of the scheme requires planning permission. A planning application is being prepared and will be submitted in November 2014. A precedent has been set for the scheme as a version of the new junction was included in a previous planning application which was granted approval.
- 2.2. Although much of the scheme is within highway land and the LRIE is a Council asset, a parcel of land (within the LRIE) needed for the delivery of the scheme is on a long lease. The Council's preferred approach to acquiring this land is through negotiation. However, discussions have already taken place with the Council's legal team in relation to compulsory purchase of the land and we are twin-tracking these processes in order to secure the land to facilitate the scheme.
- 2.3. The scheme and the redevelopment of the industrial estate that it will unlock is a long standing objective within Newbury Vision 2025. This vision document is seen very much as a community project and annual conferences in relation to its delivery are very well attended by all sectors of the Newbury community.
- 2.4. The redevelopment of the industrial estate and the highways scheme are both included in Council plans and documents the latest of which (Housing Site Allocations DPD) has just completed a consultation period. Both political parties wish to see the redevelopment of this area which this scheme will enable.
- 2.5. The Council has appointed a development partner (St. Modwen) for the redevelopment project. This is an indication of the commitment of the Council to the wider project and has the full support of the Executive.

3. Funding

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

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP/Local Growth Deal	£1,400,000	£500,000	-	-	-	-	£1,900,000
Local contributions from							

- Section 106 agreements	£250,000	-	-	-	-	-	£250,000
- Council Capital Programme	£100,000	£150,000	-	-	-	-	£250,000
- Other sources	-	-	-	-	-	-	-
Total Scheme Cost	£1,750,000	£650,000					£2,400,000

4. Risks

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

Risk	Management of risk
Planning permission not being granted for the scheme	There is strong policy support for this scheme so this risk is seen as minimal. Members are fully aware and a precedent has been set via a previous approved development.
Possible delay in the acquisition of land if the Compulsory Purchase route is necessary.	CPO process will run alongside negotiations to reduce any delay. Legal opinion regarding success of CPO is strong due to policy support.
Escalating costs	Ongoing assessment of costs as further details of the scheme are developed. Opportunities being explored for any additional funding sources.

5. Programme

Task	Original Timescale	Revised Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	Due October 2014	
Financial Approval from LTB	Due November 2014	
Feasibility work	Complete	
Acquisition of statutory powers	Planning due February 2015 CPO as back up to negotiation with lease holder	
Detailed design	trial pits and other investigation underway	
Procurement	PQQ underway	Aug 2014 – March 2015
Start of construction	February 2016	August 2015
Completion of construction	October 2016	May 2016
One year on evaluation	October 2017	May 2017
Five years on evaluation	October 2021	May 2021

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.03 Newbury - London Road Industrial Estate	1 November 2014
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£2,400,000	

Funding breakdown		
Local Growth Deal	£1,900,000	
s.106 and similar contributions	£250,000	
Council Capital Programme	£250,000	
Other	-	
In-kind resources provided	Estimate required	
Outcomes		
Planned Jobs connected to the intervention	1,000	
Commercial floor space constructed (square metres)	14,000	
Housing unit starts	300	
Housing units completed	300	
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	Estimate required	
Total length of newly built roads	Estimate required	
Total length of new cycle ways	Estimate required	
Type of infrastructure	Estimate required	
Type of service improvement	Description required	
Outcomes		
Follow on investment at site	Estimate required	
Commercial floor space occupied	Estimate required	
Commercial rental values	Estimate required	

Berkshire Local Transport Body – 20 November 2014

2.04.2 Wokingham – North Wokingham Distributor Road

Highlights of progress since July 2014
This proposal was given programme entry status by BLTB in July 2013
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
Work is continuing on the refinement of the North Wokingham Distributor Road alignment options.

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 with the scheme

- 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
- 2.5. 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.
- 2.6. Planning applications for other sites along the route are expected during 2014.
- 2.7. A planning application for the road is anticipated in 2015.
- 2.8. 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.
- 2.9. Subject to planning permissions the scheme can be delivered in full by 2018.

3. Funding

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

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP/Local Growth Deal	-	£160,000*	£160,000*	£4,170,000*	£1,610,000*	-	£6,100,000

Local contributions from							
- Section 106 agreements	-	-	-	-	-	-	Share of £52,000,000
- Council Capital Programme	-	-	-	-	-	-	Share of £24,700,000
- Other sources	-	-	-	-	-	-	-
Total Scheme Cost		£160,000*	£160,000*	£4,170,000*	£1,610,000*		tbc

*provisional funding profile, not yet confirmed

4. Risks

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

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

5. Programme

Task	Original Timescale	Revised Timescale (where changed)
Programme Entry Status	14 July 2013	
Independent Assessment of FBC	March 2015 at the earliest	
Financial Approval from LTB	Due July 2015	
Feasibility work	complete	
Acquisition of statutory powers	Planning permission required: application due 2015	
Detailed design	Alignment agreed; detailed design complete sept 2014	
Procurement	To follow	
Start of construction	2016	
Completion of construction	2020	
One year on evaluation	2021	
Five years on evaluation	2025	

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.04.2 Wokingham – North Wokingham Distributor Road	1 November 2014
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	tbc	
Funding breakdown		
Local Growth Deal	£6,100,000	
s.106 and similar contributions	tbc	
Council Capital Programme	tbc	
Other	-	
In-kind resources provided	Estimate required	
Outcomes		
Planned Jobs connected to the intervention	0	
Commercial floor space constructed (square metres)	A share of 25,000	
Housing unit starts	A share of 4,000	
Housing units completed	A share of 4,000	
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	Estimate required	
Total length of newly built roads	Estimate required	
Total length of new cycle ways	Estimate required	
Type of infrastructure	Estimate required	
Type of service improvement	Estimate required	
Outcomes		
Follow on investment at site	Estimate required	
Commercial floor space occupied	Estimate required	
Commercial rental values	Estimate required	

3. ADDITIONAL MONITORING - for specific schemes		
Transport - to be collected for all projects/programmes involving more than £5m public funding and where these metrics and the collection points are relevant to the intervention		
Average daily traffic and by peak/non-peak periods	Estimate required	
Average AM and PM peak journey time per mile on key routes (journey time measurement)	Estimate required	
Average AM and PM peak journey time on key routes (journey time measurement)	Estimate required	
Day-to-day travel time variability	Estimate required	

Average annual CO2 emissions	Estimate required	
Accident rate	Estimate required	
Casualty rate	Estimate required	
Nitrogen Oxide and particulate emissions	Estimate required	
Traffic noise levels at receptor locations	Estimate required	
Annual average daily and peak hour passenger boardings	n/a	
Bus/light rail travel time by peak period	n/a	
Mode share (%)	n/a	
Pedestrians counts on new/existing routes (#)	n/a	
Cycle journeys on new/existing routes (#)	n/a	
Households with access to specific sites by mode within threshold times (#)	n/a	

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2.04.3 Wokingham – South Wokingham Distributor Road

Highlights of progress since July 2014
This proposal was given programme entry status by BLTB in July 2013
Route feasibility work has been completed; the public consultation exercise ended 22 August 2014 and a report will go to Executive in early winter 2014
The consultation on the preferred alignment has finished. The results are being analysed and are due to be presented to the Executive in November.

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 with the scheme

- 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. A public consultation exercise where the results the feasibility work were presented was undertaken during the summer that ran from the end of June to the end of August.
- 2.3. Discussions are ongoing with developers for the remainder of the development sites in South Wokingham.
- 2.4. Work at Montague Park will continue. The site is expected to be built out by 2020.
- 2.5. Discussions with developers on other sites in South Wokingham continue.
- 2.6. 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 November 2014.
- 2.7. This will lead to a business case for submission to LTB in the 2015
- 2.8. 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. Funding

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

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP/Local Growth Deal	-	-	-	£140,000*	£2,150,000*	£2,010,000*	£4,300,000*
Local contributions from							
- Section 106 agreements	-	-	-	-	-	-	A share of £52,000,000

- Council Capital Programme	-	-	-	-	-	-	A share of £24,700,000
- Other sources	-	-	-	-	-	-	-
Total Scheme Cost				Tbc	Tbc	Tbc	tbc

*provisional funding profile, not yet confirmed

4. Risks

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

Risk	Management of risk
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.
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.

5. Programme

Task	Original Timescale	Revised Timescale (where changed)
Programme Entry Status	14 July 2013	
Independent Assessment of FBC	due March 2016 at the earliest and not before 2.04.2 North Wokingham DR	
Financial Approval from LTB	due July 2016	
Feasibility work	recommendation to Council Executive on route options Autumn 2014	
Acquisition of statutory powers	not before 2.04.2 North Wokingham DR	
Detailed design	not before 2.04.2 North Wokingham DR	
Procurement	To follow	
Start of construction	2018	
Completion of construction	2021	
One year on evaluation	2022	
Five years on evaluation	2026	

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.04.3 Wokingham – South Wokingham Distributor Road	1 November 2014

1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£4,300,000	
Funding breakdown		
Local Growth Deal	Tbc	
s.106 and similar contributions	Tbc	
Council Capital Programme	Tbc	
Other	-	
In-kind resources provided	Estimate required	
Outcomes		
Planned Jobs connected to the intervention	0	
Commercial floor space constructed (square metres)	A share of 25,000	
Housing unit starts	A share of 4,000	
Housing units completed	A share of 4,000	
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	Estimate required	
Total length of newly built roads	Estimate required	
Total length of new cycle ways	Estimate required	
Type of infrastructure	Estimate required	
Type of service improvement	Estimate required	
Outcomes		
Follow on investment at site	Estimate required	
Commercial floor space occupied	Estimate required	
Commercial rental values	Estimate required	

3. ADDITIONAL MONITORING - for specific schemes		
Transport - to be collected for all projects/programmes involving more than £5m public funding and where these metrics and the collection points are relevant to the intervention		
Average daily traffic and by peak/non-peak periods	Estimate required	
Average AM and PM peak journey time per mile on key routes (journey time measurement)	Estimate required	
Average AM and PM peak journey time on key routes (journey time measurement)	Estimate required	
Day-to-day travel time variability	Estimate required	
Average annual CO2 emissions	Estimate required	
Accident rate	Estimate required	
Casualty rate	Estimate required	
Nitrogen Oxide and particulate emissions	Estimate required	
Traffic noise levels at receptor locations	Estimate required	

Annual average daily and peak hour passenger boardings	n/a	
Bus/light rail travel time by peak period	n/a	
Mode share (%)	n/a	
Pedestrians counts on new/existing routes (#)	n/a	
Cycle journeys on new/existing routes (#)	n/a	
Households with access to specific sites by mode within threshold times (#)	n/a	

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2.04.4 Wokingham – Arborfield Relief Road

Highlights of progress since July 2014
This proposal was given programme entry status by BLTB in July 2014
Initial route feasibility work has been completed; the Council's executive approved further expenditure to refine the route selected following a public consultation exercise which was completed in late 2013
Work is continuing on the refinement of the Arborfield Relief Road alignment options.

1. The Scheme

- 1.1. The Arborfield distributor road will provide relief to the existing A327 through the Village of Arborfield and also Arborfield Cross Gyratory to accommodate and reduce the traffic impacts of strategic development at Arborfield Garrison and South of the M4 (Shinfield and Spencer's Wood). The Arborfield SDL calls for 3,500 new homes.

2. Progress with the scheme

- 2.1. This is the fourth part of the Distributor Roads programme, and while preliminary works have been completed to justify the need for the scheme, detailed work on the alignment of the road is programmed to follow on from the development of parts 1, 2 and 3.
- 2.2. Discussions with developers at Arborfield continue.
- 2.3. Work is progressing on the refinement of the Arborfield Relief Road alignment 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. Funding

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

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP/Local Growth Deal	-	£593,000*	£10,030,000*	£2,977,000*	-	-	£13,600,000*
Local contributions from							
- Section 106 agreements	-	tbc	tbc	tbc	-	-	A share of £52,000,000
- Council Capital Programme	-	tbc	tbc	tbc	-	-	A share of £24,700,000
- Other sources	-	-	-	-	-	-	-
Total Scheme Cost		Tbc	Tbc	Tbc			tbc

*provisional funding profile, not yet confirmed

4. Risks

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

Risk	Management of risk
Proposed route is not agreed.	Comprehensive consultation will be undertaken in due course. 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.
Developments in Arborfield 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.

5. Programme

Task	Original Timescale	Revised Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	due March 2015 at the earliest	
Financial Approval from LTB	due July 2016	
Feasibility work	Underway	
Acquisition of statutory powers	Planning permission required	
Detailed design	underway	
Procurement	To follow	
Start of construction	2016	
Completion of construction	2019	
One year on evaluation	2020	
Five years on evaluation	2024	

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.04.4 Wokingham – Arborfield Relief Road	1 November 2014
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	tbc	
Funding breakdown		
Local Growth Deal	£13,700,000	
s.106 and similar contributions	tbc	
Council Capital Programme	tbc	
Other	-	
In-kind resources provided	Estimate required	
Outcomes		
Planned Jobs connected to the intervention	0	
Commercial floor space constructed (square metres)	A share of 25,000	
Housing unit starts	A share of 4,000	

Housing units completed	A share of 4,000	
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	Estimate required	
Total length of newly built roads	Estimate required	
Total length of new cycle ways	Estimate required	
Type of infrastructure	Estimate required	
Type of service improvement	Estimate required	
Outcomes		
Follow on investment at site	Estimate required	
Commercial floor space occupied	Estimate required	
Commercial rental values	Estimate required	

3. ADDITIONAL MONITORING - for specific schemes		
Transport - to be collected for all projects/programmes involving more than £5m public funding and where these metrics and the collection points are relevant to the intervention		
Average daily traffic and by peak/non-peak periods	Estimate required	
Average AM and PM peak journey time per mile on key routes (journey time measurement)	Estimate required	
Average AM and PM peak journey time on key routes (journey time measurement)	Estimate required	
Day-to-day travel time variability	Estimate required	
Average annual CO2 emissions	Estimate required	
Accident rate	Estimate required	
Casualty rate	Estimate required	
Nitrogen Oxide and particulate emissions	Estimate required	
Traffic noise levels at receptor locations	Estimate required	
Annual average daily and peak hour passenger boardings	n/a	
Bus/light rail travel time by peak period	n/a	
Mode share (%)	n/a	
Pedestrians counts on new/existing routes (#)	n/a	
Cycle journeys on new/existing routes (#)	n/a	
Households with access to specific sites by mode within threshold times (#)	n/a	

Berkshire Local Transport Body - 20 November 2014

2.06 Reading Green Park Railway Station

Highlights of progress since July 2014
The full scheme business case has been completed with the relevant assumptions and methodology agreed with Network Rail and First Great Western.
The planning application for the station, multi-modal interchange, car park and access road is ready for submission to Reading Borough Council and West Berkshire Council.
The private sector funding contribution for the scheme is £4.3m which is committed through planning obligation mechanisms for surrounding land-use developments.
The programme for construction of the scheme has been re-profiled to fit with the latest planned timescales for electrification, delaying the anticipated station opening date by one year to December 2017.

1. The Scheme

- 1.1. Reading GreenPark Station is a proposed new railway station on the Reading - Basingstoke line in south Reading. This scheme, which includes the station, multi-modal interchange and access road, 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 development.

2. Progress with the scheme

- 2.1. The full scheme business case has been completed with the relevant assumptions and methodology agreed with Network Rail and First Great Western (FGW). The business case confirms the scheme represents good value for money in both a low and high forecast patronage scenario. The business case is consistent with the results from both the previously undertaken capacity analysis study with Network Rail and the demand forecasting analysis undertaken with FGW.
- 2.2. The planning application for the station, multi-modal interchange, car park and access road is ready for submission to Reading Borough Council and West Berkshire Council. The design of both the station and interchange allows for a phased approach to delivery to ensure the facilities can be enhanced to meet increasing demand over time.
- 2.3. The private sector funding contribution for the scheme is £4.3m which is committed through planning obligation mechanisms for surrounding land-use developments. This reduces the proportion of the BLTB funding contribution to around 55% of the total capital costs of the scheme.
- 2.4. The programme for construction of the scheme has been re-profiled to fit with the latest planned timescales for electrification of the Reading - Basingstoke branch line, delaying the anticipated station opening date by one year to December 2017. Liaison with DfT Rail Executive, Network Rail and First Great Western will continue to be undertaken to ensure opportunities to coincide implementation of the station with electrification and/or other major upgrade works on the railway.
- 2.5. Scheme development has been 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).
- 2.6. Engagement with GreenPark and Madejski Stadium has been initiated and operational discussions will follow at the appropriate time to ensure maximum accessibility for the station and connectivity with other public transport services.

3. Funding

3.1. The following table sets out the funding for the scheme:

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP/Local Growth Deal	-	£3,200,000	£3,200,000	-	-	-	£6,400,000
Local contributions from:							
- Section 106 agreements	-	-	£4,300,000	-	-	-	£4,300,000
- Council Capital Programme	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	£1,000,000
Total Scheme Cost							£11,700,000

4. Risks

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

Risk	Management of risk
Planning permission is not granted.	Historic planning application has been updated to reflect the latest situation.
It is not feasible to stop trains at the new station within the existing timetable.	Timetable capability assessment undertaken with Network Rail which confirms service options to serve the new station which have been included in the scheme business case.
TOC does not agree to stop trains at the new station.	Assumptions within the business case have been agreed with the TOC, including demand forecasting analysis for the station.
Scheme costs significantly increase.	Costs are being reviewed and cost savings sought, contingency has been built into the overall scheme cost.

5. Programme

Task	Original Timescale	Revised Timescale (where changed)
Programme Entry Status	July 2013	
Independent Assessment of FBC	October 2014	
Financial Approval from LTB	November 2014	
Feasibility work	March 2014	complete
Acquisition of statutory powers	January 2015	Tbc
Detailed design	November 2014-April 2015	Tbc
Procurement	May 2015-September 2015	Tbc
Start of construction	October 2015	October 2016
Completion of construction	September 2016	September 2017
Station opening	December 2016	December 2017
One year on evaluation	September 2017	September 2018
Five years on evaluation	September 2021	September 2022

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme
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Thames Valley Berkshire LEP	2.06 Reading Green Park Railway Station	1 November 2014
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£11,700,000	
Funding breakdown		
Local Growth Deal	£6,400,000	
s.106 and similar contributions	£4,300,000	
Council Capital Programme	-	
Other (PRUPIM)	£1,000,000	
In-kind resources provided	£500,000	[TBC]
Outcomes		
Planned Jobs connected to the intervention	3,580	
Commercial floor space constructed (square metres)	68,000	
Housing unit starts	735	
Housing units completed	735	
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	[TBC]	
Total length of newly built roads	[TBC]	
Total length of new cycle ways	[TBC]	
Type of infrastructure	[TBC]	
Type of service improvement	[TBC]	
Outcomes		
Follow on investment at site	[TBC]	
Commercial floor space occupied	[TBC]	
Commercial rental values	[TBC]	

3. ADDITIONAL MONITORING - for specific schemes		
Transport - to be collected for all projects/programmes involving more than £5m public funding and where these metrics and the collection points are relevant to the intervention		
Average daily traffic and by peak/non-peak periods	n/a	
Average AM and PM peak journey time per mile on key routes (journey time measurement)	n/a	
Average AM and PM peak journey time on key routes (journey time measurement)	n/a	
Day-to-day travel time variability	n/a	
Average annual CO2 emissions	n/a	
Accident rate	n/a	
Casualty rate	n/a	
Nitrogen Oxide and particulate emissions	n/a	

Traffic noise levels at receptor locations	n/a	
Annual average daily and peak hour passenger boardings	[TBC]	
Bus/light rail travel time by peak period	n/a	
Mode share (%)	[TBC]	
Pedestrians counts on new/existing routes (#)	[TBC]	
Cycle journeys on new/existing routes (#)	[TBC]	
Households with access to specific sites by mode within threshold times (#)	[TBC]	

Berkshire Local Transport Body – 20 November 2014

2.07 Bracknell – Coral Reef Roundabout

Highlights of progress since July 2014
Scheme programmed to start 1 st April 2015
Detail design awarded to WSP, estimated completion is January 2015
Street lighting design completed by MMA Consultancy
New electrical supply to be installed in November 2014, ready for main start date. Supply will be able to power new street lighting and traffic signals
Bird nesting and bat survey has been carried out by independent consultant. No evidence of bats being present on site.
Initial tree clearance work (roundabout) awarded to specialist tree surgeon, work will start in March 2015, in advance of main engineering works

1. The Scheme

- 1.1. The Coral Reef roundabout is the first junction encountered as you enter Bracknell on the A322 heading from M3 J3 towards the A329, the A329(M) and the M4. Proposals are to convert the existing roundabout to a fully signalised crossroads that reduces delay on all arms and improves journey times along the route. These measures will improve access to existing employment areas and new developments, unlocking their economic potential and also assist in reducing carbon emissions. Benefits would also be felt by neighbouring LEP areas and assist in the overall control and coordination of the strategic corridor network within the Borough

2. Progress with the scheme

- 2.1. Following the decision of BLTB in July, work is in hand to supply the additional information requested by WYG. Written confirmation that the condition has been met is anticipated in November 2014.
- 2.2. The Coral Reef project will be delivered through a Principal Contractor (the Council's Highways Term Contract) which significantly streamlines the procurements process.
- 2.3. Further funds have been included in the 2014/15 Capital Programme to complete detail design and finalise the utility diversion requirements.

3. Funding

- 3.1. The following table sets out the funding for the scheme

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP/Local Growth Deal	£2,100,000	-	-	-	-	-	£2,100,000
Local contributions from							
- Section 106 agreements	-	£270,000	-	-	-	-	£270,000
- Council Capital Programme	-	£640,000	-	-	-	-	£640,000
- Other sources	-	-	-	-	-	-	-
Total Scheme Cost	£2,100,00	£910,000					£3,010,000

4. Risks

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

Risk	Management of risk
That the overall cost of the Coral Reef Junction exceeds the funding available	Detailed Bill of Quantities with effective site and contract management
Statutory undertakers C4 cost estimates significantly exceed C3 cost estimates	Early liaison with statutory undertakers and early commission of C4 estimates (underway)
Highway Works in neighbouring local authority area during construction leading to traffic congestion and possible impact on programme and costs	Liaison with neighbouring authorities and agreement re. programme
Unexpected need for additional Temporary Traffic Management increasing costs	Liaison with Traffic Management Section and early quantification of TM requirements and costs (underway)

5. Programme

Task	Original Timescale	Revised Timescale (where changed)
Programme Entry Status	14 July 2013	
Independent Assessment of FBC	June 2014	Complete, subject to one remaining condition
Financial Approval from LTB	July 2014	complete
Feasibility work		complete
Acquisition of statutory powers	None required	
Detailed design	October 2014	complete
Procurement	Term contractor	complete
Start of construction	June 2015	
Completion of construction	November 2016	
One year on evaluation	November 2017	
Five years on evaluation	November 2021	

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.02 Bracknell – Coral Reef Roundabout	1 November 2014
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£3,010,000	
Funding breakdown		
Local Growth Deal	£2,100,000	
s.106 and similar contributions	£270,000	
Council Capital Programme	£640,000	
Other	-	
In-kind resources provided		
Outcomes		
Planned Jobs connected to the intervention	0	

Commercial floor space constructed (square metres)	0	
Housing unit starts	0	
Housing units completed	0	
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	Approximately 2000m of resurfacing following implementation of the new traffic signals	
Total length of newly built roads	Approximately 100m following removal of the roundabout and realignment of the carriageway.	
Total length of new cycle ways	Existing cycleway network runs adjacent to the junction and is unaffected by the works	
Type of infrastructure	Replacement of existing roundabout with new signalised junction	
Type of service improvement	Improvement to journey times following removal of an existing pinch point on the network.	
Outcomes		
Follow on investment at site	0	
Commercial floor space occupied	0	
Commercial rental values	0	

Berkshire Local Transport Body – 20 November 2014

2.08 Slough: Rapid Transit Phase 1

Highlights of progress since July 2014
Programme reviewed and revised, business case completed, considered by Independent Assessors, BLTB agreed full financial approval at the July 2014 meeting.
Cabinet approved scheme at meeting in September.
Comprehensive public/ stakeholder consultation carried out and comments being analysed.

1. The Scheme

- 1.1. The A4 forms the spine of a 12km strategic public transport corridor that links Maidenhead, Slough and Heathrow and plays an important role in providing surface access to the airport. The western section of the Slough Mass Rapid Transit (SMaRT) project will provide segregated bus lanes fronting Slough Trading Estate. Bus lanes and other priority measures will be provided in the central section between the estate, Slough town centre and eastwards to Junction 5 of the M4.
- 1.2. The scheme was given full financial approval by the BLTB at the 24th July 2014 meeting.

2. Progress with the scheme

- 2.1. A comprehensive report was put to the 15th September meeting of the Council's Cabinet. The Cabinet agreed to progress the scheme and gave permission to use CPO powers if necessary to assemble land.
- 2.2. Public consultation has been carried out and a wide range of comments have been received including representations from some businesses. These comments are being analysed in detail and some aspects of the scheme reviewed to see what mitigation may be necessary to address concerns. A comprehensive report will be made to the Cabinet at its 15th December meeting.
- 2.3. A planning application is being prepared. Work is progressing on detailed engineering designs and the acquisition of land is progressing well.

3. Funding

- 3.1. The following table sets out the funding for the scheme

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP/Local Growth Deal	£3,600,000	£2,000,000	-	-	-	-	£5,600,000
Local contributions from							
- Section 106 agreements	£600,000	£300,000	-	-	-	-	£900,000
- Council Capital Programme	£1,800,000	£800,000	-	-	-	-	£2,600,000
- Other sources	-	-	-	-	-	-	-
Total Scheme Cost	£6,000,000	£3,100,000					£9,100,000

4. Risks

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

Risk	Management of risk
Unfavourable response to wider public consultation.	Programme allows for detailed design to be modified where necessary to meet specific objections.
Planning permission not being granted for elements that are not Permitted Development.	Public consultation and close working with Ward Members, NAGs, Parish Councils and partners, bearing in mind that the affected land lies within the approved Bath Road Widening Line. On-going dialogue with planning officers to address likely concerns.
Delay in acquiring frontage land near Three Tuns/ land transfer negotiations and legal process longer than expected.	Programme allows time for CPO process to be carried out and time for land transfer.
Higher than expected costs arising post-business case approval.	Manage scheme costs and benchmark against similar schemes.
Delays in procurement process.	Programme allows adequate time for procurement.
Delays in achieving local contribution towards costs.	Ensure SBC funding in place and on-going dialogue with partners.
Unexpected land compensation claims.	Address any claims in accordance with current legislation.
Unexpected lead in time and duration for Statutory Authority Works.	Discuss and place orders early on and allow adequate lead in time in Project Plan.
Utilities alterations greater than expected.	Early consultations with Statutory Authorities.
Changes to design after commencing construction.	Fully complete design prior to commencing construction/ allow for contingency provision.

5. Programme

Task	Original Timescale	Revised Timescale (where changed)
Programme Entry Status	14 July 2013	
Independent Assessment of FBC	June 2014	Complete
Financial Approval from LTB	July 2014	complete
Feasibility work		complete
Acquisition of statutory powers	Planning permission and CP Orders required	
Detailed design	Council Cabinet 15 th September 2014 agreed subject to outcome of public consultation	Outcome of public consultation to be considered by Cabinet on 15 th Dec 2014
Procurement	Due May 2015	March 2015
Start of construction	June 2015	Diversion of utility services planned from Dec 2014
Completion of construction	June 2016	
One year on evaluation	June 2017	
Five years on evaluation	June 2021	

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.08 Slough: Rapid	1 November

	Transit Phase 1	2014
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£9,100,000	
Funding breakdown		
Local Growth Deal	£5,600,000	£170,000
s.106 and similar contributions	£900,000	
Council Capital Programme	£2,600,000	
Other	-	
In-kind resources provided	£110,000	£90,000
Outcomes		
Planned Jobs connected to the intervention	2,460	
Commercial floor space constructed (square metres)	108,700	
Housing unit starts	3,120	
Housing units completed	3,120	

2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs	Planning Numbers	Actual to date
Total length of resurfaced roads	Partial resurfacing of 2000m for bus lane provision	
Total length of newly built roads	150m	
Total length of new cycle ways	2850m (bus lane)	
Type of infrastructure	Junction improvements, traffic signal enhancement, road widening, bus lanes	
Type of service improvement	Enhanced bus services: greater frequency and reliability, reduced journey times	
Outcomes		
Follow on investment at site	To be determined	
Commercial floor space occupied	To be determined	
Commercial rental values	To be determined	

3. ADDITIONAL MONITORING - for specific schemes		
Transport - to be collected for all projects/programmes involving more than £5m public funding and where these metrics and the collection points are relevant to the intervention		
Average daily traffic and by peak/non-peak periods	Data for 3 sections of A4: <ul style="list-style-type: none"> Bath Rd Wellington Rd London Rd 	

Average AM and PM peak journey time per mile on key routes (journey time measurement)	n/a	
Average AM and PM peak journey time on key routes (journey time measurement)	Data for A4 Bath Rd between Burnham and town centre and for A4 London Rd between town centre and M4 J5	
Day-to-day travel time variability	Data for bus travel time variations from timetabled services on A4 Bath Rd and A4 London Rd	
Average annual CO2 emissions	Data for Slough-wide emissions from traffic on 'A' roads	
Accident rate	Data for rates along A4	
Casualty rate	Data for KSI and slights along A4	
Nitrogen Oxide and particulate emissions	Data for Slough AQMAs 3 & 4	
Traffic noise levels at receptor locations	n/a	
Annual average daily and peak hour passenger boardings	Data for <ul style="list-style-type: none"> • 'Series 7' Heathrow bus services; • Boardings in A4 Bath Rd and A4 London Rd 	
Bus/light rail travel time by peak period	Data for end-to-end and intermediate bus travel times for A4 Bath Rd services	
Mode share (%)	To be determined	
Pedestrians counts on new/existing routes (#)	n/a	
Cycle journeys on new/existing routes (#)	Data for journeys along A4 Bath Rd	
Households with access to specific sites by mode within threshold times (#)	Data for households within 45 mins bus journey time of Heathrow	

Berkshire Local Transport Body – 20 November 2014

2.09.1 Sustainable Transport NCN 422

Highlights of progress since July 2014
Programme entry status given by BLTB July 2014
Initial report has been prepared by Sustrans for the creation of new NCN linking town centres between Reading and Windsor
There are a number of projects that are planned or being completed as part of the LSTF to act as support for additional funding
Work is underway to develop route options from West Berkshire through to Windsor. All authorities have sections of highway where the route maybe difficult and are therefore we are developing options for assessment. Dave Wilby at WBC co-ordination process
Work is also underway to collect data from counts, models etc. along the route to be able use where necessary in developing the business case. The group are considering developing a study to establish the level of suppressed demand for cycling. (Chicken and egg situation leading to lack of reliable data) Dave Wilby to coordinate alongside mapping options.
Once route and options are established the route will demonstrate where there direct links to planned development (housing, town centre, industrial etc. as per Core Strategies)
To arrange a meeting with White Young Green to establish acceptable criteria for business case development, possibly along the lines of WebTAG guidance unit A5.1 (Active Travel Mode Appraisal)

1. The Scheme

- 1.1. In 2013 Sustrans were commissioned by Wokingham Borough Council (with the support of Reading Borough Council, Bracknell Forest Borough Council and the Royal Borough of Windsor & Maidenhead) to investigate a potential National Cycle Route linking all four Boroughs.
- 1.2. The report has since been developed to expand the scope of the new national cycle route to originate in West Berkshire and go on through Windsor, from where there are existing cycle routes to central Slough. A route has been provisionally identified by Sustrans, but requires further development, evaluation, costing and programming by the respective Boroughs to achieve delivery in line with the funding available.
- 1.3. The route requires funding in West Berkshire and Reading with the outside possibility of addressing town centre issues in Wokingham Borough, although the route will be largely complete in Wokingham Borough by the end of 2017. The remainder of the route already largely exists, bar signing, in the boroughs of Bracknell Forest and Windsor & Maidenhead and therefore funding has not been allocated at this stage. However the section of route between Ascot and Windsor currently runs through Windsor Great Park, which is closed to cyclists during the hours of darkness, making it unsuitable as a winter commuting route. Alternative options are therefore being explored with the Crown Estate and other partners and may come forward as a future funding bid if these are found to be feasible.

2. Progress with the scheme

- 2.1. The new National Cycle Route idea was examined by Sustrans, funded by Wokingham Borough's Local Sustainable Transport project, as a way of adding value to the planned A329 on-carriageway cycleway scheme.
- 2.2. Wokingham Borough Council and Reading Borough Council have already started to develop, fund and implement some of the recommendations of the report. Wokingham Borough has consulted on and developed plans for an on-carriageway cycleway that crosses the Borough. The plans also intend to utilise additional funding for projects such as the local Pinch Point Fund to address cycling at problematic junctions, such as Coppid Beech roundabout.

- 2.3. Wokingham Borough has so far committed over £1.2m to the development of a key part of the route that will form NCN422, with another £1.2m is possibly required for its completion. Inside Wokingham Borough the route will support a major increase in cycling for commuting, education, shopping and leisure trips. Data for simple promotion and supporting LSTF project has seen an 11% increase in cycling along this corridor since the start of the LSTF project.
- 2.4. The NCN will serve two of the Wokingham SDLs and will help to tackle congestion on the A329 corridor by supporting a mode change from car to cycle for local journeys. It connects with major employment locations at Thames Valley Park and Winnersh Triangle.
- 2.5. Outside Wokingham it connects to Reading University, Reading College, Royal Berkshire Hospital, central Reading, the existing NCN 23 to GreenPark, and Arlington Business Park and it serves two deprived areas of Reading with low employment rates. In addition it will serve at least 15 schools, colleges and universities. The NCN will link into other Sustrans routes, creating an east-west cycle spine from Theale and Burghfield in West Berkshire to Bracknell, Ascot and Windsor. It also links with projects being undertaken by Reading (including the new ReadyBike cycle hire scheme), Wokingham and Bracknell as part of their Local Sustainable Transport Fund programmes.
- 2.6. The route has been developed by Sustrans linking town centres by the most direct route; however, there is no reason why the partners need to follow the proposed route if there are barriers to implementation, opportunities for enhancement, or the level of funding isn't sufficient.
- 2.7. As the route could possibly involve all 6 authorities it could be centrally project managed by one authority, i.e. Wokingham Borough or it could be funded and managed as separate projects delivered within partners in-year capital programmes.

3. Funding

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

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP/Local Growth Deal	-	£1,900,000*	£1,500,000*	£800,000*	-	-	£4,200,000*
Local contributions from							
- Section 106 agreements	-	-	-	-	-	-	-
- Wokingham Capital Programme	£600,000*	£600,000*	-	-	-	-	£1,200,000*
- Reading Capital Programme	£100,000*	-	-	-	-	-	£100,000
- West Berkshire Capital Programme	-	£50,000*	£50,000*	-	-	-	£100,000*
- Other sources	-	-	-	-	-	-	-
Total Scheme Cost	£700,000*	£2,550,000*	£1,550,000*	£800,000*			£5,600,000*

*provisional funding profile, not yet confirmed

4. Risks

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

Risk	Management of risk
Project governance and management	The issue of project management is key to the delivery of the project. The delivery of the project is dependent on up to what could be 6 separate capital programmes. This risk needs to be directed and agreed by BSTF
Design	If the whole project was delivered as one, which design standards should the project conform to? Each authority has its own take on specification and style. It is recommended that the latest DfT guidance on cycle design is used to give the project continuity
Design feasibility & costing	Parts of the project have not yet been designed and there is a risk that it may not be possible to design and implement the project within allocated budget. Capital programme allocation within each council should be used to supplement delivery where possible.
Funding	As with any multi-faceted project there are risks of securing all the funding need for completion of the whole NCN. Early member support for a wider project delivery is needed to ensure funding streams can be secured.
Political support	While political support is currently strong the delivery horizon of the NCN is 2018/19. There is currently scope for that position to change.
Land cannot be secured for the development in Windsor Great Park	Early engagement of landowners to agree the scheme.
Planning permission is not granted in Windsor Great Park	Early engagement of planning development control in discussions.

5. Programme

- 5.1. Work has already started in Wokingham Borough on delivering the first of four phases of the route that will eventually be NCN422. The project in Wokingham Borough has been funded the DfT's LSTF project and supplemented with s106 contributions and Highways Maintenance Capital programme.
- 5.2. Starts on the other sections of NCN422 will depend on a number of factors, primarily influenced by the, 'to be decided' project governance and management. (Please see the risk table below)
- 5.3. Work is likely to be largely completed in Wokingham Borough in 2017. Work will start in Reading in 2016/17 upon the release of funding. Work is likely to start in West Berkshire in 2017/18 although this could be brought forward if route alignment and design can be completed quickly. Route signing can start in 2016/17 and be completed as the project is built out.
- 5.4. The scheme will be appraised around the criteria outlined in the WebTAG Unit A5.1 (Active Travel). This is to be supplemented by data from other tools such as the WHO's Heat Tool. It is also recommended that White Young Green be involved with the development of the scheme from an early stage so that they are aware of the levels of existing data and possibly the need for further data collection. Also it is recommended that WYG offer advice on how to proceed on whether the route should be assessed as whole or in authority sections.

Task	Original Timescale	Revised Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	Not before March 2015	
Financial Approval from LTB	Due July 2015	

Feasibility work	Sustrans work complete	
Acquisition of statutory powers	Unlikely to be needed	
Detailed design	To follow	
Procurement	To follow	
Start of construction	April 2016	
Completion of construction	2018	
One year on evaluation	2019	
Five years on evaluation	2023	

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.09.1 Sustainable Transport NCN 422	1 November 2014
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£5,600,000	
Funding breakdown		
Local Growth Deal	£4,200,000	
s.106 and similar contributions	-	
Council Capital Programme	£1,400,000	
Other	-	
In-kind resources provided	Estimate required	
Outcomes		
Planned Jobs connected to the intervention	-	
Commercial floor space constructed (square metres)	-	
Housing unit starts	-	
Housing units completed	-	
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	Estimate required	
Total length of newly built roads	Estimate required	
Total length of new cycle ways	Estimate required	
Type of infrastructure	Estimate required	
Type of service improvement	Estimate required	
Outcomes		
Follow on investment at site	Estimate required	
Commercial floor space occupied	Estimate required	
Commercial rental values	Estimate required	

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2.09.2 Sustainable Transport A4 Cycle with Bucks Lead Authority: Royal Borough of Windsor & Maidenhead

Highlights of progress since July 2014
BLTB agreed Programme Entry July 2014
Inter-authority discussions to agree scheme programme.
Match funding provisionally identified from the following sources: <ul style="list-style-type: none"> • RBWM – Local Transport Plan capital programme and developer contributions • Bucks CC – Thames Valley Bucks LEP Local Growth Fund, Local Transport Plan capital programme and developer contributions • Slough – Local Transport plan capital programme and developer contributions
Design is progressing to the following timetable: <ul style="list-style-type: none"> • RBWM – feasibility complete, stakeholder consultation complete, design to be finalised by 31 December 2014, public consultation programmed for 2015 • Bucks CC – feasibility complete, design phase 2015/16 • Slough - feasibility complete, design phase 2015/16
Work is underway to review existing data sources and to identify additional data requirements for the business case.
Local authorities to arrange a meeting with WYG to agree the approach to be used for the development of the business case.

1. The Scheme

- 1.1. This scheme will provide a safe and convenient cycle route between Slough and Maidenhead via South Buckinghamshire. It will be part shared-use footway/cycleway and part on-carriageway cycle lanes. It will follow the A4 corridor and will link with a scheme being promoted by Thames Valley Buckinghamshire LEP, which is progressing along similar time-scales. The scheme will connect the two urban centres of Slough and Maidenhead and give access to: Bishops Centre Retail Park; Slough Trading Estate; Burnham and Taplow stations; and adjacent residential areas. It will cater for commuting and other utilitarian cycle trips, as well as for leisure trips, connecting to National Cycle Network Route 61 via the Jubilee River, Cliveden and Burnham Beeches.

2. Progress with the scheme

- 2.1. Progress with the 3 sections of the cycle link scheme is as follows:
- RBWM: Maidenhead town centre to Thames Bridge – detailed engineering design prepared and stakeholder consultation completed;
 - Bucks: Thames Bridge to Slough Borough boundary – feasibility study completed; scheme programme now being drawn up following LGF announcement;
 - Slough: Borough boundary east to Burnham station and Slough Trading Estate – survey and design work to be commissioned, coordinated with delivery of the LSTF-funded cycle link between Slough Trading Estate and Slough town centre.

3. Funding

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

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP/Local Growth Deal	-	£550,000*	-	-	-	-	£550,000*
Local contributions from							
- Section 106 agreements	-	£90,000*	-	-	-	-	£90,000*
- Council Capital Programme	-	£630,000*	-	-	-	-	£630,000*
- Other sources	-	£1,728,600**	-	-	-	-	£1,728,600**
Total Scheme Cost		£2,998,600*					£2,998,600*

* provisional funding profile, not yet confirmed

** includes £1,542,700 from Bucks Thames Valley LEP and £185,900 from Bucks S106

4. Risks

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

Risk	Management of risk
Delay in coordinating cross-boundary elements.	Public consultation and close working between three authorities.
Higher than expected costs arising post-business case approval.	Manage scheme costs and benchmark against similar schemes.
Delays in procurement process.	Programme will allow adequate time for procurement.
Delays in achieving local contribution towards costs.	Ensure SBC/ RBWM (and Bucks) funding in place and on-going dialogue with partners.
Unexpected lead in time and duration for Statutory Authority Works.	Discuss and place orders early on and allow adequate lead in time in Project Plan.
Utilities alterations greater than expected.	Early consultations with Statutory Authorities.

5. Programme

- 5.1. The scheme will be appraised using the criteria outlined in WebTAG Unit A5.1 (Active Travel). This could be supplemented by data from other assessment tools, such as the World Health Organisation's Health Economic Assessment Tool (HEAT).
- 5.2. White Young Green will be consulted on the proposed assessment approach from an early stage. They should be asked to advise on the adequacy of existing data and the need for additional data collection, as well as whether the scheme should be assessed as a whole route or by local authority area.

Task	Original Timescale	Revised Timescale (where changed)
Programme Entry Status	24 July 2014	
Data Collection	April 2015	April / May 2015
Independent Assessment of FBC	Due May 2015	Due June 2015
Financial Approval from LTB	Due July 2015	
Feasibility work	complete	
Acquisition of statutory powers	Unlikely to be needed	

Detailed design	Spring/summer 2015	
Procurement	Complete by December 2015	Complete by February 2016
Start of construction	Spring 2016	
Completion of construction	December 2016	March 2017
One year on evaluation	December 2017	March 2018
Five years on evaluation	December 2021	March 2022

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
	2.09.2 Sustainable Transport A4 Cycle with Bucks	1 November 2014
Thames Valley Berkshire LEP		
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£2,998,600	£0
Funding breakdown		
Local Growth Deal	£550,000	£0
s.106 and similar contributions	£90,000	£0
Council Capital Programmes	£630,000	£0
Other	£1,728,600	£0
In-kind resources provided	£50,000	£1,000
Outcomes		
Planned jobs connected to the intervention	0	0
Commercial floor space constructed (square metres)	0	0
Housing unit starts	0	0
Housing units completed	0	0
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	0	0
Total length of newly built roads	0	0
Total length of new cycle ways (*excludes section within Buckinghamshire)	2.4 km*	0
Type of infrastructure	Shared use footway / cycleway and on-carriageway cycle lanes	
Type of service improvement	New cycle route	
Outcomes		
Follow on investment at site	0	0
Commercial floor space occupied	0	0
Commercial rental values	0	0

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2.10 Slough: A332 Improvements

Highlights of progress since July 2014

Business case completed following BLTB agreeing Programme Entry and submitted to independent assessors. Public consultation underway.

1. The Scheme

- 1.1. This project includes a programme of junction improvements, road widening and other works along the A332 on the approach to Slough town centre with the aim of improving conditions for general traffic as well as buses along this strategic route, making journeys quicker and more reliable.

2. Progress with the scheme

- 2.1. The business case for this scheme has been completed and submitted to the Independent Assessors for consideration at the 20th November meeting of the BLTB.
- 2.2. Detailed design has been completed and public consultation is nearing completion. The Council is working with other owners of land on the eastern frontage to agree a regeneration scheme involving the demolition of properties to allow road widening and provision of a comprehensive residential development. This partnership working is making progress but the Council has agreed the use of CPO powers if this proves necessary.

3. Funding

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

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP/Local Growth Deal	1,350,000*	1,350,000*	-	-	-	-	£2,700,000
Local contributions from							
- Section 106 agreements	125,000*	125,000*	-	-	-	-	£250,000
- Council Capital Programme	1,025,000*	1,025,000*	-	-	-	-	£2,050,000
- Other sources			-	-	-	-	-
Total Scheme Cost	2,500,000*	2,500,000*					£5,000,000

4. Risks

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

Risk	Management of risk
Unfavourable response to wider public consultation.	Address any issues arising during public consultation. Close working with Ward Members, NAGs, Parish Councils and partners, bearing in
Planning permission not being granted for associated housing and commercial developments.	

	mind that the affected land lies within the approved Berkshire Road Widening Line. On-going dialogue with planning officers to address likely concerns.
Delay in acquiring frontage land / land transfer negotiations and legal process longer than expected.	Land located within Berkshire Road Widening Line approved by Berks in 1996. Programme will allow time for CPO process to be carried out if necessary and time for land transfer.
Higher than expected costs arising post-business case approval.	Manage scheme costs and benchmark against similar schemes. Scheme to be tendered with other SMaRT and A355 major projects.
Delays in procurement process.	Programme will allow adequate time for procurement.
Delays in achieving local contribution towards costs.	Ensure SBC funding in place and on-going dialogue with partners.
Unexpected land compensation claims.	Address any claims in accordance with current legislation.
Unexpected lead in time and duration for Statutory Authority Works.	Discuss and place orders early on and allow adequate lead in time in Project Plan.
Utilities alterations greater than expected.	Early consultations with Statutory Authorities.
Changes to design after commencing construction.	Fully complete design prior to commencing construction/ allow for contingency provision.

5. Programme

Task	Original Timescale	Revised Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	October 2014	
Financial Approval from LTB	Anticipated 20 November 2015	
Feasibility work	Completed	complete
Acquisition of statutory powers	planning permission and CP Orders required	
Cabinet approve scheme		Dec 2014
Detailed design	March 2015	Jan 2015
Procurement	May 2015	March 2015
Start of construction	June 2015	
Completion of construction	June 2016	March 2016
One year on evaluation	June 2017	March 2017
Five years on evaluation	June 2021	March 2021

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.10 Slough: A332 Improvements	1 November 2014
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£5,000,000	
Funding breakdown		

Local Growth Deal	£2,700,000	£60,000
s.106 and similar contributions	£250,000	
Council Capital Programme	£2,050,000	
Other	-	
In-kind resources provided	£90,000	£70,000
Outcomes		
Planned Jobs connected to the intervention	2,150	
Commercial floor space constructed (square metres)	79,150	
Housing unit starts	2,995	
Housing units completed	2,995	
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	500m	
Total length of newly built roads	500m of additional traffic lane	
Total length of new cycle ways	350m	
Type of infrastructure	Junction improvements, road widening, bus lanes	
Type of service improvement	Relieve congestion, reduce journey times, increase journey reliability	
Outcomes		
Follow on investment at site	Redevelopment for 125 housing units	
Commercial floor space occupied	To be determined	
Commercial rental values	To be determined	

Berkshire Local Transport Body - 20 November 2014

2.11 Reading: South Reading MRT phase 1

2.12 Reading: South Reading MRT phase 2

Highlights of progress since July 2014
Preparation of the full business case for the scheme is being progressed in line with the requirements of the BLTB independent assessment.
Scheme development is on-going, including undertaking surveys to inform the detailed design of the scheme.

1. The Scheme

- 1.1 South Reading Mass Rapid Transit (MRT) Phases 1 and 2 would provide a series of bus priority measures on the A33 between M4 junction 11 and the A33 junction with Longwater Avenue (GreenPark) (Phase 1) and on to and Island Road (Phase 2). The scheme would reduce congestion and journey times, improving public transport reliability on the main corridor into Reading.

2. Progress with the scheme

- 2.1 Outline design and preliminary business case development (including baseline surveys and modelling) is complete. The scheme was granted programme entry status by the BLTB in July 2014.
- 2.2 Development of the full scheme business case is being progressed in line with the requirements of the BLTB independent assessment process. Scheme development is on-going, including surveys being undertaken to inform the detailed design of the scheme.
- 2.3 The potential for cost savings for the scheme continues to be reviewed, both to the overall scheme costs and the level of LGF funding required.

3. Funding

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

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP/Local Growth Deal	-	£2,970,000*	£1,530,000*	-	-	-	£4,500,000*
Local contributions from:							
- Section 106 agreements	-	£740,000*	£380,000*	-	-	-	£1,120,000*
- Council Capital Programme	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	-
Total Scheme Cost		£3,710,000*	£1,910,000*				£5,620,000*

*provisional funding profile, not yet confirmed

4. Risks

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

Risk	Management of risk
Objections through the TRO process.	Scheme is within highway or safeguarded land. The principle of MRT has been consulted upon through preparation of policy documents.
Utility diversions and surface water drainage alterations.	Utility searches are being progressed.

5. Programme

Task	Original Timescale	Revised Timescale (where changed)
Programme Entry Status	July 2014	
Independent Assessment of FBC	September 2015	
Financial Approval from LTB	November 2015	
Feasibility work	March 2014	
Detailed design	June 2015	
Acquisition of statutory powers	March 2016	
Procurement	June 2016	
Start of construction	July 2016	
Completion of construction	November 2017	
One year on evaluation	November 2018	
Five years on evaluation	November 2022	

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.11 Reading: South Reading MRT phase 1 2.12 Reading: South Reading MRT phase 2	1 November 2014
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£5,620,000	
Funding breakdown		
Local Growth Deal	£4,500,000	
s.106 and similar contributions	£1,120,000	
Council Capital Programme	-	
Other	-	
In-kind resources provided	[TBC]	[TBC]
Outcomes		
Planned Jobs connected to the intervention	2,424	
Commercial floor space constructed (square metres)	44,016	
Housing unit starts	527	
Housing units completed	527	

2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	[TBC]	
Total length of newly built roads	[TBC]	
Total length of new cycle ways	[TBC]	
Type of infrastructure	[TBC]	
Type of service improvement	[TBC]	
Outcomes		
Follow on investment at site	[TBC]	
Commercial floor space occupied	[TBC]	
Commercial rental values	[TBC]	

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2.13 Reading: Eastern Park and Ride

Highlights of progress since July 2014

Scheme development is on-going, including preparation of the full business case for the scheme which is being progressed in line with the requirements of the BLTB independent assessment.

1. The Scheme

- 1.1 East Reading Park & Ride (P&R) is a proposed P&R facility off the A3290 in the east of the Reading urban area. The scheme will improve access to Reading town centre and major employment sites by providing congestion relief on the road network in east Reading.
- 1.2 The scheme is being jointly promoted by Reading Borough Council (RBC) and Wokingham Borough Council (WBC).

2. Progress with the scheme

- 2.1 Outline design and preliminary business case development (including baseline surveys and modelling) is complete. The scheme was granted programme entry status by the BLTB in July 2014.
- 2.2 Scheme development is on-going, including preparation of the full business case for the scheme which is being progressed in line with the requirements of the BLTB independent assessment.
- 2.3 Wokingham BC has secured LSTF revenue funding for 2015/16 to progress the scheme to submission of a planning application. Progression of a public consultation, planning application (including an Environmental Impact Assessment), and detailed design will be undertaken in line with the scheme programme.
- 2.4 Progress on scheme development has been reported to the Thames Valley Park Board and regular updates will be reported to this forum as a key delivery partner for the project.
- 2.5 The potential for cost savings for the scheme continues to be reviewed, both to the overall scheme costs and the level of LGF funding required.
- 2.6 The scheme is being developed to ensure compatibility with other schemes contained within the TVB Strategic Economic Plan (SEP), particularly East Reading Mass Rapid Transit.

3. Funding

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

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP/Local Growth Deal	-	£900,000*	£2,000,000*	-	-	-	£2,900,000*
Local contributions from							
- Section 106 agreements	-	-	£700,000*	-	-	-	£700,000*
- Council Capital	-	-	-	-	-	-	-

Programme							
- Other sources	-	-	-	-	-	-	-
Total Scheme Cost		£900,000*	£2,700,000*				£3,600,000*

*provisional funding profile, not yet confirmed

4. Risks

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

Risk	Management of risk
Planning permission is not granted.	Robust scheme development and planning application documentation is being prepared.
Land availability	Land constraints have been identified, elements of land within local authority ownership. WBC engaged in negotiations on leases.
Crossrail safeguarded land	Initial discussions with Crossrail confirmed they are only likely to require access across the land to a storage area by the river.
Objections through the planning process	Robust scheme development and planning application documentation is being prepared.
Environmental consents / mitigation	Subject to planning and consultation process. Initial key survey work has been undertaken and scheme subject to a rigorous site option assessment process.
Securing operationally viable bus service	Liaison with possible providers including TVP underway, operational principles established.

5. Programme

Task	Original Timescale	Revised Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	September 2015	
Financial Approval from LTB	November 2015	
Feasibility work	March 2014	
Acquisition of statutory powers	September 2015	
Detailed design	September 2015	
Procurement	March 2016	
Start of construction	April 2016	
Completion of construction	September 2017	
One year on evaluation	September 2018	
Five years on evaluation	September 2022	

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.13 Reading: Eastern Park and Ride	1 November 2014
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£3,600,000	
Funding breakdown		

Local Growth Deal	£2,900,000	
s.106 and similar contributions	£700,000	
Council Capital Programme	-	
Other	-	
In-kind resources provided	[TBC]	[TBC]
Outcomes		
Planned Jobs connected to the intervention	n/a	
Commercial floor space constructed (square metres)	n/a	
Housing unit starts	n/a	
Housing units completed	n/a	
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	[TBC]	
Total length of newly built roads	[TBC]	
Total length of new cycle ways	[TBC]	
Type of infrastructure	[TBC]	
Type of service improvement	[TBC]	
Outcomes		
Follow on investment at site	[TBC]	
Commercial floor space occupied	[TBC]	
Commercial rental values	[TBC]	

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2.14 Reading: East Reading Mass Rapid Transit

Highlights of progress since July 2014

Scheme development is on-going, including preparation of the full business case for the scheme which is being progressed in line with the requirements of the BLTB independent assessment.

1. The Scheme

- 1.1 East Reading Mass Rapid Transit (MRT) is a new public transport link between central Reading and the proposed East Reading Park & Ride site to the east of the Reading urban area, running parallel to the Great Western mainline.
- 1.2 The scheme is being jointly promoted by Reading Borough Council (RBC) and Wokingham Borough Council (WBC).

2. Progress with the scheme

- 2.1 Outline design and preliminary business case development (including baseline surveys and modelling) is complete. The scheme was granted programme entry status by the BLTB in July 2014.
- 2.2 Scheme development is on-going, including preparation of the full business case for the scheme which is being progressed in line with the requirements of the BLTB independent assessment. Significant journey time and operational costs savings have been identified for public transport services, including the existing TVP shuttle service (running to/from central Reading and TVP).
- 2.3 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.
- 2.4 Progress on scheme development has been reported to the Thames Valley Park Board and regular updates will be reported to this forum as a key delivery partner for the project.
- 2.5 The potential for cost savings for the scheme continues to be reviewed, both to the overall scheme costs and the level of LGF funding required.
- 2.6 The scheme is being developed to ensure compatibility with other schemes contained within the TVB Strategic Economic Plan (SEP), particularly the East Reading Park & Ride scheme.

3. Funding

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

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP/Local Growth Deal	-	£6,800,000*	£8,800,000*	-	-	-	£15,600,000*
Local contributions from							
- Section 106 agreements	-	-	£3,900,000*	-	-	-	£3,900,000*
- Council Capital Programme	-	-	-	-	-	-	-

- Other sources	-	-	-	-	-	-	-
Total Scheme Cost		£6,800,000*	£12,700,000*				£19,500,000*

*provisional funding profile, not yet confirmed

4. Risks

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

Risk	Management of risk
Planning permission is not granted.	Robust scheme development and planning application documentation is being prepared.
Land availability	Land constraints have been identified, elements of land within local authority ownership.
Objections through the planning process	Robust scheme development and planning application documentation is being prepared.
Environmental consents / mitigation	Subject to planning and consultation process. Initial key survey work has been undertaken and scheme subject to a rigorous site option assessment process.
A Public Inquiry is called by the Planning Inspectorate.	Robust scheme development and planning application documentation is being prepared.
Scheme costs significantly increase.	Costs are being reviewed and cost savings sought, a phased approach to delivery has been identified.

5. Programme

Task	Original Timescale	Revised Timescale (where changed)
Programme Entry Status	14 July 2013	
Independent Assessment of FBC	September 2015	
Financial Approval from LTB	November 2015	
Feasibility work	March 2014	
Acquisition of statutory powers	September 2015	
Detailed design	September 2015	
Procurement	March 2016	
Start of construction	April 2016 (assuming no public enquiry)	
Completion of construction	September 2017 (assuming no public enquiry)	
One year on evaluation	September 2018	
Five years on evaluation	September 2022	

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.14 Reading: East Reading Mass Rapid Transit	1 November 2014
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£19,500,000	
Funding breakdown		
Local Growth Deal	£15,600,000	

s.106 and similar contributions	£3,900,000	
Council Capital Programme	-	
Other	-	
In-kind resources provided	[TBC]	[TBC]
Outcomes		
Planned Jobs connected to the intervention	1,236	
Commercial floor space constructed (sq metres)	29,600	
Housing unit starts	356	
Housing units completed	356	
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	[TBC]	
Total length of newly built roads	[TBC]	
Total length of new cycle ways	[TBC]	
Type of infrastructure	[TBC]	
Type of service improvement	[TBC]	
Outcomes		
Follow on investment at site	[TBC]	
Commercial floor space occupied	[TBC]	
Commercial rental values	[TBC]	

3. ADDITIONAL MONITORING - for specific schemes		
Transport - to be collected for all projects/programmes involving more than £5m public funding and where these metrics and the collection points are relevant to the intervention		
Average daily traffic and by peak/non-peak periods	n/a	
Average AM and PM peak journey time per mile on key routes (journey time measurement)	n/a	
Average AM and PM peak journey time on key routes (journey time measurement)	n/a	
Day-to-day travel time variability	n/a	
Average annual CO2 emissions	n/a	
Accident rate	n/a	
Casualty rate	n/a	
Nitrogen Oxide and particulate emissions	n/a	
Traffic noise levels at receptor locations	n/a	
Annual average daily and peak hour passenger boardings	[TBC]	
Bus/light rail travel time by peak period	[TBC]	
Mode share (%)	[TBC]	
Pedestrians counts on new/existing routes (#)	[TBC]	
Cycle journeys on new/existing routes (#)	[TBC]	
Households with access to specific sites by mode within threshold times (#)	[TBC]	

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2.15 Bracknell: Martins Heron Roundabout

Highlights of progress since July 2014
The scheme was given Programme Entry status in July 2014
The scheme is planned to start on site as soon as the Coral Reef improvements have finished

1. The Scheme

- 1.1. This is part of a wider programme to improve access between the M3 and M4 via the A322, A329 and A329(M). This route runs through the middle of Bracknell and forms part of the original inner ring road. The main capacity constraint is the junctions where radial and orbital routes intersect. This scheme focuses on the Martins Heron roundabout on the east of Bracknell and includes associated junction improvements and minor alteration to the London Road corridor to improve congestion and journey times. The original intention had been to fund a major part of the improvements from developer contributions arising from Bracknell Town Centre redevelopment but this is no longer possible on viability grounds.

2. Progress with the scheme

- 2.1. Following the decision of BLTB in July, work is in hand to bring this scheme forward for approval in time for it to run in sequence with the Coral Reef improvement works.
- 2.2. We plan to deliver the Martins Heron project through a Principal Contractor (the Council's Highways Term Contract) which significantly streamlines the procurements process, and will be seeking the necessary internal approvals for this course of action.

3. Funding

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

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP/Local Growth Deal	-	-	£1,400,000*	-	-	-	£1,400,000*
Local contributions from							
- Section 106 agreements	-	-	£300,000*	-	-	-	£300,000*
- Council Capital Programme	-	-	£300,000*	-	-	-	£300,000*
- Other sources	-	-	-	-	-	-	-
Total Scheme Cost			£2,000,000*				£2,000,000*

*provisional funding profile, not yet confirmed

4. Risks

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

Risk	Management of risk
That the overall cost of the Martins Heron Junction exceeds the funding available	Detailed Bill of Quantities with effective site and contract management
Statutory undertakers C4 cost estimates significantly exceed C3 cost estimates	Early liaison with statutory undertakers and early commission of C4 estimates (underway)
Highway Works in neighbouring local authority area during construction leading to traffic congestion and possible impact on programme and costs	Liaison with neighbouring authorities and agreement re. programme
Unexpected need for additional Temporary Traffic Management increasing costs	Liaison with Traffic Management Section and early quantification of TM requirements and costs (underway)

5. Programme

Task	Original Timescale	Revised Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	March 2016	
Financial Approval from LTB	July 2016	
Feasibility work		complete
Acquisition of statutory powers	If needed, October 2016	
Detailed design	October 2016	
Procurement	Term contractor	
Start of construction	June 2017	
Completion of construction	November 2018	
One year on evaluation	November 2019	
Five years on evaluation	November 2023	

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.15 Bracknell: Martins Heron Roundabout	1 November 2014
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£2,000,000	
Funding breakdown		
Local Growth Deal	£1,400,000	
s.106 and similar contributions	£300,000	
Council Capital Programme	£300,000	
Other	-	
In-kind resources provided	Estimate required	
Outcomes		
Planned Jobs connected to the intervention	0	
Commercial floor space constructed (square metres)	0	
Housing unit starts	0	
Housing units completed	0	

2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	Approximately 750m – 1000m	
Total length of newly built roads	Approximately 100m where the existing roundabout is to be removed.	
Total length of new cycle ways	Approximately 75m where the cycleway is incorporated into the signalised crossing points.	
Type of infrastructure	Replacement of existing roundabout with signalised junction	
Type of service improvement	Improvement to journey times following removal of an existing pinch point on the network.	
Outcomes		
Follow on investment at site	Estimate required	
Commercial floor space occupied	Estimate required	
Commercial rental values	Estimate required	

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2.16 Maidenhead: Station Access

Highlights of progress since July 2014
There are strong links to the Maidenhead Area Action Plan, and in particular to the Station Opportunity Area
RBWM is coordinating the project through the Regeneration and Economic Development Team.
Crossrail, Network Rail and First Great Western have been engaged on the station interchange project.
Crossrail is currently considering how best they can assist with the project.
First Great Western has allocated staff resources to help develop and progress the project.
A brief has been prepared to progress the appointment of a development manager from the RBWM Property Panel.

1. The Scheme

- 1.1. The construction of a multi-modal transport interchange at Maidenhead Station to improve connections between journeys made on foot, bicycle, bus, train, taxi and car.
- 1.2. Construction of a new multi-storey car park to the south of Maidenhead town centre, providing up to 1,000 additional car parking spaces for rail commuters, shoppers visitors and employees.
- 1.3. Improved linkages between the rail station and the town centre, with environmental enhancements for the station forecourt that will transform the area and create a proper gateway to the town centre.

2. Progress with the scheme

- 2.1. Maidenhead Railway Station is a major gateway into the town centre with over 4 million people passing through it each year, putting it in the top 50 UK stations outside London, and significantly higher if interchanges are taken into account.
- 2.2. With the planned upgrades to the Great Western Main Line, including electrification, new rolling stock and implementation of Crossrail, passenger footfall and the importance of Maidenhead station will increase. Official figures from Crossrail suggest at least a 24% increase in peak hour passengers by 2026 compared to current levels.
- 2.3. Maidenhead Town Centre Area Action Plan (AAP) has identified the station and surrounding area as an Opportunity Site for development. Discussions are already underway with Network Rail and other land owners.
- 2.4. Access to the station by non-car modes is currently poor. Buses call at a number of different stops scattered over a wide area. In a recent passenger survey access by bus was the second most identified area for improvement.
- 2.5. The station forecourt is congested with parked cars, taxis and vehicles involved in dropping off / picking up passengers, while walking and cycling routes to the station are narrow and congested, with cycle parking facilities are operating above capacity.
- 2.6. A provisional scheme has been developed jointly with Crossrail to incorporate a transport interchange at Maidenhead Station to improve connections between rail and other forms of transport. Vehicles will largely be removed from the station forecourt to enable creation of interchange facilities and a high quality public space commensurate with its importance as a gateway to the town centre and western terminus to Crossrail.
- 2.7. There are nearly 400 parking spaces in the station car park, with nearly 80 in the station forecourt. Removal of the parked cars from the station forecourt means that parking will need to be re-provided elsewhere. A recent passenger survey showed that only half of interviewed passengers who arrived by car currently use the station car parks, with a

quarter parking on street. This suggests that there is suppressed demand for parking at the station. The additional trips associated with Crossrail, will only increase the demand for parking in the vicinity of the rail station, so it is proposed to provide a new multi-storey car park nearby.

- 2.8. The AAP identifies a site for a new / expanded car park within the Stafferton Way Opportunity area, which could also serve the new development within this Opportunity Area and the other Opportunity Areas across the town centre area. This will enable reduced levels of car parking to be provided elsewhere, thus maximising development opportunities and reducing traffic entering the retail core.
- 2.9. Options Considered: The Royal Borough has worked with Crossrail to develop options for a multi-modal interchange at the station and additional car parking within the Stafferton Way Opportunity Area to the south of the town centre.
- 2.10. An access and parking study is being carried out for the town centre, which shows that long-stay car parks near the station are already at capacity on weekdays. With growth in traffic forecast to be in the region of 2% per annum over 10 years, it is forecast that there will be a shortfall in weekday parking of at least 500 spaces by 2023. A number of options have been considered to address this shortfall including:
- Provision of additional car parking at Stafferton Way
 - Provision of additional car parking within the Broadway Opportunity Area
 - Park and ride opportunities
- 2.11. Regardless of which option is pursued, additional car parking at Stafferton Way will be required to accommodate weekday demand.
- 2.12. The Council is already engaged with key delivery partners. Crossrail has co-funded an initial study to look at options for a multi-modal interchange and additional car parking and are considering what further assistance they can provide. First Great Western has agreed to allocate resources to help develop the project. A range of other stakeholders have demonstrated commitment and support for the project as part of the wider Maidenhead Town Centre Area Action Plan, including the Partnership for the Rejuvenation of Maidenhead. The Royal Borough will be coordinating the project through the Regeneration and Economic Development Team. A brief has been prepared to progress the appointment of a development manager from the RBWM Property Panel.
- 2.13. Timetable: Initial feasibility work will be undertaken in 2014/15, with detailed design progressed in 2015/16. The scheme is scheduled for start on site in 2016/17 and completion in 2018/19 in advance of the opening of Crossrail in December 2019.

3. Funding

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

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP/Local Growth Deal	-	-	£1,750,000*	£5,000,000*	-	-	£6,750,000*
Local contributions from							
- Section 106 agreements	-	-	£1,250,000*	-	-	-	£1,250,000*
- Council Capital Programme	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	-
Total Scheme Cost			£3,000,000*	£5,000,000*			£8,000,000*

*provisional funding profile, not yet confirmed

4. Risks

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

Risk	Management of risk
Land cannot be secured for the development	Early engagement of landowners to agree the development
Planning permission is not granted	The scheme is consistent with priorities identified within the Maidenhead Town Centre AAP. Planning is engaged in discussions.
Private sector finance is not forthcoming	The bid reflects the worst case scenario, with minimal private sector funding. Discussions are ongoing with relevant stakeholders and the Council is confident that private sector finance can be delivered in excess of the minimum levels indicated.

5. Programme

Task	Original Timescale	Revised Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	March 2016	
Financial Approval from LTB	July 2016	
Feasibility work	March 2015	
Acquisition of statutory powers	March 2015	December 2015
Detailed design	January 2016	
Procurement	March 2016	Tbc
Start of construction	April 2016	April 2017
Completion of construction	March 2017	March 2019
One year on evaluation	October 2018	March 2020
Five years on evaluation	October 2022	March 2024

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.16 Maidenhead: Station Access	1 November 2014
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£8,000,000	£0
Funding breakdown		
Local Growth Deal	£6,750,000	£0
s.106 and similar contributions	£1,250,000	£0
Council Capital Programme	-	-
Other	-	-
In-kind resources provided	£150,000	£10,000
Outcomes		
Planned Jobs connected to the intervention	875	0
Commercial floor Space constructed (square metres)	15,750	0

Housing unit starts	50	0
Housing units completed	50	0
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	0	0
Total length of newly built roads	0	0
Total length of new cycle ways	0	0
Type of infrastructure	Multi-modal transport interchange 1,000 space multi-storey car park	
Type of service improvement	Improved connections between journeys made on foot, bicycle, bus, train, taxi and car. Increased car park capacity serving the rail station and town centre.	
Outcomes		
Follow on investment at site	tbc*	-
Commercial floor space occupied	tbc*	-
Commercial rental values	tbc*	-

3. ADDITIONAL MONITORING - for specific schemes		
Transport - to be collected for all projects/programmes involving more than £5m public funding and where these metrics and the collection points are relevant to the intervention		
Average daily traffic and by peak/non-peak periods	n/a	-
Average AM and PM peak journey time per mile on key routes (journey time measurement)	n/a	-
Average AM and PM peak journey time on key routes (journey time measurement)	n/a	-
Day-to-day travel time variability	n/a	-
Average annual CO ₂ emissions	n/a	-
Accident rate	n/a	-
Casualty rate	n/a	-
Nitrogen Oxide and particulate emissions	n/a	-
Traffic noise levels at receptor locations	n/a	-
Annual average daily and peak hour passenger boardings	tbc*	-
Bus/light rail travel time by peak period	n/a	-
Mode share (%)	tbc*	-
Pedestrians counts on new/existing routes (#)	tbc*	-
Cycle journeys on new/existing routes (#)	tbc*	-
Households with access to specific sites by mode within threshold times (#)	tbc*	-

* Numbers will be determined as part of feasibility work

Berkshire Local Transport Body – 20 November 2014

2.17 Slough: A355 Route

Highlights of progress since July 2014

Business case completed following BLTB agreeing Programme Entry and submitted to independent assessors. Public consultation underway

1. The Scheme

- 1.1. This is a scheme to improve traffic flow on the strategic north-south A355 route between the M4, Slough Trading Estate and the M40 and to enhance access to Slough town centre. The scheme involves the remodelling of the Copthorne roundabout, signal and junction upgrades and selected road widening.
- 1.2. The A355 Route Enhancement scheme will deliver a major contribution to reducing road congestion and increasing economic efficiency and business confidence. This project will support the delivery of the 150,000m² of office and ancillary space proposed in the Slough Trading Estate master plan and over 60,000m² of office space, 2,300 dwellings and other development to be delivered in the town centre as part of the 'Heart of Slough' project.

2. Progress with the scheme

- 2.1. The business case for this scheme has been completed and submitted to the Independent Assessors for consideration at the 20th November meeting of the BLTB.
- 2.2. Detailed design has been completed and public consultation is nearing completion.

3. Funding

- 3.1. The following table sets out the funding for the scheme on the basis of our unapproved funding profile. SBC and TVB LEP are pursuing various options to advance the year of approval into 2015/16.

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP/Local Growth Deal	2,275,000*	2,125,000*	-	-	-	-	4,400,000
Local contributions from							
- Section 106 agreements	350,000*	350,000*	-	-	-	-	700,000
- Council Capital Programme	350,000*	350,000*	-	-	-	-	700,000
- Other sources	-	-	-	-	-	-	-
Total Scheme Cost	2,975,000*	2,825,000*					5,800,000

*provisional funding profile, not yet confirmed

4. Risks

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

Risk	Management of risk
Unfavourable response to wider public consultation.	Public consultation and close working with Ward Members, NAGs, Parish Councils and partners, bearing in mind that the

	affected land lies within the approved Bath Road Widening Line. On-going dialogue with planning officers to address likely concerns.
Higher than expected costs arising post-business case approval.	Manage scheme costs and benchmark against similar schemes. Scheme to be tendered with other SMaRT and A332 major projects.
Delays in procurement process.	Programme will allow adequate time for procurement
Delays in achieving local contribution towards costs.	Ensure SBC funding in place and on-going dialogue with partners.
Unexpected land compensation claims.	Address any claims in accordance with current legislation.
Unexpected lead in time and duration for Statutory Authority Works.	Discuss and place orders early on and allow adequate lead in time in Project Plan.
Utilities alterations greater than expected.	Early consultations with Statutory Authorities.
Changes to design after commencing construction.	Fully complete design prior to commencing construction/ allow for contingency provision.

5. Programme

Task	Original Timescale	Revised Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	October 2014	
Financial Approval from LTB	Anticipated 20 November 2015	
Feasibility work	Completed	
Acquisition of statutory powers	n/a	
Cabinet approve scheme		Dec 2014
Detailed design	March 2015	Jan 2015
Procurement	May 2015	March 2015
Start of construction	June 2015	
Completion of construction	June 2016	March 2016
One year on evaluation	June 2017	March 2017
Five years on evaluation	June 2021	March 2021

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
	2.17 Slough: A355 Route	1 November 2014
Thames Valley Berkshire LEP	Planning Numbers	Actual to date
1. Core Metrics		
Inputs		
Expenditure	£5,800,000	
Funding breakdown		
Local Growth Deal	£4,400,000	£50,000
s.106 and similar contributions	£700,000	
Council Capital Programme	£700,000	
Other	-	
In-kind resources provided	£90,000	£70,000

Outcomes		
Planned Jobs connected to the intervention	1,260	
Commercial floor space constructed (square metres)	48,000	
Housing unit starts	600	
Housing units completed	600	
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	550m	
Total length of newly built roads	500m of additional traffic lane	
Total length of new cycle ways	Nil	
Type of infrastructure	Signalised roundabout, road widening and bridge improvements	
Type of service improvement	Relieve congestion, reduce journey times, increase journey reliability	
Outcomes		
Follow on investment at site	To be determined	
Commercial floor space occupied	To be determined	
Commercial rental values	To be determined	

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BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB **DATE:** 20 November 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 overall progress of the [Thames Valley Berkshire Local Growth Deal](#)¹, with particular reference to the schemes included in the Transport Packages of the [Strategic Economic Plan](#)². The headline figure for Transport Schemes is £94.60m, of which £11.1m is new approval to spend in 2015-16; £14.5m is previously approved; and £69.00m is indicative approval for five future years 2016/17 – 2020/21.
2. The terms of the TVB Local Growth Deal stipulate that permission must be sought to switch approved schemes between different sections. It has become necessary to seek such permission in order to ensure we achieve maximum spend in 2015-16.
3. Elsewhere on this agenda there are detailed reports from the schemes concerned: that information is not repeated in this report, which concentrates on the financial implications of the proposed switch of scheme categorisation.

Recommendation

4. You are recommended to support the request from the LEP to government to sanction changes to the programme which will allow:
 - 4.1. project starts in 2015-16 for 2.10 Slough: A332 improvements and for 2.17 Slough: A355 route
 - 4.2. project delays to start in 2016-17 for 2.01 Newbury: Kings Road Link Road and 2.06 Reading: Green Park Railway Station

Other Implications

Financial

5. Since your last meeting the proposers of two schemes identified as ready to start construction in 2015-16 have indicated that they will not now be ready to start construction until 2016-17. They are:

¹https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/327587/35_Thames_Valley_Berkshire_Growth_Deal.pdf

² The TVB Strategic Economic Plan is available from thamesvalleyberkshire.co.uk/Strategic_Economic_Plan

Table 1: Schemes Seeking a Delay of 1 Year

	Original Funding Source	Original Spending profile	Proposed Funding Source	Proposed Spending profile
2.01 Newbury Kings Road Link Road	Pre-allocated BLTB funds	2015-16: £1.34m 2016-17: £1.00m	Indicative Approval in Future Years	2016-17: £1.00m 2017-18: £1.34m
2.06 Reading Green Park Railway Station	Pre-allocated BLTB funds	2015-16: £2.285m 2016-17: £2.625m 2017-18: £1.49m	Indicative Approval in Future Years	2016-17: £3.20m 2017-18: £3.20m

6. Two schemes in Slough, originally identified in the SEP for 2015-16 starts, were given Local Growth Deal approval, but for starts in 2016-17 or later. These are ready to start construction in 2015-16 and are recommended to you as suitable for bringing forward in 2015-16. The TVB Local Growth Deal identifies funding for these two schemes in the “Indicative Approval in Future Years” block.

Table 2: Schemes Seeking to be Advanced by 1 Year

	Original Funding Source	Original Spending profile	Proposed Funding Source	Proposed Spending profile
2.10 Slough A332 Improvements	Indicative Approval in Future Years	2016-17: £2.70m	Pre-allocated BLTB funds	2015-16: £1.35m 2016-17: £1.35m
2.17 Slough A355 Route	Indicative Approval in Future Years	2016-17: £4.40m	Pre-allocated BLTB funds	2015-16: £2.28m 2016-17: £2.12m

7. In order to ensure that the proposed swap has a neutral impact on the overall programme, a balancing transfer of £1.64m of previously unallocated BLTB funds is necessary.

Table 3: Impact of Proposed Changes on Pre-allocated BLTB funds

Before	£m	After	£m
2.01 Newbury: Kings Road Link Road	2.34	2.10 Slough: A332 Improvements	2.70
2.06 Reading: Green Park Railway Station	6.40	2.17 Slough: A355 route	4.40
-	-	Transfer of funds from “pre-allocated” to “post-2016”	1.64
2.xx Unallocated	5.76	2.xx Unallocated	5.76
	14.50		14.50

8. 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 4: 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	-	67.00					67.00
LTB	3.625	3.625	3.625	3.625	-	-	14.50
Total							94.60

9. The profiling of payments within the “Indicative Approval Future Years” block has not yet been confirmed by the government. An announcement is expected alongside the Autumn Statement, planned for 3 December.

Table 5 – Growth Deal Including the Proposed Adjustments

SEP Ref	Scheme Name	£m		
		2015/16	2016/17 – 2020/21	Total
	New Approvals 2015/16	2015/16	2016/17 – 2020/21	Total
2.02	Bracknell: Warfield Link Road	3.50	-	
2.03	Newbury: London Road Industrial Estate	1.90	-	
2.07	Bracknell: Coral Reef Roundabout	2.10	-	
2.08	Slough: Rapid Transit Phase 1 (year 1 of 2)	3.60	-	
				11.10
	Indicative Approval 2016/17	2015/16	2016/17	
2.08	Slough: Rapid Transit Phase 1 (year 2 of 2)	-	2.00	-
				2.00
	Indicative Approvals Future Years	2015/16	2016/17 – 2020/21	
2.01	Newbury: King’s Road Link Road	-	2.34	
2.04	Wokingham: Distributor Roads	-	24.00	
2.06	Reading: Green Park Railway Station	-	6.40	
2.09 (part)	Sustainable Transport & Minor Works (yrs2-6) Strategic cycle routes only	-	4.75 (part approval)	
2.11	Reading: South Reading MRT Phase 1	-	2.97	
2.12	Reading: South Reading MRT Phase 2	-	1.53	
2.13	Reading: Eastern Reading Park and Ride	-	2.90	
2.14	Reading : East Reading Mass Rapid Transit	-	15.60	
2.15	Bracknell: Martins Heron Roundabout	-	1.40	
2.16	Maidenhead: Station Access	-	6.75	
				68.64

	Previously Approved LTB	2015/16	2016/17	2017/18	2018/19	
2.10	Slough: A332 improvements	1.35	1.35	-	-	
2.17	Slough: A355 route	2.275	2.125		-	
	Not yet allocated	-	-	2.135	3.625	
		3.625	3.475	2.135	3.625	12.86*
Grand Total						94.60

*Reduced from £14.50m to £12.86m by £1.64m which is the balancing figure in Table 3 above

10. 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

11. 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.

12. 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](#)³. 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.

Human Rights Act and Other Legal Implications

13. The [Assurance Framework](#)³ 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

³<http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Assurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%2013.pdf>

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](#)⁴ 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. There is a detailed progress report on each of the approved schemes elsewhere on the agenda for this meeting.

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.

⁴ http://thamesvalleyberkshire.co.uk/Strategic_Economic_Plan

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BLTB Forward Plan 2014/15 and 2015/16

Thursday 19th March 2015	
<p><i>Deadline for final reports: Monday 9th March 2015</i></p> <p><i>Agenda published: Wednesday 11th March 2015</i></p>	<ul style="list-style-type: none"> • Progress reports • Revenue Support for Outline Business Case Development • Forward Plan

July 2015	
<p><i>Deadline for final reports: tbc</i></p> <p><i>Agenda published: tbc</i></p>	<ul style="list-style-type: none"> • Progress reports • Financial approval for 2.04.2 North Wokingham • Financial approval for 2.09.1 NCN 422 • Financial approval for 2.09.2 A4 Cycle • Forward Plan

November 2015	
<p><i>Deadline for final reports: tbc</i></p> <p><i>Agenda published: tbc</i></p>	<ul style="list-style-type: none"> • Progress reports • Prioritisation of New Capital Scheme Bids (Nov 15 or March 16) • Financial approval for 2.11 & 2.12 Reading South Reading MRT • Financial approval for 2.13 Reading Eastern Park and Ride • Financial approval for 2.14 Reading East Reading MRT • Forward Plan

March 2016	
<i>Deadline for final reports:</i> tbc	<ul style="list-style-type: none"> • Prioritisation of New Capital Scheme Bids (if not considered in Nov 15) • Forward Plan
<i>Agenda published:</i> tbc	

July 2016	
<i>Deadline for final reports:</i> tbc	<ul style="list-style-type: none"> • Progress reports • Financial approval for 2.04.3 South Wokingham • Financial approval for 2.04.4 Arborfield Relief Road • Financial approval for 2.15 Bracknell Martins Heron • Financial approval for 2.16 Maidenhead Station Access • Forward Plan
<i>Agenda published:</i> tbc	

Other items

- Scheme evaluation and monitoring (to be scheduled)
- Programme and risk management (to be scheduled)