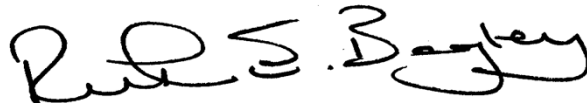


Date of issue: Wednesday, 11 November 2015

<b>MEETING</b>	<b>BERKSHIRE LOCAL TRANSPORT BODY</b>	
	<b>Member</b>	<b>Authority</b>
	Councillor Brunel-Walker	Bracknell Forest Council
	Councillor Kaiser	Wokingham Borough Council
	Councillor Munawar	Slough Borough Council
	Councillor Page (Chair)	Reading Borough Council
	Councillor Rayner	The Royal Borough of Windsor & Maidenhead
	Councillor Simpson	West Berkshire 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
<b>DATE AND TIME:</b>	<b>THURSDAY, 19TH NOVEMBER, 2015 AT 4.00 PM</b>	
<b>VENUE:</b>	<b>FLEXI HALL, THE CENTRE, FARNHAM ROAD, SLOUGH, SL1 4UT</b>	
<b>DEMOCRATIC SERVICES OFFICER:</b> <b>(for all enquiries)</b>	<b>NICHOLAS PONTONE</b>	<b>01753 875120</b>

NOTICE OF MEETING

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



**RUTH BAGLEY**  
Chief Executive – Support to the Board

## AGENDA

### PART 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 16th July 2015	1 - 4
3.	Financial Approval 2.09.01 National Cycle Network (NCN) 422	5 - 26
4.	Financial Approval 2.09.02 A4 Cycle	27 - 50
5.	Financial Approval 2.11 and 2.12 Reading South Reading MRT Phases 1 and 2	51 - 78
6.	Financial Approval 2.19 Bracknell Town Centre Regeneration Infrastructure Improvements	79 - 110
7.	Thames Valley Berkshire Local Growth Deal 2015/16 to 2020/21	111 - 188
8.	BLTB Forward Plan	189 - 190
9.	Date of Next Meeting	

Thursday 17<sup>th</sup> March 2016, 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. Please contact the Democratic Services Officer shown above for further details.

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



**Berkshire Local Transport Body – Meeting held on Thursday, 16th July, 2015.**

<b>Present:-</b>	<b>Members</b> Councillor Page (in the Chair) Councillor Clifford (deputising for Councillor Simpson) Charles Eales Councillor Halsall Councillor Harrison Peter Howe Councillor Munawar Graeme Steer	<b>Authority</b> Reading Borough Council West Berkshire Council Thames Valley Berkshire LEP Wokingham Borough Council Bracknell Forest Council Thames Valley Berkshire LEP Slough Borough Council Thames Valley Berkshire LEP
<b>Apologies for Absence:-</b>	Councillor Brunel-Walker Charles Eales Ian Frost Councillor Kaiser Councillor Simpson	Bracknell Forest Council Thames Valley Berkshire LEP Thames Valley Berkshire LEP Wokingham Borough Council West Berkshire Council

**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 Vice-Chair**

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

**3. Declarations of Interest**

No declarations were made.

**4. Minutes of the meeting held on 19th March 2015**

**Resolved –** That the minutes of the BLTB held on 19<sup>th</sup> March 2015 be approved as a correct record.

**5. Membership of Berkshire Local Transport Body**

The BLTB received a report of the representatives nominated by the Berkshire local authorities for 2015/16 and the Thames Valley Berkshire LEP members, as follows:

## **Berkshire Local Transport Body - 16.07.15**

### Local Authority Nominations:

- Bracknell Forest Council:  
Cllr Marc Brunel-Walker (Deputy – Cllr John Harrison)
- Reading Borough Council:  
Cllr Tony Page (Deputy – Cllr David Absolom)
- Royal Borough of Windsor & Maidenhead:  
Cllr Colin Rayner (Deputy – Cllr Geoffrey Hill)
- Slough Borough Council:  
Cllr Sohail Munawar (Deputy – Roger Davis)
- West Berkshire Council:  
Cllr Garth Simpson (Deputy – Cllr Jeanette Clifford)
- Wokingham Borough Council:  
Cllr John Kaiser (Deputy – Cllr John Halsall)

### Thames Valley Berkshire LEP Members:

- Steve Capel-Davies
- Charles Eales
- Ian Frost
- Peter Howe
- Graeme Steer
- Matthew Taylor

**Resolved** – That the membership of the BLTB for 2015/16 be noted.

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

The BLTB considered a report on the progress 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 report summarised the financial position for the transport schemes in the TVB Growth Deal with £14.725m available in 2015/16 and a provisional £87.375m between 2016/17 to 2020/21. Confirmation on funding beyond 2015/16 was expected from the Government later this year. Members noted the risk rating of those schemes due to start in 2015/16, four were rated 'green' and three were 'amber' with no significant concerns about any of the schemes.

The BLTB considered the detailed progress report on each of the programme entry schemes as set out in Appendix 1 to the report. Verbal updates were provided on any significant or additional issues since publication of the agenda:

- 2.01 Newbury: Kings Road Link Road – update noted.
- 2.02 Bracknell: Warfield Link Road – update noted.

## Berkshire Local Transport Body - 16.07.15

- 2.03 Newbury: London Road Industrial Estate – update noted. West Berkshire Council were meeting on 20<sup>th</sup> July, not 2<sup>nd</sup> July as stated, to determine whether to proceed with the CPO process.
- 2.04.2 Wokingham: North Wokingham Distributor Road, 2.04.3 Wokingham: South Wokingham Distributor Road and 2.04.4: Arborfield Relief Road – update noted. Clarification was sought on the mechanism for securing S106 or Community Infrastructure Levy (CIL) funding. This was explained and it was confirmed that if early delivery of the road encouraged developers to bring sites forward and funding, any unused LEP/Local Growth Deal funding would go into the unallocated amount and be available for redistribution to other schemes.
- 2.05 Newbury: Sandleford Park – update noted.
- 2.06 Reading: Green Park Railway Station – planning permission from Reading Borough Council and West Berkshire Council had been secured. The importance of links to nearby strategic development locations and promoting pedestrian and cycle access was discussed. Network Rail's decision to prioritise the electrification of the Great Western Mainline at a time when other such schemes would be delayed was noted.
- 2.07 Bracknell: Coral Reef Roundabout – work was progressing ahead of schedule.
- 2.08 Slough: Rapid Transit Phase 1, 2.10 Slough: A332 Improvements and 2.17 Slough: A355 Route – schemes were out to tender with work due to start in September 2015. In response to a question, the scheme promoter confirmed they were confident the delivery timetable was on track.
- 2.09.1 Sustainable Transport NCN 44 – West Berkshire Council were leading and acting as client for the work. Detailed work on the business case was ongoing.
- 2.09.2 Sustainable Transport A4 Cycle Route with Bucks – update noted.
- 2.11 and 2.12 Reading: South Reading MRT phases 1 and 2 – the business case was on track to be considered by BLTB in November 2015.
- 2.13 Reading: Eastern Park and Ride – the scheme was on track, working towards planning permission early in 2016. Positive discussions had taken place regarding the land ownership issues.

- 2.14 Reading: East Reading MRT – the scheme had been re-profiled to align with the latest funding profile agreed with central Government.
- 2.15 Bracknell: Martins Heron Roundabout – update noted.
- 2.16 Maidenhead: Station Access – a development manager had been appointed to bring the scheme together with rail providers.
- 2.19 Bracknell: Town Centre Regeneration Infrastructure Improvements – update noted.
- 2.21 Slough: Langley Station Access Improvements – progress had been effected by the HS2 proposal to relocate the Heathrow Express Depot from Old Oak Common to land near Langley Station. Discussions were being sought with Network Rail.
- 2.22 Slough: Burnham Station Access Improvements – detailed scheme development was ongoing and an experimental order would trial some of the traffic management measures later in the year.

**Resolved** – The progress made on schemes given programme entry status, as set out in Appendix 1 to the report, be noted.

## **7. BLTB Forward Plan**

The BLTB Forward Plan for the period to July 2016 was considered. Scheme promoters were reminded of the key deadlines in bringing forward their schemes for financial approval.

**Resolved** – That the Forward Plan be noted.

## **8. Date of Next Meeting**

**Resolved** – That the next meeting of the BLTB be held on Thursday 19<sup>th</sup> November 2015 at 4.00pm at The Centre, Farnham Road, Slough.

Chair

(Note: The Meeting opened at 4.01 pm and closed at 4.26 pm)

**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**

**REPORT TO:** BLTB

**DATE:** 19 November 2015

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

**PART I**

**Financial Approval 2.09.01 NCN 422**

***Purpose of Report***

1. To consider giving financial approval to scheme 2.09.01 National Cycle Network (NCN) 422.
2. In 2013 Sustrans were commissioned by Wokingham Borough Council (with the support of Reading Borough Council, Bracknell Forest Council and the Royal Borough of Windsor & Maidenhead) to investigate a potential National Cycle Route linking all four Boroughs. The Route has since been developed so that originates in West Berkshire and goes on through to Windsor at LEGOLAND.

***Recommendation***

3. You are recommended to give scheme 2.09.01 NCN 422 full financial approval in the sum of £4,200,000 over three years (2016/17-2018/19) on the terms of the funding agreement set out at paragraph 12 step 5 below.

***Other Implications***

***Financial***

4. Scheme 2.09.01 NCN 422 was named in the [Thames Valley Berkshire Local Growth Deal](#) announced on 7 July 2014.
5. This report recommends that Wokingham Borough Council be authorised to draw down the capital sum £4,200,000 from the Local Transport Body funding for this scheme.
6. 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***

7. The risk management arrangements already put in place by the Local Transport Body are as follows:

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

### Human Rights Act and Other Legal Implications

8. 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**

9. The scheme will be carried out by Bracknell Forest, Reading, West Berkshire, Windsor and Maidenhead and Wokingham Councils.
10. The full details of the scheme are available from the [Wokingham BC website<sup>iii</sup>](#). A summary of the key points is given below:

Task	Timescale
Construction	Starts April 2016
Open to public	Completion during 2018

Activity	Funder	Cost (approx)
Scheme development	The five councils	
Major scheme funding	Berkshire Local Transport Body	£4.20m
Council funding	Wokingham, Reading and West Berkshire Capital programmes	£1.35m
Private sector funding	s.106 and other sources	0
<b>Total</b>		<b>£5.55m</b>

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

Assurance Framework Check list	2.09.01 NCN 422
	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. The Route has since been developed so that originates in West Berkshire and goes on through to Windsor at LEGOLAND.



Assurance Framework Check list	2.09.01 NCN 422																																			
	<p>The route requires funding to deliver new infrastructure in all five authorities, although large sections of the route already exist or have been provided through separate capital programmes such as LSTF.</p> <p>This scheme, then called “East-West Cycle Spine: Central Berkshire on the National Cycle Network” was submitted for inclusion in the Strategic Economic Plan. The assessment process was applied and the scheme was given 24.5 points and ranked equal 17th of 37 schemes originally submitted. The scheme was subsequently renamed NCN 422.</p> <table border="1" data-bbox="456 629 1410 943"> <thead> <tr> <th>Factor</th> <th>Raw score</th> <th>Weighting</th> <th>Weighted score</th> </tr> </thead> <tbody> <tr> <td>Strategy</td> <td>2</td> <td>1.5</td> <td>3</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>3</td> <td>0.5</td> <td>1.5</td> </tr> <tr> <td>Social</td> <td>3</td> <td>0.5</td> <td>1.5</td> </tr> <tr> <td colspan="3">Total</td> <td>24.5</td> </tr> </tbody> </table>				Factor	Raw score	Weighting	Weighted score	Strategy	2	1.5	3	Deliverability	3	2	6	Economic Impact	2	4	8	TVB area coverage	3	1.5	4.5	Environment	3	0.5	1.5	Social	3	0.5	1.5	Total			24.5
Factor	Raw score	Weighting	Weighted score																																	
Strategy	2	1.5	3																																	
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Environment	3	0.5	1.5																																	
Social	3	0.5	1.5																																	
Total			24.5																																	
<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 SEP identifies NCN 422 as one of four separate schemes within project 2.09 Sustainable Transport and Minor Schemes Package. However, the Growth Deal approved funding only for NCN 422 and A4 Cycle projects. These two projects are now managed as separate schemes, 2.09.01 NCN 422 and 2.09.02 A4 Cycle. Programme Entry status was given by the BLTB on <a href="#">24 July 2014</a><sup>v</sup>. (minute 6b refers) The progress of the scheme was reported to the BLTB meetings held on <a href="#">20 November 2014</a><sup>vi</sup>, <a href="#">19 March 2015</a><sup>vii</sup> and <a href="#">16 July 2015</a><sup>viii</sup>.</p> <p>The outline of the scheme has been publicly available from the <a href="#">TVB LEP website</a><sup>ix</sup> since July 2013.</p> <p>A version setting the ambition of the overall package 2.09 has been in the <a href="#">SEP Implementation Plan Annexe</a><sup>x</sup> (pages 62 to 69) in draft since December 2013 and in the final version since March 2014.</p> <p>The <a href="#">Wokingham BC website</a><sup>xi</sup> holds the latest details of the full business case, including the VfM statement certified by the senior responsible officer.</p> <p>Any comments or observations on the scheme received by either TVB LEP, Bracknell Forest, Reading, West Berkshire, Windsor and Maidenhead or Wokingham Councils have been fully considered during the development of the scheme.</p> <p>The report of the Independent Assessor is attached at Appendix 1. The Independent Assessor was asked to report as follows:</p> <ul style="list-style-type: none"> <li>• Completeness – has the promoter prepared a complete Full Business Case submission, when judged against the prevailing advice from the DfT</li> <li>• Accuracy – has the promoter performed the relevant calculations and assessments accurately and without error</li> </ul>																																			

Assurance Framework Check list	2.09.01 NCN 422
	<ul style="list-style-type: none"> <li>• Relevance – has the Full Business Case considered all relevant matters, including use of appropriate forecasting models and planning assumptions, and has it included any irrelevant considerations such as unduly-optimistic assumptions or out of date modelling data</li> <li>• Value for Money – does the scheme promoter’s Value for Money assessment comply with the prevailing DfT guidance</li> <li>• Evaluation arrangements – has the scheme promoter made provision for appropriate post-implementation evaluation of the scheme.</li> <li>• Remedies – where the independent assessment reveals a gap between the FBC supplied and the standard anticipated by the DfT guidance, then the advice for the LTB should include recommendations for remedial actions required – e.g., collection of further data, sensitivity tests on particular assumptions etc.</li> </ul>
Step 3: Conditional Approval	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 2.08</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 full support of the Independent Assessor.</p> <p>The recommendation is that you give the scheme 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><b>Roles:</b> The BLTB is a part funder of the scheme. Wokingham Borough Council is the scheme promoter, and is working with colleagues from Bracknell Forest, Reading, West Berkshire and Windsor and Maidenhead Councils through a project steering group. Each council is the relevant highway and planning authority.</p> <p><b>Responsibilities:</b> The BLTB is responsible for allocating the capital finance in accordance with the Assurance Framework. Wokingham Borough Council, working with colleagues from Bracknell Forest, Reading, West Berkshire and Windsor and Maidenhead Councils through the project steering group 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><b>Reporting:</b> In addition to any reporting requirements within the five Councils, the scheme promoter will also make summary reports on progress to each meeting of the BLTB until the scheme reaches practical completion. In particular, Wokingham Borough 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>

Assurance Framework Check list	2.09.01 NCN 422
	<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, Wokingham Borough Council will cooperate fully.</p> <p>Timing and Triggers for payments: Wokingham Borough Council will submit an annual invoice for each financial year together with a certificate of work completed. The profile of payments will be £1,900,000 in 2016-17; £1,500,000 in 2017-18; and £800,000 in 2018-19. 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 capital programme contributions of £600,000 from Wokingham Council in 2015/16; £600,000 from Wokingham Council, £50,000 from Reading Council and £50,000 from West Berkshire Council in 2016/17; and £50,000 from West Berkshire in 2017/18.</p> <p>Consequences of Delay: In the event that the scheme experiences minor delays to its programme (no more than 10 weeks), Wokingham 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) Wokingham 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 Wokingham 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 will be paid to Wokingham Borough Council after this point. In addition, consideration will be given to recovering any monies paid to Wokingham 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>Other Conditions of Local Growth Funds: Bracknell Forest, Reading, West Berkshire, Windsor and Maidenhead and Wokingham Borough Councils will acknowledge the financial contribution made to this scheme through Local Growth Funds and follow the "<a href="#">Growth Deal Identity Guidelines</a>"<sup>xii</sup> issued by government. They will also give due regard to the <a href="#">Public Services (Social Value) Act</a><sup>xiii</sup>, particularly through the employment of apprentices across the scheme supply chain.</p>

<b>Assurance Framework Check list</b>	<b>2.09.01 NCN 422</b>
	Evaluation One and Five years on: Wokingham Borough Council will work with WYG to produce scheme evaluations One and Five years after practical completion.

### **Conclusion**

12. This is a well-planned scheme that will add to the National Cycle Network.

### **Background Papers**

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

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

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

<sup>iii</sup><http://www.wokingham.gov.uk/transport/travel/policies/?assetdet7653806=373358&categoryesctl6444093=9247>

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

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

<sup>vi</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?Cid=601&Mid=5181&Ver=4>

<sup>vii</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?Cid=601&Mid=5473&Ver=4>

<sup>viii</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?Cid=601&Mid=5459&Ver=4>

<sup>ix</sup><http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Reading-BC-02-Southern-MRT.pdf>

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

<sup>xi</sup><http://www.wokingham.gov.uk/transport/travel/policies/?assetdet7653806=373358&categoryesctl6444093=9247>

<sup>xii</sup> <https://www.gov.uk/government/publications/regional-growth-fund-identity-guidelines>

<sup>xiii</sup> <https://www.gov.uk/government/publications/social-value-act-information-and-resources/social-value-act-information-and-resources>



Thames Valley Berkshire Local Enterprise Partnership

## **Independent Assessment Summary Report National Cycle Network Route 422 Scheme**

Business Case Independent Assessment

Report No. RT-A087383-13

WYG  
Executive Park  
Avalon Way  
Anstey  
Leicester  
LE7 7GR

11 November 2015  
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## REPORT CONTROL

Document: Business Case Independent Assessment  
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### Document Checking:

Primary Author	Ed Ducker	Initialled:	ED
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Contributor		Initialled:	
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Review By	Colin Shields	Initialled:	CS
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Issue	Date	Status	Checked for Issue
1	26/10/15	Draft	CS
2	5/11/15	Draft	CS
3	11/11/15	Final	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 National Cycle Network Route 422 Scheme Business Case submission to the Thames Valley Berkshire Local Enterprise Partnership by West Berkshire Council via their consultants WSP | Parsons Brinckerhoff (WSP PB).
- 1.2 In addition to West Berkshire Council's area, the proposed route travels through Wokingham Borough Council, Reading Borough Council, Bracknell Forest Council and The Royal Borough of Windsor and Maidenhead and these authorities all form part of the Steering Group which would deliver the scheme. Wokingham Borough Council will take the role of Project Sponsor to oversee project liaison issues between the five authorities.

## SCHEME SUMMARY

- 1.3 The scheme is to proposed to deliver National Cycle Network (NCN) Route 422 between Newbury and Windsor. The proposed NCN Route 422 follows the A4/ A329 corridor between Newbury and Ascot. As well as serving town centres such as Newbury, Reading, Wokingham and Bracknell, the route will serve existing and future employment sites and provide connectivity towards existing NCN routes in the area.

## REVIEW FINDINGS

- 1.4 The approach to assessing the scheme is considered to be appropriate and proportional for the type and complexity of the scheme in question.
- 1.5 The Benefit to Cost Ratio (BCR) of the scheme is detailed within the submitted Business Case as 2.08, which represents a 'High' Value for Money scheme.
- 1.6 There are deemed to be limited constraints to the scheme delivery, although it should be noted that this review is not intended to provide an assessment of the proposed scheme design. The notable constraint identified regarding delivery is that implementation of the Ascot to LEGOLAND® section of the route is dependent upon planning permission and land securement from Crown Estates, which is yet to be attained. The Royal Borough of Windsor and Maidenhead is liaising with Crown Estates to ensure the development of a mutually acceptable scheme.



- 1.7 Based on the WSP note on additional information (dated 5/11/15) an alternative route has been identified which is now considered to overcome this concern.
- 1.8 The other main concern noted is that the overall scheme estimate totals £6.685m, yet the identified funding package totals only £5.83m. This is because the level of funding available matches scheme costs in years 2015/16 and 2016/17 but the funding profile for 2017/18 and 2018/19 has yet to be confirmed. The Business Case says that *“once funding has been awarded by the Thames Valley LEP the Steering Group will make key decisions regarding the split of funding and actions to be taken to ensure that additional funding options are identified at the earliest opportunity to cover scheme costs in later stages. The detailed design phase, incorporating value engineering, will ensure that costs can be managed and possibly reduced”*.
- 1.9 Based on the WSP note on additional information (dated 5/11/15) further detail has been provided with regards to the funding shortfall which is now considered to overcome this concern.
- 1.10 A checklist has been produced by WYG and is contained in **Appendix A** to review the Business Case against the guidance contained in the Department for Transport’s “The Transport Business Cases” document. It is recommended that this Business Case can be signed off for approval as there is a well rationalised case based upon suitable evidence and assumptions, resulting in a high value for money scheme estimate.

## 2 Submitted Information

2.1 The Business Case independent assessment was carried out on the following documents submitted by West Berkshire Council (WBC) by their consultants WSP | Parsons Brinckerhoff (WSP PB):

- NCN Route 422 Cycle Scheme Business Case (Draft, dated September 2015);
- NCN Route 422 Cycle Scheme Option Assessment Report (Final, dated July 2015); and
- NCN Route 422 Scheme Appraisal Specification Report (Final, dated July 2015).
- NCNR 422 Business Case Additional Information (dated 5/11/15)

2.2 The Business Case document includes figures illustrating the proposed route alignment and its context with existing cycle routes, development locations, employment areas and town centres. The appendices contain an Appraisal Summary Table (AST), AST WebTAG worksheets, an environmental study and a quantified risk assessment.

## 3 Review

### 3.1 OPTIONS ASSESSMENT REPORT & APPRAISAL SPECIFICATION REPORT

3.1.1 The Options Assessment Report (OAR) and Appraisal Specification Report (ASR) were submitted in July 2015. A meeting was held between WYG and WSP | Parsons Brinckerhoff on 28/07/15 at WSP PB's London Office to review the documents. On 12/08/15, following some minor changes made as a result of the meeting, WYG confirmed that the revised OAR and ASR documents provided sufficient information and provided sign off for WSP PB to proceed to production of the Business Case document.

### 3.2 BUSINESS CASE

#### Document Review

3.2.1 A Business Case checklist has been produced by WYG and is contained in **Appendix A** of this note. The checklist reviews that sufficient information for each of the subsections of the five cases has been provided for the NCN Route 422 Business Case in line with Department for Transport (DfT) guidance.

#### The Strategic Case

3.2.2 The Strategic Case is deemed to be complete, providing the appropriate level of detail to demonstrate that all elements have been covered.

#### The Economic Case

3.2.3 The Business Case details all of the elements suggested in the DfT's guidance.

#### Options Appraised

3.2.4 The report cross refers to the OAR, which provides a more detailed commentary on the different options appraised for each section of the route.

#### Assumptions

3.2.5 Assumptions made to forecast the potential use of the route are logical and clearly explained. It is presumed that Table 5.1 which summarises the resultant trips should read "Cycle Trips" rather than "Accidents".

## Appraisal Summary Table

3.2.6 An Appraisal Summary Table (AST) is provided as Appendix A of the Business Case. WYG's review of the AST is contained in **Table 1**.

**Table 1 – Appraisal Summary Table**

Category	Sub-category	Estimated Impact in AST	Agree / Disagree with Assessment	Notes
Economy	Business users & transport providers	Not Applicable	Disagree	No economy factors estimated in the AST table. It could be argued that all four have qualitative benefits resulting from a potential transfer of trips to cycling – suggest that AST is amended
	Reliability impact on Business users	Not Applicable	Disagree	
	Regeneration	Not Applicable	Disagree	
	Wider Impacts	Not Applicable	Disagree	
Environmental	Noise	Slight Beneficial	Agree	
	Air Quality	Slight Beneficial	Agree	
	Greenhouse gases	Not Applicable	Disagree	Slight Beneficial if car trips are transferred to use the cycle route?
	Landscape	Slight Beneficial	Agree	
	Townscape	Slight Beneficial	Agree	
	Historic Environment	Neutral	Agree	
	Biodiversity	Neutral	Agree	
	Water Environment	Negligible	Agree	
Social	Commuting and Other users	No Information Provided	N/A	Cells not completed in AST
	Physical activity	Slight Beneficial	Agree	Quantitative/ monetary value produced using HEAT tool, along with reduced mortality and absenteeism benefit calculations
	Journey quality	Slight Beneficial	Agree	Improvements in terms of cycling route journey consistency, reliability and fear of accidents
	Accidents	Beneficial	Agree	The improvements will encourage a shift from car driving to cycling for journeys, reducing the traffic flow on the road. They will also encourage cyclists to use dedicated cycling infrastructure, potentially reducing accidents for these vulnerable road users
	Security	Neutral	Agree	Follows existing corridor which is already well lit and overlooked
	Access to services	Not Applicable	Agree	Strategic accessibility not deemed to be relevant as not a public transport scheme
	Affordability	Not Applicable	Agree	Affordability not deemed to be relevant as not a public transport scheme

	Severance	Neutral/ Slight Beneficial	Agree	Additional crossings will help severance
Public Accounts	Cost to Broad Transport Budget	£6,686,253 NPV	Agree	The total scheme cost, on which this Business Case is based, is £6,685,263 (2015 prices) which gives a present values discounted to 2010, in 2010 prices of £5,940,000
	Indirect Tax Revenues	Not Applicable	Agree	

3.2.7 The AST and the more detailed rationale within the Economic Case section is considered to provide an accurate and appropriate analysis of the proposed scheme.

#### Value for Money Statement

3.2.8 The NCN Route 422 Cycle Scheme Business Case details a Benefit to Cost Ratio (BCR) of 2.08. WebTAG categorises schemes with BCRs of between 2.0 and 4.0 to have High Value for Money.

#### The Financial Case

3.2.9 The Financial Case provides cost estimates for the two local authority sections and a combined cost estimate of £6,685,263. Funding sources are described but it should be noted that the identified funding package totals only £5,830,000. This is because the level of funding available matches scheme costs in years 2015/16 and 2016/17 but the funding profile for 2017/18 and 2018/19 has yet to be confirmed. The Business Case says that *"once funding has been awarded by the Thames Valley LEP the Steering Group will make key decisions regarding the split of funding and actions to be taken to ensure that additional funding options are identified at the earliest opportunity to cover scheme costs in later stages. The detailed design phase, incorporating value engineering, will ensure that costs can be managed and possibly reduced"*.

#### The Commercial Case

3.2.10 The Commercial Case provides details of the Procurement/ Delivery Strategy and Risk Allocation and Transfer.

#### Output Based Specification

3.2.11 An outline of the approach taken to assess the commercial viability of the scheme has been included. The procurement strategy aspires to achieve cost certainty, ensuring best value and

quality through scheme design, ensure experienced contractors with realistic construction programmes are used and to include the contractor within the risk management process.

#### Procurement Strategy and Sourcing Options

- 3.2.12 At this stage a detailed procurement strategy is not provided but it does state that each local authority's existing procurement protocols will be used. A single contract may be required for signing and cycle count infrastructure, which the project team will agree on contractual arrangements for as development of the scheme progresses.

#### Payment Mechanisms, Pricing Framework and Charging Mechanisms

- 3.2.13 Payments to the contractor will be made in arrears to the value of 60% of the project subject to an independent clerk of works agreeing with the submission made by the contractor. The final 40% will be paid in stages upon receiving invoices for completed elements of the work.

#### Risk Allocation and Transfer

- 3.2.14 Risks are identified and detail of the local authorities' previous experience in delivering similar schemes are introduced, giving confidence in their ability to successfully deliver this scheme.

#### Contract Length and Contract Management

- 3.2.15 Each section will be delivered by the individual local authorities and, therefore, contract length will be dependent upon the individual programming which is yet to be defined in detail. This will be undertaken once the detailed design phases have been completed.
- 3.2.16 It is suggested that the Project Sponsor will play a key role in co-ordination between the construction stages of each local authority area to ensure smooth delivery of the route as a whole.

#### The Management Case

- 3.2.17 The Management Case is a comprehensive section, with the vast majority of information provided. Evidence of similar projects in particular is strongly described. The following areas may need more explanation, although it is accepted at this stage for the type and size of project this may be difficult.

### Assurances and Approvals

- 3.2.18 There is a generic process briefly described, however this does not fully explain how this will work on this project. With the number of different authorities involved it would be helpful to understand this aspect of the Management Case better.

### Implementation of Work Streams

- 3.2.19 No information is provided, although this is not a mandatory item in the DfT guidance.

### Contract Management

- 3.2.20 The document states that individual authorities are responsible for managing separate contracts within their areas. DfT guidance suggests that the promoter should confirm arrangements for continuity between those involved in developing the contract and those who will subsequently manage it.

### Benefits Realisation

- 3.2.21 The tracking of scheme benefits will be undertaken as part of a Monitoring and Evaluation Plan. No specific details are provided within the Business Case as to the data which will be collected to assess this.

### Business Case Review Summary

- 3.2.22 The submitted Business Case report provides a clear explanation and assessment of the proposed NCN Route 422 scheme. Subject to clarification of the following points it is recommended that this Business Case can be signed off for approval as there is a well rationalised case based upon suitable evidence and assumptions, resulting in a high value for scheme estimate.
- 3.3 A notable risk identified regarding delivery of the overall route is that implementation of the Ascot to LEGOLAND® section is dependent upon planning permission and land securement from Crown Estates. The Royal Borough of Windsor and Maidenhead is liaising with Crown Estates to ensure the development of a mutually acceptable scheme. It would be desirable to provide an evaluation of the scheme without this section included be provided in case this can't be delivered. Based on the WSP note on additional information (dated 5/11/15) an alternative route has been identified which is now considered to overcome this concern.

- 3.3.1 As part of the discussions for the OAR it was suggested that a sensitivity test using an alternative demand scenario was undertaken to judge the point at which the scheme loses its value for money. This has not been provided in the Business Case.
- 3.4 The other main concern noted is that the overall scheme estimate totals £6.685m, yet the identified funding package totals only £5.83m. This is because the level of funding available matches scheme costs in years 2015/16 and 2016/17 but the funding profile for 2017/18 and 2018/19 has yet to be confirmed. Based on the WSP note on additional information (dated 5/11/15) further detail has been provided with regards to the funding shortfall which is now considered to overcome this concern.



## 4 Summary and Conclusions

- 4.1 Based upon the information submitted it is considered that the underlying case for the scheme is good, with a 'High' Benefit to Cost Ratio calculated.
- 4.2 The information submitted also demonstrates that the scheme is deliverable, with limited risks and demonstration of ongoing development of options with stakeholders throughout the development of design options up to this point in time.
- 4.3 It is recommended that this Business Case can be signed off for approval.



## **Appendix A – Business Case Checklist**

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	Addresses regional and local transport priorities and how NCN 422 will contribute to these	Options appraised	Y	Refers to OAR and how the final route alignment was reached	Costs	Y	Project cost estimates are provided by year and by local authority location	Output based specification	Y	States requirements which the procurement strategy must meet	Introduction	Y	Outline of the approach taken to assess if the proposal is deliverable
Problem Identified	Y	No coherent route across Berkshire, future housing growth will increase pressure on the existing transport network	Assumptions	Y	Increase in cycle trips due to the new route, LTP policy mode share increase, housing growth implications all discussed. Should Table 5.1 read "Cycle Trips" rather than "Accidents"?	Budgets / Funding Cover	Y	The funding package is discussed - it should be noted the identified funding package totals £5.53m whereas the cost estimate totals £6.685m the Business Case states that additional funding will be sourced for 2017/18 and 2018/19 if funding is approved for the scheme from Thames Valley LEP	Procurement Strategy	Y	Procurement strategies will be devised for each local authority in line with OJEU principles	Evidence of similar projects	Y	Recent Wokingham Borough Council experience in delivering similar schemes. No information on other authorities' track record in delivery of similar projects
Impact of not changing	Y	Without scheme much more difficult to achieve the authorities' policy objectives to promote sustainable transport in this area	Sensitivity and Risk Profile	Y	Key infrastructure requirements described to provide a "core scenario" in line with WebTAG Unit M4.3	Accounting Implications	Y	Financial implications by authority area discussed further	Sourcing Options	Y	Each local authority's procurement protocols will be used. A single contract may be required for signing and cycle count infrastructure, which the project team will agree on contractual arrangements for	Programme / Project dependencies	Y	Stakeholder dependencies and sensitive periods to be avoided for construction works are described
Drivers for change	Y	Supports local transport policies, future development requires sustainable transport	Appraisal Summary Table	Y	Provided in Appendix A				Payment Mechanisms	Y	Payment performance mechanisms detailed	Governance	Y	Project Governance Organogram (Figure 8.1) shows outline arrangements
Objectives	Y	Objective is the provision of a safer and more convenient, direct cycle route	Value for Money Statement	Y	Comprehensive Statement with overall impacts described in terms of Net Present Value and a benefits to Cost Ratio				Pricing Framework and changing mechanisms	Y	Contractor performance targets described	Programme / Project Plan	Y	Table 8.1 provides indicative project plan (table heading text appears to be from Table 4.2 rather than Table 8.1)
Measures for success	Y	Increase in cycle trips for all purposes (local authority counts will provide before and after data); reduction in single occupancy car trips on corridor during peak periods; improved air quality; and meeting travel and health policy objectives							Risk allocation and transfer	Y	Briefly discussed in Section 5.3 of the Business Case	Assurances and approvals	N	Generic information on a "Gateway Process" is provided. This doesn't really explain how this will work for this particular project
Scope	Y	Project geographical scope clearly defined							Contract length	N	Programming is yet to be defined in detail at this stage. Separate contracts for each local authority area	Communication & Stakeholders	Y	Communications strategy to be produced. Key stakeholder liaison objectives identified
Constraints	Y	Cross boundary issues, land and planning issues from Crown Estates							Human resource issues	N/A	HR issues will lie with the contractor not the promoters as one off project	Project Reporting	Y	Project Sponsor has overall responsibility to ensure information is provided to LEP. Project Managers have responsibility to relay information as requested to Project Sponsor
Inter-dependencies	Y	Dependencies introduced in this section with reference to the likelihood of risks occurring							Contract management	N	Contract management to be covered by each authority's existing contractual arrangements	Implementation of work streams	N	No summary of key work streams for executing the work is provided at this stage
Stakeholders	Y	Key partner organisations and stakeholders identified										Key Issues	Y	Risk register provides implementation information
Options	Y	Option generation, risks and siting process explained. Change to Bracknell Forest section since OAR submission explained clearly										Contract Management	N	States individual authorities are responsible. DfT guidance suggests that promoter should confirm arrangements for continuity between those involved in developing the contract and those who will subsequently manage it
												Risk Management	Y	Risk register provided
												Benefits realisation	N	Will be considered in the Monitoring and Evaluation plan
												Monitoring and evaluation	Y	Before and after surveys. Logic map produced to show progress
												Contingency	Y	Contingencies contained in Risk Register. These will be reviewed by Project Managers as the scheme progresses
												Options	Y	Refers to scheme design options rather than summarising an overall approach for project management as per the DfT guidance

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**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)****REPORT TO:** BLTB**DATE:** 19 November 2015**CONTACT OFFICER:** Ruth Bagley, Chief Executive Slough Borough Council,  
lead Chief Executive to the BLTB**PART I****Financial Approval 2.09.02 A4 Cycle*****Purpose of Report***

1. To consider giving financial approval to scheme 2.09.02 A4 Cycle.
2. 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 Buckinghamshire Thames Valley LEP, which is progressing along similar time-scales. The scheme will connect the two urban centres of Slough and Maidenhead and will give access to: the Bishops Centre Retail Park; Slough Trading Estate; Burnham and Taplow stations and adjacent residential areas. It will cater for commuting and other utility cycling trips, as well as leisure trips, connecting to National Cycle Network Route 61 via the Jubilee River, and to Cliveden and Burnham Beeches.
3. The scheme is being coordinated with matching investment by Buckinghamshire County Council and Local Enterprise Partnership on the A4 cycle corridor between the Windsor and Maidenhead at Maidenhead Bridge and Slough at Burnham.

***Recommendation***

4. You are recommended to give scheme 2.09.02 A4 Cycle full financial approval in the sum of £700,000 in 2016/17 on the terms of the funding agreement set out at paragraph 14 step 5 below.

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

5. Scheme 2.09.02 A4 Cycle is named in the [Thames Valley Berkshire Local Growth Deal](#) announced on 7 July 2014.
6. This report recommends that Windsor and Maidenhead Council be authorised to draw down the capital sum £700,000 from the Local Transport Body funding for this scheme.

7. The funding agreement set out at paragraph 14 step 5 sets out the roles and responsibilities, reporting and auditing arrangements, timing and triggers for payments, contributions from other funders, consequences of delay, consequences of failure, claw back, and evaluation requirements at one and five years on.

Risk Management

8. The risk management arrangements already put in place by the Local Transport Body are as follows:
  - The [Assurance Framework<sup>ii</sup>](#) has been drafted following DfT guidance and has been approved by the DfT for use in allocating capital funds for transport schemes
  - White Young Green (WYG) have been appointed as Independent Assessors and have provided a full written report (see Appendix 1) on the full business case for the scheme
  - The funding agreement set out at paragraph 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 by Windsor and Maidenhead Council and Slough Borough Council. There is good coordination with colleagues in South Buckinghamshire, but the funds for those sections are identified and managed separately.
11. The independent assessors have pointed the following:
 

*We note that the benefits presented in the FBC are based upon a 10 year scheme life assessment. However, the Department for Transport’s “Value for Money Assessment for Cycling Grants” guidance states that cycling “infrastructure delivered by these grants (for Cycle City Ambition Grant and the Cycling in National Parks Grant schemes) has a useful life of at least 30 years”. If a longer scheme life assessment period was used the anticipated physical activity and journey quality benefits would have far higher monetary values and therefore the BCR would be higher, likely to be above the 2.0 BCR threshold for a ‘High’ Value for Money scheme.*
12. A further unusual item associated with this scheme is its cross-border nature. The BCRs for the two Berkshire sections are individually lower than the combined BCR (see Table 7.2 taken from the Full Business Case).

Table 7-2: BCR Summary Route Section BCR (inc. Wider Economic Benefit)

SBC	1.59
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<i>RBWM</i>	<i>1.18</i>
<i>Combined SBC and RBWM</i>	<i>1.73</i>

This can be thought of as the “marriage value” of putting the two sections of the route together. It is reasonable to assume that a further “marriage value” would be achieved when the two Berkshire sections are again combined with the Buckinghamshire section, which is the subject of separate, but coordinated investment.

13. The full details of the scheme are available from the [Windsor and Maidenhead website](#)<sup>iii</sup>. A summary of the key points is given below:

<b>Task</b>	<b>Timescale</b>
Detailed design update	Spring/summer 2015
Procurement	Complete by April 2016
Construction	Summer 2016
Open to public	March 2017

<b>Activity</b>	<b>Funder</b>	<b>Cost (approx)</b>
Scheme development	Slough and Windsor and Maidenhead Councils	
Major scheme funding	Berkshire Local Transport Body	£0.700m
Capital programme	Slough and Windsor and Maidenhead Councils	£0.110m
Private sector funding	s.106 and other sources	£0.770m
South Buckinghamshire sections	Bucks Growth Deal and local capital programme and s.106	£1.729m
<b>Total</b>		<b>£3.308m</b>

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

<b>Assurance Framework Check list</b>	<b>2.09.02 A4 Cycle</b>
	<p>The original intention was for the NCN 422 route to continue from Windsor and Maidenhead into Slough. When this objective ran into insurmountable difficulties, attention was turned to partnership working with colleagues from Bucks Thames Valley LEP, Bucks CC and South Bucks DC to address improved cycle facilities on the A4/Crossrail corridor between Maidenhead and Slough.</p> <p>The original scheme, then called “East-West Cycle Spine: Central Berkshire on the National Cycle Network” was submitted for inclusion in the Strategic Economic Plan. The assessment process was applied and the scheme was given 24.5 points and ranked equal 17th of 37 schemes originally submitted. This separate scheme was subsequently renamed A4 Cycle.</p>

Assurance Framework Check list	2.09.02 A4 Cycle			
	Factor	Raw score	Weighting	Weighted score
	Strategy	2	1.5	3
	Deliverability	3	2	6
	Economic Impact	2	4	8
	TVB area coverage	3	1.5	4.5
	Environment	3	0.5	1.5
	Social	3	0.5	1.5
	Total			24.5
<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 SEP identifies A4 Cycle as one of four separate schemes within project 2.09 Sustainable Transport and Minor Schemes Package. However, the Growth Deal approved funding only for NCN 422 and A4 Cycle projects. These two projects are now managed as separate schemes, 2.09.01 NCN 422 and 2.09.02 A4 Cycle. Programme Entry status was given by the BLTB on <a href="#">24 July 2014</a><sup>v</sup>. (minute 6b refers) The progress of the scheme was reported to the BLTB meetings held on <a href="#">20 November 2014</a><sup>vi</sup>, <a href="#">19 March 2015</a><sup>vii</sup> and <a href="#">16 July 2015</a><sup>viii</sup>.</p> <p>The outline of the scheme has been publicly available from the <a href="#">TVB LEP website</a><sup>ix</sup> since July 2013.</p> <p>A version setting the ambition of the overall package 2.09 has been in the <a href="#">SEP Implementation Plan Annex</a><sup>x</sup> (pages 62 to 69) in draft since December 2013 and in the final version since March 2014.</p> <p>The <a href="#">Windsor and Maidenhead website</a><sup>xi</sup> holds the latest details of the full business case, including the VfM statement certified by the senior responsible officer.</p> <p>Any comments or observations on the scheme received by either TVB LEP, Slough or Windsor and Maidenhead Councils have been fully considered during the development of the scheme.</p> <p>The report of the Independent Assessor is attached at Appendix 1. The Independent Assessor was asked to report as follows:</p> <ul style="list-style-type: none"> <li>• Completeness – has the promoter prepared a complete Full Business Case submission, when judged against the prevailing advice from the DfT</li> <li>• Accuracy – has the promoter performed the relevant calculations and assessments accurately and without error</li> <li>• Relevance – has the Full Business Case considered all relevant matters, including use of appropriate forecasting models and planning assumptions, and has it included any irrelevant considerations such unduly-optimistic assumptions or out of date modelling data</li> <li>• Value for Money – does the scheme promoter’s Value for Money assessment comply with the prevailing DfT guidance</li> <li>• Evaluation arrangements – has the scheme promoter made provision for appropriate post-implementation evaluation of the scheme.</li> <li>• Remedies – where the independent assessment reveals a gap</li> </ul>			



<b>Assurance Framework Check list</b>	<b>2.09.02 A4 Cycle</b>
	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 Conditional Approval is not 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 1.73, (or 1.51 when subjected to sensitivity testing).</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>In this case, High Value for Money has not been demonstrated by the Full Business Case (FBC). However, in completing their independent assessment, White Young Green have drawn attention to the methodology used in the FBC. In particular, they point out that benefits have been accrued over a 10-year period, when the methodology would reasonably allow for 30-year benefit period to be used. They say that had that alternative calculation been made, a higher BCR would have been calculated.</p> <p>It should also be noted that because the calculations have been made on the Berkshire sections alone, the VfM appraisal has not benefitted from “marriage value” of being assessed alongside the Buckinghamshire sections.</p> <p>Therefore you are recommended to give full approval to this scheme on the basis that the calculated Medium Value BCR can be safely updated to High after allowance is made for the 10-year period allowed for benefits accrual, and the consideration of the Berkshire elements independently of the Buckinghamshire elements.</p> <p>The recommendation is that you give the scheme 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,	<p>Roles: The BLTB is a part funder of the scheme. Windsor and Maidenhead Council is the scheme promoter, and is working with Slough Borough Council. Each council 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. Windsor and Maidenhead Council, working with 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 Windsor and Maidenhead or Slough 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, Windsor and Maidenhead Council will report on any change in the size, scope or</p>

Assurance Framework Check list	2.09.02 A4 Cycle
<p>- evaluation one and five years on</p>	<p>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, Windsor and Maidenhead Council will cooperate fully.</p> <p>Timing and Triggers for payments: Windsor and Maidenhead 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 £110,000 of s.106 contributions and £770,000 from council capital programmes 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), Windsor and Maidenhead 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) Windsor and Maidenhead 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 Windsor and Maidenhead 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 any monies paid to Windsor and Maidenhead 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>Other Conditions of Local Growth Funds: Slough and Windsor and Maidenhead Councils will acknowledge the financial contribution made to this scheme through Local Growth Funds and follow the "<a href="#">Growth Deal Identity Guidelines</a>"<sup>xii</sup> issued by government. They will also give due regard to the <a href="#">Public Services (Social Value) Act</a><sup>xiii</sup>, particularly through the employment of apprentices across the scheme supply chain.</p>

<b>Assurance Framework Check list</b>	<b>2.09.02 A4 Cycle</b>
	Evaluation One and Five years on: Windsor and Maidenhead Council will work with WYG to produce scheme evaluations One and Five years after practical completion.

### **Conclusion**

15. This is a well-planned scheme that will add to the National Cycle Network.

### **Background Papers**

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

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

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

<sup>iii</sup> [http://www3.rbwm.gov.uk/info/200133/strategies\\_plans\\_and\\_policies/229/strategic\\_economic\\_plan](http://www3.rbwm.gov.uk/info/200133/strategies_plans_and_policies/229/strategic_economic_plan)

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

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

<sup>vi</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5181&Ver=4>

<sup>vii</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5473&Ver=4>

<sup>viii</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5459&Ver=4>

<sup>ix</sup><http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Reading-BC-02-Southern-MRT.pdf>

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

<sup>xi</sup> [http://www3.rbwm.gov.uk/info/200133/strategies\\_plans\\_and\\_policies/229/strategic\\_economic\\_plan](http://www3.rbwm.gov.uk/info/200133/strategies_plans_and_policies/229/strategic_economic_plan)

<sup>xii</sup> <https://www.gov.uk/government/publications/regional-growth-fund-identity-guidelines>

<sup>xiii</sup> <https://www.gov.uk/government/publications/social-value-act-information-and-resources/social-value-act-information-and-resources>

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Thames Valley Berkshire Local Enterprise Partnership

## **Independent Assessment Summary Report A4 Corridor Cycle Scheme**

Business Case Independent Assessment

Report No. RT-A087383-12

WYG  
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11 November 2015  
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## Appendices

Appendix A – Business Case Checklist

# 1 Executive Summary

1.1 This technical note provides an independent review of the A4 Corridor Cycle Scheme Business Case submission to the Thames Valley Berkshire Local Enterprise Partnership by Slough Borough Council (SBC) and The Royal Borough of Windsor & Maidenhead (RBWM) via their consultants WSP | Parsons Brinckerhoff (WSP PB).

1.2 This report has been updated to account for additional information supplied by WSP PB on 09/11/15.

## SCHEME SUMMARY

1.3 The scheme is intended to provide an improved cycle route along the A4 corridor between Slough, Taplow and Maidenhead. The scheme proposes a continuous route, connecting residential areas with rail stations, retail centres and employment areas. Connections are also made to existing local cycle routes and the National Cycle Network.

1.4 The A4 corridor scheme covers the following sections:

- Burham Lane to Huntercombe Lane within SBC's area;
- Huntercombe Lane to Maidenhead Bridge within South Bucks District Council (SBDC)/ Buckinghamshire County Council (BCC) highway authority area; and
- Maidenhead Bridge to Maidenhead centre on Bridge Road/ High Street within RBWM's area.

1.5 It should be noted that the section within Buckinghamshire is not included within the Business Case submitted by WSP PB. This section is subject to a separate design process, business case and funding framework assessment. This technical note therefore purely assesses the SBC and RBWM sections of the proposed corridor, rather than making any assumptions about the corridor in its entirety.

## REVIEW FINDINGS

1.6 The approach to assessing the scheme is considered to be appropriate and proportional for the type and complexity of the scheme in question whilst also taking into account the value of the scheme (with a total scheme cost of less than £5,000,000).



- 1.7 The predicted overall Benefit to Cost Ratio (BCR) of the scheme is detailed within the submitted Business Case as 1.73, which represents a 'Medium' Value for Money scheme. However, this BCR is reduced to 1.51 (a 'Medium' Value for Money scheme) when optimism bias is included within the scheme cost. This is based upon a 10 year scheme life assessment.
- 1.8 There are deemed to be limited constraints to the scheme delivery, although it should be noted that this review is not intended to provide an assessment of the proposed scheme design.
- 1.9 A key issue for assessment of the A4 Corridor Cycle Scheme as a whole is to understand the design and feasibility of the Buckinghamshire section of the route, which is excluded from the submitted Business Case, as this lies within the Buckinghamshire Thames Valley Local Enterprise Partnership area. WSP PB has provided clarification on the impact of this issue in an Addendum to the Business Case. This states that:
- "the Buckinghamshire section is considered within the overall scheme review, as the implementation of the Buckinghamshire scheme section will deliver additional benefits to cyclists using both the SBC and RBWM sections of the scheme. It is considered that sufficient information has therefore been submitted in relation to this specific submission to the TVBLEP. As demonstrated within the Business Case, both the SBC and RBWM scheme sections would provide positive net present values if undertaken independently, with greater returns predicted if delivered in combination. Whilst the successful delivery either the SBC or RBWM sections of the overall scheme is not dependent on the parallel delivery of the Buckinghamshire section, it is evident that further benefit would accrue and that some further confidence can be taken that the case for the proposal would be further reinforced. It is also noted that a separate Business Case was not deemed to be required to support a successful bid made to the DfT through the Local Growth Fund for the Buckinghamshire section of the scheme. Taken together, both independent submissions can be taken as further support for the principles of introducing these improvements."*
- 1.10 Based upon this clarification, WYG is satisfied that this potential issue of concern has been considered by the scheme promoters.

- 1.11 A checklist has been produced by WYG and is contained in **Appendix A** to review the Business Case against the guidance contained in the Department for Transport's "The Transport Business Cases" document.
- 1.12 In light of the additional information received it is our view that this Business Case has been completed correctly. The only item preventing sign off for approval is the Medium Value for Money. It is expected that schemes will normally have at least a High Value for Money.

## 2 Submitted Information

2.1 The Business Case independent assessment was carried out on the following documents submitted by Slough Borough Council (SBC) and The Royal Borough of Windsor & Maidenhead (RBWM) by their consultants WSP | Parsons Brinckerhoff (WSP PB):

- A4 Corridor Cycle Scheme Business Case (Draft, dated 14/09/15);
- A4 Corridor Cycle Scheme Business Case (Revision 1, dated 09/11/15);
- A4 Corridor Cycle Scheme Options Assessment Report (Revision 1, dated 31/08/15);
- A4 Corridor Cycle Scheme Appraisal Specification Report (Revision 1, dated 31/08/15);
- Slough Borough Council Section Current Design Proposals; and
- Royal Borough of Windsor & Maidenhead Section Current Design Proposals.

## 3 Review

### 3.1 OPTIONS ASSESSMENT REPORT

3.1.1 An Options Assessment Report (OAR) was appended to the Business Case report. The OAR covers the following aspects.

#### Purpose of the Report

3.1.2 The OAR provides a useful analysis of the existing situation and discusses various future scenarios. The report states that the overall objective of the scheme is for "*the provision of a safer and more convenient, direct cycle route between Slough and Maidenhead along the A4 corridor*". Scheme objectives are provided as follows:

- Encourage a mode shift towards cycling for a range of journey purposes; i.e. work, education and leisure;
- Reduce the necessity to undertake journeys by private motor vehicle;
- Address the existing gender inequality in cycle use;
- Improve perceived cycling amenity on the A4 corridor; and
- Minimise cycling personal injury accidents on the A4 corridor.

3.1.3 The geographical area to be impacted by the scheme is clearly described in Section 5 of the OAR.

3.1.4 The proposed option development process is detailed in Section 6 of the OAR.

#### Strategic Context of the Transport Intervention and Impact of No Change/ Without Scheme

3.1.5 A number of future scenarios are described, relating to whether all three local authority sections of the corridor are delivered or whether only two or one of the sections are delivered.

## Strategic Option Appraisal

- 3.1.6 The tables at the end of the report comprehensively appraise each design option in line with National, Regional and local transport and planning policies and consider initial option deliverability issues.

## Conclusion Indicating Why the Scheme is the Preferred Option

- 3.1.7 The finalised option includes the provision of 2m wide cycle lanes on both sides of the A4. The proposed cycle route would be a combination of off carriageway foot/ cycleways and on-carriageway segregated with-flow cycle lanes. This is deemed to be the most feasible scheme to meet the objectives identified.

## OAR Review Conclusion

- 3.1.8 The OAR provides an appropriate introduction to the scheme and an excellent appraisal of options in line with transport and planning policies.

## 3.2 APPRAISAL SPECIFICATION REPORT

- 3.2.1 An Appraisal Specification Report (ASR) was appended to the Business Case report. Consistent with WebTAG Unit 2.1.1, an ASR should identify a proportionate approach to appraisal, consistent with the scale and severity of impacts identified in the OAR, the level of uncertainty about estimated impacts; and the focus of the local objectives, reflecting the need for intervention.

## Introduction and Challenges and Issues

- 3.2.2 The Introduction and Challenges and Issues sections provide full detail of the background to scheme, current stage of the proposals, objectives, outcomes, options considered (by cross reference to the OAR, although this does not consider doing nothing) and an introduction to risks and mitigation for delivery.

## Modelling Methodology

- 3.2.3 The proposed 'transport model' has been based on an assessment of existing cycling conditions, from a proportionate and appropriately described data collection exercise, as well

as the potential for changes in the levels of cycling following the implementation of the scheme.

- 3.2.4 The outcomes of the scheme will be evaluated using changes in journey time for cycle users following the implementation of the scheme and average journey distance for cyclists. An introduction sensitivity testing is also given.

#### Appraisal Methodology

- 3.2.5 This section provides a methodology for assessing the 5 cases associated with Business Cases; strategic, economic, financial, commercial and management cases. Detail commensurate to the size and type of project is provided.

#### Appraisal Specification Summary Table

- 3.2.6 Table 5-1 of the ASR is an Appraisal Specification Summary Table. WYG's review is contained in **Table 1** below.

**Table 1 – Appraisal Specification Summary Table**

Category	Sub-category	Estimated Impact in OAR	Agree / Disagree with Assessment	Notes
Economy	Business users & transport providers	Negligible	Agree	
	Reliability impact on Business users	Neutral	Agree	
	Regeneration	Slight benefit	Agree	Urban realm/ town centre improvement benefit
	Wider Impacts	Slight benefit	Agree	Health benefits
Environmental	Noise	Neutral	Agree	Scoped out of assessment by WSP PB at ASST stage
	Air Quality	Neutral	Agree	Scoped out of assessment by WSP PB at ASST stage. Business Case states 'noise' as second variable, however it is assumed this should read 'air quality'?
	Greenhouse gases	Positive monetary benefit	Agree	Evidenced in the Business Case
	Landscape	Negligible	Agree	Scoped out of assessment by WSP PB at ASST stage
	Townscape	Negligible	Agree	Scoped out of assessment by WSP PB at ASST stage

	Historic Environment	Neutral	Agree	Scoped out of assessment by WSP PB at ASST stage
	Biodiversity	Neutral	Agree	Scoped out of assessment by WSP PB at ASST stage
	Water Environment	Neutral	Agree	Scoped out of assessment by WSP PB at ASST stage
Social	Commuting and Other users	Beneficial	Agree	
	Physical activity	Beneficial	Agree	
	Journey quality	Beneficial	Agree	
	Accidents	Beneficial	Agree	
	Security	Neutral	Agree	
	Access to services	Neutral	Agree	
	Affordability	Neutral	Agree	
	Severance	Slight Positive	Agree	
	Public Accounts	Cost to Broad Transport Budget	Not assessed	N/A
Indirect Tax Revenues		Revenue reduction	Agree	Method is based on the forecast reduction in car journeys as a result of the scheme

3.2.7 The Appraisal Specification Summary Table is deemed to provide an appropriate, accurate summary of the issues associated with the scheme.

### 3.3 BUSINESS CASE

#### Document Review

3.3.1 A Business Case checklist has been produced by WYG and is contained in **Appendix A** of this note. The checklist reviews that sufficient information for each of the subsections of the 5 cases has been provided for the A4 Corridor Cycle Scheme Business Case in line with Department for Transport (DfT) guidance.

#### The Strategic Case

3.3.2 The Strategic Case is a comprehensive section of the Business Case. The Business Strategy makes it clear that the document relates to the SBC and RBWM sections of the A4 corridor only, with the BCC section excluded. Previous exclusions regarding Constraints and Interdependencies have been satisfactory clarified in Revision 1 of the Business Case (dated 09/11/15).

### The Economic Case

- 3.3.3 The Business Case details Assumptions, provides a Sensitivity and Risk Profile and a Value for Money Statement in the form of Benefit to Cost Ratios. The Economic Case is strong in its forecast of potential demand, user benefits (journey time savings), business benefits (reduced absenteeism), health benefits and accident savings.

#### Options Appraised

- 3.3.4 More details have been provided regarding the Options Appraised in Revision 1 of the Business Case (dated 09/11/15).

#### Appraisal Summary Table

- 3.3.5 Appropriate Appraisal Summary Tables (for the SBC section, the RBWM section and the combined scheme) have been provided in Revision 1 of the Business Case (dated 09/11/15). WYG agrees with the findings of these summaries.

#### Value for Money Statement

- 3.3.6 The A4 Corridor Cycle Scheme Business Case details a Benefit to Cost Ratio (BCR) of 1.59 (1.39 when 15% optimism bias is included) for the SBC section and 1.18 (1.03 when 15% optimism bias is included) for the RBWM section.
- 3.3.7 WebTAG categorises schemes with BCRs of between 1.0 and 1.5 to have low Value for Money and schemes with BCRs of between 1.5 and 2.0 to have medium Value for Money.
- 3.3.8 The BCR figure for the SBC and RBWM sections combined is 1.73 (1.51 when 15% optimism bias is included) indicating a medium Value for Money for the overall scheme.
- 3.3.9 The value for money calculation stems from a 10 year scheme life assessment.

### The Financial Case

- 3.3.10 The Financial Case provides cost estimates for the two local authority sections and a combined cost estimate of £1,854,000. Funding sources are described and compliance with national guidance on accounting for the appropriate use of public funds.



## Costs

- 3.3.11 Scheme costs have been provided for the SBC and RBWM sections, using established methods of cost estimation used by the Engineering staff at each authority. The cost estimate is split between capital costs, land acquisition costs, optimism bias (at 15%, which seems low for a civil engineering project) and design fees. Risks are briefly described and the potential for diversion or protection of utility apparatus during the construction phase is identified as the greatest risk to the project's cost estimate.
- 3.3.12 The DfT guidance states that the costs should also consider whole life costs, when they will occur, a breakdown of costs by which parties on whom they fall and risk allowances. WSP PB have clarified that there are no ongoing whole life costs beyond completion of the scheme's construction.

## The Commercial Case

- 3.3.13 The Commercial Case is brief and provides details of the Procurement/ Delivery Strategy and Risk Allocation and Transfer.
- 3.3.14 Output Based specification, to outline of the approach taken to assess the commercial viability of the scheme has been included, in in Revision 1 of the Business Case (dated 09/11/15), as are Payment Mechanisms, Pricing Framework and Charging Mechanisms, Contract Length and Contract Management issues.

## The Management Case

- 3.3.15 The Management Case is a comprehensive section, with project programmes produced for the SBC and RBWM sections, along with resource plans, risk management, benefits realisation and stakeholder/ communication management all covered appropriately. All previous outstanding items have been satisfactorily considered in Revision 1 of the Business Case (dated 09/11/15).

## Business Case Review Summary

- 3.3.16 The submitted Business Case report (Revision 1) provides a satisfactory assessment of the strategic, economic, financial, commercial and management cases associated with the A4 Corridor Cycle Scheme.

## 4 Summary and Conclusions

- 4.1 Based upon the information submitted to date, as detailed in Section 3 of this review, it is considered that the underlying case for the scheme is reasonable, with a 'Medium' scheme Benefit to Cost Ratio.
- 4.2 Information submitted also demonstrates that the scheme is deliverable, with no identified constraints in terms of land requirements, limited risks and demonstration of ongoing development of options with stakeholders throughout the development of design options up to this point in time.
- 4.3 The Business Case provides an assessment of the sections within Slough Borough Council (SBC) and The Royal Borough of Windsor and Maidenhead (RBWM) separately and combined. This is potentially a project assurance benefit, as one authority's stretch of scheme is not necessarily reliant upon the others. If delays/ risks are encountered this is unlikely to impact upon the other section's programme.
- 4.4 In light of the additional information received it is our view that this Business Case has been completed correctly. The only item preventing sign off for approval is the Medium Value for Money. It is expected that schemes will normally have at least a High Value for Money.



## **Appendix A – Business Case Checklist**

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	Identifies that scheme is for SBC and RBWM sections only and BCC section is not included	Options appraised	Y	Detailed in paras 3.25 and 3.2.6	Costs	Y	The scheme costs have been prepared by engineers at SBC and RBWM. This includes the expected whole life costs and any risk allowance that may be needed. The costs provided are split by local authority area to identify responsibility but only detail Capital Costs, Land Acquisition, Optimism Bias and Scheme Design & Development Fees	Output based specification	Y	An outline to the approach taken to assess commercial viability has been included	Introduction	Y	No outline of the approach taken to assess if the proposal is deliverable
Problem Identified	Y	Existing options for cycling are sporadic and lead to cycling on the footways and focus on male, commuter trips. Cycling accidents recorded on corridor	Assumptions	Y	Detailed in Section 3.2	Budgets / Funding Cover	Y	Financial risks and funding sources are briefly discussed in this section	Procurement Strategy	Y	Procurement strategies for both authorities are detailed clearly	Evidence of similar projects	Y	No evidence of similar projects that have been successful, to support the recommended project approach
Impact of not changing	Y	Suppressed demand, cyclists will continue to use footways through safety concerns	Sensitivity and Risk Profile	Y	Sensitivity Testing contained in Section 3.14	Accounting Implications	Y	All funding sourced for the project will be obtained and managed in full compliance with the guidelines set out by the UK Government to ensure that all public funds are used appropriately	Sourcing Options	Y	The contract threshold will be below the OJEU threshold of £4,348,350 and therefore a formal tender process using the electronic tendering procedure and at least three tenders to be evaluated	Programme / Project dependencies	Y	Tables 6-1 and 6-2 provide programmes for each local authority area
Drivers for change	Y	Local/ National Policy supports increase in cycling - Table 2.8 in Business Case summarises Policy Alignment	Appraisal Summary Table	Y	Agree with assessment				Payment Mechanisms	Y	Provided	Governance	Y	Resource plans identify outline responsibilities
Objectives	Y	Objective is the provision of a safer and more convenient, direct cycle route	Value for Money Statement	Y	BCRs provided				Pricing Framework and charging mechanisms	Y	Provided	Programme / Project Plan	Y	Tables 6-1 and 6-2 provide programmes for each local authority area
Measures for success	Y	SMART Targets provided Encourage a mode shift towards cycling for a range of Journey purposes (Work, Education, Leisure), Reduce the necessity to undertake journeys by private motor vehicle, Address the existing gender inequality in cycle use, Improve perceived cycling amenity on the A4 corridor, Minimise cycling personal injury accidents on the A4 corridor							Risk allocation and transfer	Y	Briefly discussed in Section 5.3 of the Business Case	Assurances and approvals	Y	Resource plans identify outline responsibilities
Scope	Y	Clear that Bucks section is excluded and proposed cycling contraflow scheme being progressed by RBWM which connects High Street to the west end of Bridge Street falls outside of the scope for the A4 Cycle Scheme Business Case							Contract length	N	Scenarios for contract length and proposed key contractual clauses are not detailed by construction timetable is considered in Management Case	Communication & Stakeholders	Y	Stakeholder Management section produced
Constraints	Y	Provided							Human resource issues	N/A	HR issues will lie with the contractor not the promoters as one off project	Project Reporting	Y	Sections 6.5.3 to 6.5.5
Inter-dependencies	Y	Provided							Contract management	N	No high level view of implementation timescales, although construction timetable is considered in Management Case	Implementation of work streams	N	No information provided but this is not mandatory in the DfT guidance at any Business Case stage
Stakeholders	Y	Comprehensive information on stakeholder workshops on design options										Key Issues	Y	Considered in Risk Summary Tables 6-3 and 6-4
Options	Y	Option generation, risks and sifting process explained										Contract Management	Y	Project Resource Plans state who are involved and arrangements for continuity between those involved in developing the contract and those who will subsequently manage it as per DfT guidance
												Risk Management	Y	Considered in Risk Summaries Tables 6-3 and 6-4
												Benefits realisation	Y	Go No Go Points of reference are provided, although there is little detail
												Monitoring and evaluation	Y	Section 6.5.6 to 6.5.7
												Contingency	Y	Briefly referred to in both Risk Summary Tables but this needs more information
												Options	Y	Project Management outline provided in Section 6.5

**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)****REPORT TO:** BLTB**DATE:** 19 November 2015**CONTACT OFFICER:** Ruth Bagley, Chief Executive Slough Borough Council,  
lead Chief Executive to the BLTB**PART I****Financial Approval 2.11 and 2.12 Reading: South Reading MRT Phases 1 and 2*****Purpose of Report***

1. To consider giving financial approval to schemes 2.11 and 2.12 Reading: South Reading MRT Phases 1 and 2. This is one scheme that was split into two phases in anticipation of there being insufficient funds to approve the whole of the necessary works. In the event both phases 1 and 2 have received funding and the proposal is to manage this as one scheme through to completion.
2. The proposal is for the construction of sections of segregated bus-only highway alongside sections of the A33 in South Reading from M4 junction 11 to the Island Road Junction. This scheme will connect to the MereOak Park and Ride south of the M4 and utilise the bus priority measures built into the design of junction 11. The scheme is designed to increase the capacity of the A33 to deliver journeys at peak hours by encouraging modal shift from private car to buses and is planned in conjunction with the green travel plans of, Madejski Stadium, Green Park and other major employment sites along the A33 corridor.

***Recommendation***

3. You are recommended to give schemes 2.11 and 2.12 Reading: South Reading MRT Phases 1 and 2 conditional financial approval in the sum of £4,500,000 over two years (2016/17-2017/18) on the terms of the funding agreement set out at paragraph 12 step 5 below.
4. The condition that will have to be met in order to gain full financial approval is that the BCR methodology be further reviewed and recalculated to the satisfaction of the independent assessor, and produce a BCR of 2.00 or more. Failing this, the scheme will have to be revised and represented to a future meeting of the BLTB.

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

5. Schemes 2.11 and 2.12 Reading: South Reading MRT Phases 1 and 2 were named schemes in the [Thames Valley Berkshire Local Growth Deal](#) announced on 7 July 2014.
6. This report recommends that Reading Council be authorised to draw down the capital sum £4,500,000 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 Framework<sup>ii</sup>](#) has been drafted following DfT guidance and has been approved by the DfT for use in allocating capital funds for transport schemes
  - White Young Green (WYG) have been appointed as Independent Assessors and have provided a full written report (see Appendix 1) on the full business case for the scheme
  - The funding agreement set out at paragraph 14, step 5 makes clear that the financial risk associated with implementation of the scheme rests with the scheme promoter.

Human Rights Act and Other Legal Implications

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 entirely by Reading Borough Council.
11. The full details of the scheme are available from the [Reading BC website<sup>iii</sup>](#). A summary of the key points is given below:

Task	Timescale
Detailed design update	January 2016
Procurement	June 2016
Contractor appointed	June 2016
Construction	July 2016
Open to public	November 2017

Activity	Funder	Cost (approx)
Scheme development	Reading Borough Council	£0.35m
Major scheme funding	Berkshire Local Transport Body	£4.50m
Private sector funding	s.106 and other sources	£1.12m
<b>Total</b>		<b>£5.97m</b>

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](#)<sup>iv</sup>.

Assurance Framework Check list	2.11 and 2.12 Reading: South Reading MRT Phases 1 and 2			
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 A33 between the M4 junction 11 and the Town Centre is a major transport corridor and serves major employment sites, the football stadium, major retail sites and some new housing developments.</p> <p>In 2013, the full South Reading MRT scheme (Mere oak to Reading Town Centre) was assessed in accordance with paragraphs 11 and 12 of the Assurance Framework and was given 23 points and ranked 4<sup>th</sup> of the 28 schemes originally submitted. However, the cost of the scheme exceeded the funds available at that time, and the scheme was not given further consideration on the grounds that it was unaffordable.</p>			
	<b>Factor</b>	<b>Raw score</b>	<b>Weighting</b>	<b>Weighted score</b>
	Maximum strategic Impact	3	2	6
	Economic Impact	2	2	4
	VFM	2	1.5	3
	Ease of Deliverability	2	1.5	3
	Matched Funding	2	1	2
	Environmental	3	1	3
	Social	2	1	2
	Total			23
	<p>The scheme was resubmitted for inclusion in the Strategic Economic Plan. A similar assessment process was used and the scheme was given 22 points and ranked equal 21<sup>st</sup> of 37 schemes originally submitted. The scheme was subsequently reduced in size and scope, and Phases 1 (J11-Green Park) and 2 (Green Park-Island Road) were eventually included in the SEP. The scores below are for the full scheme, not Phases 1 and 2.</p>			
	<b>Factor</b>	<b>Raw score</b>	<b>Weighting</b>	<b>Weighted score</b>
	Strategy	3	1.5	4.5
	Deliverability	2	2	4
Economic Impact	2	4	8	
TVB area coverage	2	1.5	3	
Environment	3	0.5	1.5	
Social	2	0.5	1	
Total			21	
Step 2: Programme Entry: evolution of the scheme from outline proposal to full business case, external view on	<p>The SEP identifies Phase 1 and 2 as two separate schemes, but as both have been funded, they have been recombined into a single scheme. Programme Entry status was given by the BLTB on <a href="#">24 July 2014</a><sup>v</sup>. (Minute 6b refers)</p> <p>The progress of the scheme was reported to the BLTB meetings held on <a href="#">20 November 2014</a><sup>vi</sup>, <a href="#">19 March 2015</a><sup>vii</sup> and <a href="#">16 July 2015</a><sup>viii</sup>.</p>			

Assurance Framework Check list	2.11 and 2.12 Reading: South Reading MRT Phases 1 and 2
the business case, and independent assessment (See paragraphs 15 and 16)	<p>The outline of the scheme has been publicly available from the <a href="#">TVB LEP website</a><sup>ix</sup> since July 2013.</p> <p>A detailed version setting out phases 1 and 2 has been available in the <a href="#">SEP Implementation Plan Annexe</a><sup>x</sup> (schemes 2.11 and 2.12 pages 76 and 84) in draft since December 2013 and in the final version since March 2014.</p> <p>The <a href="#">Reading BC website</a><sup>xi</sup> holds the latest details of the full business case, including the VfM statement certified by the senior responsible officer.</p> <p>Any comments or observations on the scheme received by either TVB LEP or 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"> <li>• Completeness – has the promoter prepared a complete Full Business Case submission, when judged against the prevailing advice from the DfT</li> <li>• Accuracy – has the promoter performed the relevant calculations and assessments accurately and without error</li> <li>• Relevance – has the Full Business Case considered all relevant matters, including use of appropriate forecasting models and planning assumptions, and has it included any irrelevant considerations such unduly-optimistic assumptions or out of date modelling data</li> <li>• Value for Money – does the scheme promoter’s Value for Money assessment comply with the prevailing DfT guidance</li> <li>• Evaluation arrangements – has the scheme promoter made provision for appropriate post-implementation evaluation of the scheme.</li> <li>• Remedies – where the independent assessment reveals a gap between the FBC supplied and the standard anticipated by the DfT guidance, then the advice for the LTB should include recommendations for remedial actions required – e.g., collection of further data, sensitivity tests on particular assumptions etc.</li> </ul>
Step 3: Conditional Approval	The Independent Assessor has recommended that in this case a Conditional 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 3.28, but the independent assessment has described some reservations with the methodology used to arrive at this figure which have yet been resolved to their satisfaction.</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>



Assurance Framework Check list	2.11 and 2.12 Reading: South Reading MRT Phases 1 and 2
	<p>The recommendation is that you give the scheme Conditional Approval pending the further review of the BCR calculation methodology. In the event that this returns a final BCR in excess of 2.00 the condition will be met and the scheme will get full approval. In the event that this review returns a final BCR below 2.00, the condition will not be met and the scheme will have to be further reviewed and revised before being represented at another meeting.</p>
<p>Step 5: Formal Agreement</p> <ul style="list-style-type: none"> <li>- roles</li> <li>- responsibilities</li> <li>- reporting</li> <li>- auditing</li> <li>- timing and triggers for payments,</li> <li>- contributions from other funders,</li> <li>- consequences of delay,</li> <li>- consequences of failure,</li> <li>- claw back,</li> <li>- evaluation one and five years on</li> </ul>	<p>Roles: The BLTB is a part funder of the scheme. 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 £740,000 of s.106 contributions secured by Reading Council in 2016/17 and a further £380,000 in 2017/18.</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>

Assurance Framework Check list	2.11 and 2.12 Reading: South Reading MRT Phases 1 and 2
	<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 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>Other Conditions of Local Growth Funds: Reading Borough Council will acknowledge the financial contribution made to this scheme through Local Growth Funds and follow the "<a href="#">Growth Deal Identity Guidelines</a>"<sup>xii</sup> issued by government. It will also give due regard to the <a href="#">Public Services (Social Value) Act</a><sup>xiii</sup>, particularly through the employment of apprentices across the scheme supply chain.</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 provide further support for the development of a Mass Rapid Transit system for the Reading urban area.

### Background Papers

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

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

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

<sup>iii</sup> <http://beta.reading.gov.uk/article/4292/Transport-Schemes--Projects>

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

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

<sup>vi</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5181&Ver=4>

<sup>vii</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5473&Ver=4>

<sup>viii</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5459&Ver=4>

<sup>ix</sup><http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Reading-BC-02-Southern-MRT.pdf>

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

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<sup>xi</sup> <http://beta.reading.gov.uk/article/4292/Transport-Schemes--Projects>

<sup>xii</sup> <https://www.gov.uk/government/publications/regional-growth-fund-identity-guidelines>

<sup>xiii</sup> <https://www.gov.uk/government/publications/social-value-act-information-and-resources/social-value-act-information-and-resources>

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Thames Valley Berkshire Local Enterprise Partnership

## **Independent Assessment Summary Report: South Reading Mass Rapid Transit**

Business Case Independent Assessment

Report No. RT-A087383-15

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## REPORT CONTROL

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## Appendices

Appendix A – Business Case Checklist



# 1 Executive Summary

- 1.1 This technical note provides an independent review of the South Reading Mass Rapid Transit Business Case submission to the Thames Valley Berkshire Local Enterprise Partnership.

## SCHEME SUMMARY

- 1.2 The South Reading Mass Rapid Transit scheme provides a series of new and improved bus priority measure on the A33. It will link central Reading to existing/proposed residential and employment areas to the south of Reading including Green Park and the new Mere oak Park and Ride facility due for delivery in 2014/15.
- 1.3 The scheme is split into two phases. Phase 1 of the scheme runs between M4 junction 11 and A33 junction with Longwater Avenue (Green Park), whilst Phase 2 runs between the A33 junctions with Longwater Avenue (Green Park) and Island Road.

## REVIEW FINDINGS

- 1.4 A number of further clarifications and requests for information were required and these have been provided in subsequent conversations.
- 1.5 Prior to acceptance of the BC the following single remaining item is required be taken into account when considering the overall benefits of the scheme:
- i) The modal shift as predicted by the Logit model is based on Before Scheme highway costs and After Scheme public transport costs. This is inconsistent as both sets of costs for the choice model should be consistent After Scheme costs. This is likely to over-estimate the modal-shift due to the scheme and therefore over-estimate the scheme benefits, possibly to a material degree. It is required that this inconsistency is addressed to robustly assess the scheme benefits.
- 1.6 The predicted initial Benefit to Cost Ratio (BCR) of the total package is reported to be 3.28, which represents high Value for Money (VfM), although note the preceding paragraph above.
- 1.7 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 line with point i) above in order to be considered suitable for final submission. At this stage, a conditional approval subject to



addressing the requirements raised in this document, and subject to the scheme still representing High VfM, is considered to be an appropriate way forward.

## 2 Submitted Information

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

1. Options Assessment Report (OAR) version 2; inclusive of
  - Appendix A (supplied separately);
  - Appendix B (supplied separately);
  - Appendix C (supplied separately);
  - Appendix D (supplied separately);
  - Appendix E (supplied separately).
2. Appraisal Specification Report (ASR) version 3; inclusive of
  - Appendix A - Appraisal Specification Summary Table;
  - Appendix B - Demand Model Report;
  - Appendix C - A33 Corridor SATURN Model - Model Development Report;
  - Appendix D - VISSIM Model Technical Note.
3. South Reading Mass Rapid Transit Phase 1 & 2 final Business Case (February 2015) version 3.0; inclusive of
  - Appendix A – Scheme Drawings;
  - Appendix B – Modelling and Appraisal Report;
  - Appendix C – TEE Table;
  - Appendix D – Public Accounts;
  - Appendix E – AMCB Table;
  - Appendix F – Appraisal Summary Table;
  - Appendix G – Key Issues for Implementation;
  - Appendix H – Quantified Risk Assessment;
  - Appendix I - Project Programme.

### **Previous Comments**

- 2.2 In March 2015, WYG reviewed the first Business Case submission for the SRMRT. The March review found and reported upon a number of shortcomings in the documents that was submitted at that time.
- 2.3 This October 2015 report reviews the updated Business Case and newly submitted documents and takes into account of the previous review.

### 3 Option Assessment Report - Review

- 3.1 The Option Assessment Report represents the core document that develops the process of identifying the need for intervention and the process of option development and selection in the Strategic Outline Business Case.

#### FIRST REVIEW

- 3.2 This following paragraphs review the OAR against WebTAG guidance, referring the appraisal process to the steps 1 to 8 reported in the WebTAG guidance.
- 3.3 We believe that the OAR potentially includes most of the elements necessary and sufficient to proceed in order to get to Stage 2 and 3 (further appraisal) although they have not been related to one another properly, according to WebTAG - The Transport Appraisal Process, and the assessment and produced results need to be clarified as well. Furthermore, the document is not clear because it contains contradictions mainly due to the introduction of the new parts which conflicts with the previous content; in addition, the steps that describe all the appraisal process have not been carried out properly, according to WebTAG. Therefore, it is required that the structure of the document be revised as recommended below, adding the missing parts and using previous work and the policy context in the suggested way.
- 3.4 According to WebTAG guidance, the policy context should be carried out in steps 1 and 2 of the process as explanatory of the Current and Future Situation. Therefore we suggest the policy context section treated in Chapter 3 be used to carry out Steps 1 and 2 of the process and reported in the first chapters along with the Current and Future Situation in the study area and before defining the need of interventions and the objectives. We also deem that more detailed descriptions regarding current and future situations should be provided as to introduce Step 3.
- 3.5 Regarding Step 3 of the process (Establishing the Need for Interventions), given the situation described in Steps 1 and 2, the primary problems should be defined and underlined. These problems are to be the ones which are to be solved/mitigated through the accomplishment of the objectives, and to which the scheme proposed in the following paragraphs should appear to be the best solution after the multi-criteria analysis at the end of the FBC.

- 3.6 In Step 4a (Identifying Objectives), the objectives to mitigate/solve the issues mentioned in the previous paragraphs are to be identified, also citing how they are coherent with the policy presented previously. In chapter 3, instead, it has been reported the objectives related to the SRMRT scheme, which was supposed not to be selected yet as the chosen option; furthermore, later it is implied that the primary necessity is to improve the connectivity of central Reading with the key employment and development sites along the A33 Corridor for public transport but it has not been explained how it has been come to that objective. The objectives should be used to generate the options and can be correlated with the criteria used to sift the options in the next paragraphs and, as such, regard the EAST macro criteria.
- 3.7 In step 4b, it should be defined the specific geographic area explaining the key role of that corridor in accomplishing the objectives and how it is related to the connected network (the connected network, including the alternatives corridors/routes, cannot be discarded in this phase if they regard the issues mentioned in the previous paragraphs, because they can take part in the sifting process). The area of impact will be important in Step 5 – Generating Options – in terms of bounding the scope of any options being generated.
- 3.8 In the chapter 4, regarding Option Assessment, the previous works mentioned for the sifting process have different objectives, do not solve the same problems and regard different study areas; therefore, they cannot be utilised directly to address the Generating Options step (step 5). However, all the previous works can be cited to generate the options, explaining how the results evidence the efficacy of the proposed options against the objectives previously defined.
- 3.9 Regarding Strategic Option Assessment against Objectives, reported in paragraph 4.2, processes of options generation and sifting have been somehow carried out (steps 5 and 6) although in Paragraph 4.2.5 it has been stated that the sifting option was not considered necessary (and also in the introductory paragraphs it was stated that the sifting process had been accomplished through previous studies). At the end of the process, the only non-guided bus rapid transit scheme has been taken forward, without explaining - for instance - why the option Guided Bus Transit (Off-line) has been discarded. The number of generated options must be reconsidered (e.g. the simple bus service improvement option has not been taken into consideration in the table) and the generated schemes must be better described, including the description of the modifications respect to the existing layout (lanes width, MRT vehicles characteristics). The paragraph 1.1.5 of the Transport Appraisal Process - WebTAG, in fact, states:

- *There must be consideration of genuine, discrete options, and not an assessment of a previously selected option against some clearly inferior alternatives. A range of solutions should be considered across networks and modes.*

- 3.10 Furthermore, the EAST table has not been used as recommended and the evaluation criteria used in 4.2.5 for the process of sifting has not been referred to the same criteria. It has been stated that the criteria regarded only the process of generation, but actually at the end, a process of sifting has been accomplished.
- 3.11 In order to address WebTAG guidance we recommend that regarding step 5, for the process of generation, all the previous work be cited to generate the options, explaining how the results evidence the efficacy of the proposed options.
- 3.12 With regard to the multi-criteria table (Table 4-2, paragraph 4.2.2 in the OAR) used to sift the options, explanation regarding the reason that have lead to a sifting process different from the WebTAG guidance suggestion, without using the EAST table must be provided. In addition, the relationship between the criteria in the document and the macro criteria utilized in EAST (e.g. 'Support economic development on the A33 Corridor and Reading' with 'Strategic'; in some cases, this correlation might require disaggregation and re aggregation) is required. Moreover, we suggest including all the available possibilities (e.g. the simple bus service improvement option, strategic traffic management involving other routes, etc.), including the ones used in previous works (of which it would be possible to take and use the results to fill in the table). A possibility can be to consider also the two alternatives mentioned in paragraph 4.3 with the other options in this step and then evaluate them in step 7. Also environmental consideration should be taken into account in this process, as mentioned in the Appendix A of the Guidance for the Technical Project Manager.
- 3.13 At the end of Step 6, some options must be selected from the results of the multi-criteria assessment described in step 6 (e.g. the two alternatives mentioned and a low cost solution against the 'without scheme' scenario).
- 3.14 In Step 7, the remaining options are supposed to be compared and evaluated using the Option Assessment Framework reported in WebTAG Transport Appraisal Process, at the Appendix A. (The VISSIM analysis could be reported as an appendix and the results can be used to fill in the Option Assessment Framework tables).

- 3.15 At the end of Step 7, the better performing options to take forward for further appraisal should have been identified. Even if only one option from the sifting process (Step 6) has been selected, the Option Assessment Framework will be still to be produced for the option.
- 3.16 Given the complexity of the whole process, for a better comprehension, we suggest following the WebTAG section 2.11 in the Transport Appraisal Process document, which summarises the content of the Option Assessment Report.
- 3.17 As a consequence of what has been reported above, the content of the document which is not coherent with what advised should be modified or deleted.
- 3.18 In conclusion, we believe that, albeit in a proportionate manner and enabling a lighter touch approach where appropriate, the process described in the WebTAG is still to be followed.

#### SECOND REVIEW

- 3.19 After receipt of the first review detailed above, all of the outstanding issues were addressed in a resubmission.
- 3.20 Therefore, it is now possible to recommend the Option Assessment Report.



## 4 Appraisal Specification Report - Review

4.1 The Appraisal Specification Report (ASR) has been submitted for assessment. The document appeared to be generally acceptable; however, some comments have been provided in the following paragraphs, which assess, paragraph by paragraph, the ASR against WebTAG guidance.

### FIRST REVIEW

4.2 Chapter 1 contains some minor errors listed as follow:

- Para 1.1.1. The paragraph 1.1.1 seems to be referring to the Option Appraisal Report so it needs to be corrected.
- Para 1.2.3. The Appraisal Specification Report should regard all the options taken forward after Step 7 (already mentioned in the OAR), and not only one scheme.
- Para 1.4.1. The Full Business Case does not belong to this stage but to Stage 2 (further appraisal).

4.3 Chapter 2 (Challenges and Issues). This chapter is not required. Most of the contents should be reported in the OAR, in Step 5.

### TRANSPORT MODELLING (AND MODEL DEVELOPMENT REPORT - APPENDIX B)

4.4 According to the notes we pointed out in the previous review, this work has been correctly updated with clarification regarding the model year reference, survey data, calibration and validation, and Logit model.

4.5 However, it is not clear whether an increase in private cars demand has been taken into consideration, given the derived cost decrease.

### ECONOMY

4.6 Regarding the Journey Time comparison, more details are needed regarding routes and the scenario used for the Journey Times and any further assumptions.

4.7 The assumptions regarding the adoption of the values 2.8 and 4 as peak hour factors for the AM and Inter-Peak respectively need to be reported, or at least a reference to the Model

Development Report paragraph where the assumptions have been reported, must be carried out.

- 4.8 Has work duration bias been taken into consideration?
- 4.9 It has been stated that wider impacts have not been considered in the BCR. Explanation regarding sub-impacts exclusion has to be provided.

#### ENVIRONMENT

- 4.10 It appears that MRT Noise and Vibration impacts (e.g. on residential areas) have not been taken into consideration; explanation regarding this exclusion has to be provided. It is not clear whether 'noise and vibration' sub-impact during construction was going to be assessed and how; explanation regarding these points is required.
- 4.11 In the paragraph regarding the Air Quality, since it is not clear what type of vehicle the MRT is, further consideration regarding polluting agents (PM10, NO2) and the relative comparison with the existing park-and-ride bus service is required.

#### SOCIAL AND DISTRIBUTIONAL IMPACTS

- 4.12 In the Journey Quality assessment, explanation regarding the method used to carry out the qualitative assessment has to be provided.
- 4.13 In the accidents sub-impact paragraph, the change of the layout, with the new bus lane, cannot be considered negligible under specific flow conditions. The new design must be assessed in terms of safety (possible new conflict points, lanes reduction/widening, etc.). Consideration, at least, regarding this point has to be provided. WebTAG guidance provides a specific table/spreadsheet to perform the assessment; we recommend the use of it.
- 4.14 In the paragraph regarding 'Security', explanation regarding the method used to carry out the qualitative assessment has to be provided.
- 4.15 In the paragraph regarding 'Access to Services', the impact on accessibility regarding services such as: Healthcare facilities, employment areas, etc. is going to be assessed as neutral; this has to be reported in the ASR.

- 4.16 In the paragraph regarding 'Affordability', explanation regarding the consideration stated is required. Also the invariability of ticket pricing should be reported here.
- 4.17 In the paragraph regarding 'Option Values', explanation regarding the method used to carry out the qualitative assessment has to be provided.

#### PUBLIC ACCOUNTS

- 4.18 Sections explaining the method used for 'Cost to broad transport Budget' and 'Indirect Tax Revenues' evaluation should be reported in the ASR.

#### OTHER NOTES

- 4.19 A brief general explanation regarding the reason why any distributional effects across different socio-economic groups (lower income, disabled, children, etc) are not to be taken into consideration (e.g. with regard to the sub-impacts 'community and other users', 'affordability' and 'option values') is required.

#### CONCLUSION FOLLOWING RESUBMISSION OF ASR

- 4.20 After receipt of the first review detailed above, all of the outstanding issues were addressed in a resubmission.
- 4.21 Therefore, it is now possible to recommend the Appraisal Specification Report.

## 5 Full Business Case - Review

- 5.1 The Full Business Case (FBC) has been submitted for assessment. The document has been correctly updated according to our previous notes (March 2015) and is generally acceptable; however, as for the review produced for the Appraisal specification Report, some comments are provided in the following paragraphs, which assess, paragraph by paragraph, the FBC against WebTAG guidance.

### FIRST REVIEW

#### STRATEGIC CASE

- 5.2 **Problem Identified and Drivers for Change.** The existing problems should be defined better and it is not clear what the scheme is exactly and what it would change.
- 5.3 **Choice of Scheme.** The assessment mentioned in this paragraph does not seem to have been conducted. Also possible risks associated to the scheme(s) should be identified.
- 5.4 **Objectives.** The objectives have been mentioned as related to the scheme, while they should refer only to the problems. The scheme represents one of the possible solutions to solve/mitigate the problems.
- 5.5 **Stakeholders.** At this stage, all these consultations should already have been accomplished.
- 5.6 **Options.** This paragraph should be modified according to the revised OAR.
- 5.7 In general, each discussed point should be first referred to a more general process (to sum up what has been found in the previous Strategic Outline Business Case, through the OAR) and then to the selected scheme as an updating; alternatively, an introduction with the state-of-the-art, mentioning how all the points have been taken forward, would be equivalent. As mentioned previously, the process of option generation, sifting and appraisal has not been properly conducted since stage 1 and that would affect also the Strategic Case in this Full Business Case.

## ECONOMIC CASE

- 5.8 **Introduction.** In this paragraph, the approach to assessing value for money should be outlined. The exclusion/inclusion of the assessment of possible aspects (weekend usage) should take place in the first stage (and mentioned in the ASST).
- 5.9 **Option Appraised.** It would not be correct to use another project as entirely substitutive of the stage 1 (see OAR); instead, as already mentioned above, it is possible to use the results/findings from previous works as evidence to support the SOBC phases of generating, sifting and assessment.
- 5.10 **Social and Distributional Impacts.** Explanations should be provided as mentioned in the ASR review.

## FINANCIAL CASE

- 5.11 **Base Cost Estimates.** The expected whole life costs should be reported (including operating, maintenance, etc.).

## COMMERCIAL CASE

- 5.12 No apparent problems with the commercial case.

## MANAGEMENT CASE

- 5.13 No apparent problems with the management case.

## APPRAISAL SUMMARY TABLE

- 5.14 With regard to 'Noise' impact, the quantitative assessment value in the Monetary column needs to be reported.
- 5.15 In the AST, the Greenhouse gases values in tonnes are missing. The column regarding the qualitative assessment should be coherent with the one regarding the quantitative assessment: it should not be confused with the 'Estimated Impact in OAR' in the ASST (the cell regarding

type of assessment that has not been carried out should be empty or classified as N/A). This has to be amended.

- 5.16 With regard to 'Reliability impact on Commuting and Other users', in 'Summary of key impact' field, it appears that 'business users' have been incorrectly identified as 'other users'.
- 5.17 Regarding Indirect Tax Revenues, it is not clear what £201,000 refers to.

#### OTHER TABLES

- 5.18 The Transport Economy Efficiency (TEE) table, The Analysis of Monetised Costs and Benefits (AMCB) table and The Public Accounts (PA) table have been correctly produced.

#### BUSINESS CASE CHECKLIST

- 5.19 The Business case Checklist has been updated according to our previous review. However, the options section in the Strategic Case should be amended according to what has been reported in this review.

#### SECOND REVIEW

- 5.20 After receipt of the first review detailed above, all of the outstanding issues were addressed in a resubmission except for one outstanding issue:
- i) The modal shift as predicted by the Logit model is based on Before Scheme highway costs and After Scheme public transport costs. This is inconsistent as both sets of costs for the choice model should be consistent After Scheme costs. This is likely to over-estimate the modal-shift due to the scheme and therefore over-estimate the scheme benefits, possibly to a material degree. It is required that this inconsistency is addressed to robustly assess the scheme benefits.
- 5.21 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 line with point i) above in order to be considered suitable for final submission. At this stage, a conditional approval subject to addressing the requirements raised in this document, and subject to the scheme still representing High VfM, is considered to be an appropriate way forward.

# APPENDIX A - Business Case Checklist

Project Number: A087383-15  
 Scheme: Reading MassRapidTransport  
 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	
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	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	Y	
Constraints	Y								Human resource issues	Y		Implementation of work streams	-	Not a requirement
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	Y	
												Options	Y	

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**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)****REPORT TO:** BLTB**DATE:** 19 November 2015**CONTACT OFFICER:** Ruth Bagley, Chief Executive Slough Borough Council,  
lead Chief Executive to the BLTB**PART I****Financial Approval 2.19 Bracknell Town Centre Regeneration Infrastructure Improvements*****Purpose of Report***

1. To consider giving financial approval to scheme 2.19 Bracknell Town Centre Regeneration Infrastructure Improvements.
2. The scheme aims to bring forward transport infrastructure improvements linked to the town centre regeneration, and compliment them further with behaviour change initiatives. Crucially, leading stakeholders in the town centre regeneration, which is now under construction, have given a strong indication that securing this funding will reduce the joint financial burden, kick-start the development and deliver at least 3,540 retail and leisure jobs for local people.

***Recommendation***

3. You are recommended to give scheme 2.19 Bracknell Town Centre Regeneration Infrastructure Improvements conditional financial approval in the sum of £2,000,000 in 2015-16 on the terms of the funding agreement set out at paragraph 14 step 5 below.
4. The condition that will have to be met in order to gain full financial approval is that the independent assessor is satisfied that the following elements of a fully compliant Full Business Case have EITHER been supplied OR a properly documented reason for their absence has been supplied
  - i) Linsig Junction Assessments: an explanation of the application of this technique, the assumptions made, the validation used and the mitigation of any limitations
  - ii) Future Year Modelling: an explanation of the choice of future years used, the calculations employed and the derivation of future traffic flows
  - iii) Interpeak Modelling: an explanation of the application of this technique, the assumptions made, the validation used and the mitigation of any limitations
  - iv) WebTAG Dependent Development Unit: an explanation of the way this unit has been applied to the North section of the town centre redevelopment, the access to the new car park, and the new signalised junction on Millennium Way.

- v) Health Economic Assessment Tool (HEAT): an explanation of the application of this technique, the assumptions made, the validation used and the mitigation of any limitations
- vi) Station Way Signalisation: Information on the surveys and validation of the Linsig at this junction.
- vii) Low and High Growth scenarios: an explanation of how these have been analysed, the assumptions made, the validation used and the mitigation of any shortcomings.
- viii) Air quality and noise assessments: an explanation of the evidence presented, the assumptions made, the validation used and the mitigation of any limitations.

### ***Other Implications***

#### *Financial*

5. Scheme 2.19 Bracknell Town Centre Regeneration Infrastructure Improvements is a named scheme in the [Thames Valley Berkshire Local Growth Deal 2<sup>i</sup>](#) announced in January 2015.
6. This report recommends that Bracknell Forest Council be authorised to draw down the capital sum £2,000,000 from the Local Transport Body funding for this scheme.
7. The funding agreement set out at paragraph 14 step 5 sets out the roles and responsibilities, reporting and auditing arrangements, timing and triggers for payments, contributions from other funders, consequences of delay, consequences of failure, claw back, and evaluation requirements at one and five years on.

#### *Risk Management*

8. The risk management arrangements already put in place by the Local Transport Body are as follows:
  - The [Assurance Framework<sup>ii</sup>](#) has been drafted following DfT guidance and has been approved by the DfT for use in allocating capital funds for transport schemes
  - White Young Green (WYG) have been appointed as Independent Assessors and have provided a full written report (see Appendix 1) on the full business case for the scheme
  - The funding agreement set out at paragraph 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 for Bracknell Forest Council. However, these highway improvements and enhancements are an integral part of the major regeneration project currently taking place in Bracknell Town Centre.
11. The highway improvements making up this scheme are all changes that have become necessary following the long awaited decision to proceed with the overall project. As such, their provenance and their purpose is in support of the redevelopment project, rather than as pure highway schemes. This is the explanation for the long list of conditional items attaching to the recommendation in this report: the evolution and justification of the elements of the project has been driven by design and development considerations rather than the need to improve the highway network. Indeed, the long gestation period for the Town Centre redevelopment, including 18 months demolition followed by 24 months build period has meant that finding meaningful data about “do nothing” options has been a challenge, and forecasting the future state of traffic flows is a difficult task for conventional models.
12. Despite the difficulties of producing a Full Business Case that is WebTAG compliant, the independent assessor is confident that this is a sound scheme and is likely to represent a value for money investment of public funds.
13. The full details of the scheme are available from the [Bracknell Forest website](#)<sup>iii</sup>. A summary of the key points is given below:

Task	Timescale
Detailed design update	March 2015
Procurement	Via s.278 Development Agreement
Contractor appointed	As above
Construction	Main Town Centre Regeneration Works began in April 2015
Open to public	April 2017

Activity	Funder	Cost (approx)
Scheme development	Bracknell Forest Council	
Major scheme funding	Berkshire Local Transport Body	£2.000m
Bracknell Forest funding	Capital programme	£4.382m
<b>Total</b>		<b>£6.382m</b>

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

Assurance Framework Check list	2.19 Bracknell Town Centre Regeneration Infrastructure Improvements
	The scheme was originally developed by Bracknell Forest Council as

Assurance Framework Check list	2.19 Bracknell Town Centre Regeneration Infrastructure Improvements			
	<p>part of a much larger development agreement covering the comprehensive redevelopment of Bracknell Town Centre. This is a £250m regeneration scheme completely modernising the retail core of the town.</p> <p>The scheme was submitted for inclusion in Growth Deal 2. The SEP assessment process was used and the scheme was given 25.5 points and ranked equal 13th of 41 schemes submitted in GD 1 and 2 combined.</p>			
	<b>Factor</b>	<b>Raw score</b>	<b>Weighting</b>	<b>Weighted score</b>
	Strategy	3	1.5	4.5
	Deliverability	2	2	4
	Economic Impact	3	4	12
	TVB area coverage	2	1.5	3
	Environment	2	0.5	1
	Social	2	0.5	1
	Total			25.5
<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>Programme Entry status was given by the BLTB on <a href="#">19 March 2015<sup>v</sup></a> (minute 28a refers). The progress of the scheme was reported to the BLTB meeting held on <a href="#">16 July 2015<sup>vi</sup></a>.</p> <p>The <a href="#">Bracknell Forest BC website<sup>vii</sup></a> 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 Bracknell Forest 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"> <li>• Completeness – has the promoter prepared a complete Full Business Case submission, when judged against the prevailing advice from the DfT</li> <li>• Accuracy – has the promoter performed the relevant calculations and assessments accurately and without error</li> <li>• Relevance – has the Full Business Case considered all relevant matters, including use of appropriate forecasting models and planning assumptions, and has it included any irrelevant considerations such unduly-optimistic assumptions or out of date modelling data</li> <li>• Value for Money – does the scheme promoter’s Value for Money assessment comply with the prevailing DfT guidance</li> <li>• Evaluation arrangements – has the scheme promoter made provision for appropriate post-implementation evaluation of the scheme.</li> <li>• Remedies – where the independent assessment reveals a gap between the FBC supplied and the standard anticipated by the DfT guidance, then the advice for the LTB should include recommendations for remedial actions required – e.g., collection of</li> </ul>			

Assurance Framework Check list	2.19 Bracknell Town Centre Regeneration Infrastructure Improvements
	further data, sensitivity tests on particular assumptions etc.
Step 3: Conditional Approval	The Independent Assessor has recommended that in this case a Conditional 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 3.651            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 Approval subject to the independent assessor being satisfied that the following elements of a fully compliant FBC have EITHER been supplied OR a properly documented reason for their absence has been supplied</p> <p>i) Linsig Junction Assessments: an explanation of the application of this technique, the assumptions made, the validation used and the mitigation of any limitations            ii) Future Year Modelling: an explanation of the choice of future years used, the calculations employed and the derivation of future traffic flows            iii) Interpeak Modelling: an explanation of the application of this technique, the assumptions made, the validation used and the mitigation of any limitations            iv) WebTAG Dependent Development Unit: an explanation of the way this unit has been applied to the North section of the town centre redevelopment, the access to the new car park, and the new signalised junction on Millennium Way.            v) Health Economic Assessment Tool (HEAT): an explanation of the application of this technique, the assumptions made, the validation used and the mitigation of any limitations            vi) Station Way Signalisation: Information on the surveys and validation of the Linsig at this junction.            vii) Low and High Growth scenarios: an explanation of how these have been analysed, the assumptions made, the validation used and the mitigation of any shortcomings.            viii) Air quality and noise assessments: an explanation of the evidence presented, the assumptions made, the validation used and the mitigation of any limitations.</p>
Step 5: Formal Agreement - roles - responsibilities - reporting - auditing - timing and triggers for payments, - contributions from other	<p>Roles: The BLTB is a part funder of the scheme. Bracknell Forest Council is the scheme promoter, and is the relevant highway and planning authority.</p> <p>Responsibilities: The BLTB is responsible for allocating the capital finance in accordance with the Assurance Framework. Bracknell Forest Council is responsible for all aspects of the design, procurement, construction and implementation of the scheme, including its responsibilities as highway and planning authority, and any other statutory duties.</p> <p>Reporting: In addition to any reporting requirements within Bracknell</p>

Assurance Framework Check list	2.19 Bracknell Town Centre Regeneration Infrastructure Improvements
<p>fundings,</p> <ul style="list-style-type: none"> <li>- consequences of delay,</li> <li>- consequences of failure,</li> <li>- claw back,</li> <li>- evaluation one and five years on</li> </ul>	<p>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: there will be £740,000 of s.106 contributions secured by Bracknell Forest Council in 2016/17 and a further £380,000 in 2017/18.</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, 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>Other Conditions of Local Growth Funds: Slough Borough Council will acknowledge the financial contribution made to this scheme through Local Growth Funds and follow the "<a href="#">Growth Deal Identity Guidelines</a>"<sup>viii</sup></p>

<b>Assurance Framework Check list</b>	<b>2.19 Bracknell Town Centre Regeneration Infrastructure Improvements</b>
	<p>issued by government. It will also give due regard to the <a href="#">Public Services (Social Value) Act</a><sup>ix</sup>, particularly through the employment of apprentices across the scheme supply chain.</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**

15. This is a well-planned scheme that will contribute to the success of the major Town Centre regeneration scheme in Bracknell

### **Background Papers**

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

<sup>i</sup> <http://thamesvalleyberkshire.co.uk/NewsDetails/163102m-expansion-of-growth-deal-boosts-local-plan-for-thames-valley-berkshire-economy-19917>

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

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

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

<sup>v</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?Cid=601&Mid=5473&Ver=4>

<sup>vi</sup> <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?Cid=601&Mid=5459&Ver=4>

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

<sup>viii</sup> <https://www.gov.uk/government/publications/regional-growth-fund-identity-guidelines>

<sup>ix</sup> <https://www.gov.uk/government/publications/social-value-act-information-and-resources/social-value-act-information-and-resources>

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Thames Valley Berkshire Local Enterprise Partnership

## **Independent Assessment Summary Report: Bracknell Town Centre Business Case**

Full Business Case Independent Assessment

Report No. RT-A087383-14

WYG  
Executive Park  
Avalon Way  
Anstey  
Leicester  
LE7 7GR

11<sup>th</sup> November 2015  
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## REPORT CONTROL

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## Appendices

- Appendix A – Business Case Checklist
- Appendix B – Meeting Minutes

# 1 Executive Summary

1.1 This technical note provides an independent review of the Bracknell Town Centre Infrastructure Improvements Business Case submission to the Thames Valley Berkshire Local Enterprise Partnership.

## SCHEME SUMMARY

1.2 The Bracknell Town Centre Infrastructure Improvements are a package of highway and public realm improvements designed to support the £200m regeneration of Bracknell town centre.

1.3 The improvements consist of:

- Millennium Way signal controlled junction
- Weather Way realignment
- Met Office Rbt and Station Rbt – Capacity/Operational Improvements
- Bond Way drop-off / collection point
- Conventional highway signage
- Variable message signing
- Real Time Bus Information (RTI)
- Urban Traffic Management Control (UTMC) system
- Cycle improvements
- Pedestrian improvements
- Charles Square service yard / multi-storey car park / hotel entrance improvements.

## Review Findings

1.4 The review of the submitted Business Case identified the following:

1.5 The Business Case is well structured, containing most of the main areas expected within a major scheme Business Case submission (see checklist in **Appendix A**).

- 1.6 It is important to note that the infrastructure improvements are explicitly to support the specific development, namely the town centre regeneration project. The North section of the development is identified as dependent on the scheme.
- 1.7 The predicted initial Benefit to Cost Ratio (BCR) of the total package is reported to be 3.651, which represents high Value for Money (VfM).
- 1.8 Prior to acceptance of the FBC the following omissions should be taken into account when considering the overall benefits of the scheme:
- i) The highway parts of the package are assessed using Linsig junction-assessments only. There is some discussion of the shortcomings of Linsig-only assessments. No validation of the Linsig models to existing surveys is presented.
  - ii) The only future year used in the junction assessments is 2016, yet the appraisal is over 60 years. The economy assessment does not use TUBA, yet no details are given about the calculations that have been used instead. How the future year traffic flows were derived is also missing.
  - iii) The assessments do not include an interpeak model, therefore not allowing the interpeak period to be assessed. This could result in an overestimate of the scheme benefits due to the reliance on signalisation.
  - iv) The other large part of the scheme benefits come from the signalisation of Station Way roundabout. Information on the surveys and validation of the Linsig at this junction are required to form a view on how realistic these benefits are.
  - v) No Low and High Growth scenarios have been assessed. In fact, as a consequence of only 2016 flows being used for a 60 assessment, the presented scenario could be considered a 'No growth' scenario.
  - vi) No new air quality or noise assessments have been carried out, instead qualitative assessments from the Planning Application Environmental Statement from 2007 are relied upon. These predict minor adverse and negligible impacts for air quality and noise respectively.

- 1.9 The predicted initial Benefit to Cost Ratio (BCR) of the total package is reported to be 3.651, which represents high Value for Money (VfM).
- 1.10 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. At this stage a conditional approval, subject to addressing the Strategic Case and modelling and economic queries raised within a re-submitted case, is considered to be an appropriate way forward.

## 2 Process

### LIAISON

- 2.1 A meeting between WYG and WSP was held on 14 July 2015 to discuss the content and method for the Appraisal Specification Report. The draft minutes submitted by WSP and some comments from WYG are given in **Appendix B**.

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

- 2.2 No stand alone OAR has been submitted as part of the assessment. This was agreed as a special case at the meeting of the 14<sup>th</sup> July on the grounds that the works formed part of a consented planning approval for the town centre development. As such there is little scope for different options to be realistically considered within the timescales of the project.
- 2.3 The ASR has a number of shortcomings which are detailed in **Appendix A**. 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 The ASR was submitted for review in advance of the meeting on the 3<sup>rd</sup> July 2015. The Full Business Case was submitted for review on the 1<sup>st</sup> October 2015 (including all appendices).
- 2.5 WYG issued our review of the first business case on 26<sup>th</sup> October 2015.
- 2.6 A second business case was issued in light of the first review on 2<sup>nd</sup> November 2015.
- 2.7 This document is a review of the second submitted business case.
- 2.8 Submitted documents 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 submitted by Bracknell Forest Council and their consultant team WSP:

- 150702 Bracknell Town Centre Business Case - Appraisal Specification Report (dated 01 July 2015)
- Bracknell Town Centre MSBC Submission Document (dated October 2015)
- Bracknell Town Centre MSBC Revised Submission Document (dated November 2015)

## 4 Review

### OPTIONS ASSESSMENT

- 4.1 There are no alternative options considered and no Options Appraisal Report (OAR) has been submitted. This situation is far from ideal as the process of option sifting and further assessment in WebTAG is designed to provide for the best possible way to solve the problem with public funds.
- 4.2 However, this situation was agreed as a special case at the meeting of the 14<sup>th</sup> July on the grounds that the works formed part of a consented planning approval for the town centre development. As such there is little scope for different options to be realistically considered within the timescales of the project.
- 4.3 In addition it is assumed that the current package has gone through some optioneering and iteration of design during the previous planning processes, although this is not visible in the business case.
- 4.4 It is unlikely any assessment of the previous options followed the WebTAG Option Appraisal Guidance, and the rationale for selecting the proposed scheme is not clear within the Full Business Case. Notwithstanding this, the package of schemes is stated as consented and so the review proceeds on this basis.

### APPROACH TO MODELLING

- 4.5 The scheme consists of a package of measures designed to support the redevelopment of Bracknell town centre.
- 4.6 Having reviewed the modeling information in regard to the proposal, several issues are outstanding which are set out in the following paragraphs of this section.
- 4.7 The highway parts of the package are assessed using Linsig only. It would be normal to use a highway assignment transport model to assess the impacts of interventions of this sort. A review is provided of the existing VISUM transport model of the area. The principal reason given for not using this model is that it is validated to a 2007 base year, which is older than permitted in WebTAG.

- 4.8 There remains no discussion of the general shortcomings of Linsig-only assessments nor the assumptions that would apply in order for the assessment to be robust. In particular the lack of ability to take account of reassignment effects is still a particular concern. It is unusual to be able to ignore the effects of reassignment on individual junction congestion. Justification is still needed to support the current methodology since junction-only assessments can significantly overestimate the scheme benefits. The statement on page 19 that “the location of the junctions...[is] not seen as necessarily creating a strategic re-assignment of traffic...” is insufficient for this task. Testing with the 2007 validated VISUM model or a more cogent argument should be put forward.
- 4.9 The calibration and validation of the Linsig models has not been presented. This is an important part of model building and is a requirement if the models are to be relied upon to predict base and future junction delays, as is the case here.
- 4.10 The single year used in the junction assessments is 2016. The modelled flows/turning movements used in the assessments are now given in the appendix in the form of Linsig outputs. The with-development core scenario is the only one considered and flows for this have been taken from the developers transport assessment. How these future year traffic flows were derived still needs to be presented, with the inclusion of the Developers Transport Assessment with the submission.
- 4.11 The reliance on opening year (2016) forecast flows is a concern. The economic appraisal is has a 60 year horizon. The seeming implicit assumption of flat future growth requires justification.
- 4.12 TUBA has not been used for the economy assessment. Details are required of the calculations and assumptions that have been used in its stead.
- 4.13 The assessments do not include an interpeak model, and therefore the interpeak period has not been assessed. Assessing the interpeak is usual practice when performing economic appraisal to justify the spending of public funds. This omission is likely to result in an overestimate of the scheme benefits due to the reliance on signalisation. Saturday flows are predicted to increase by some 41% yet no assessment of a Saturday peak has been provided. The interpeak and the Saturday peak should form part of the assessment unless a strong

justification can be provided that an omission does not result in an over-estimation the highway benefits.

- 4.14 Alternative growth scenarios should be provided as set out in WebTAG.
- 4.15 The majority of the scheme benefits appear to come from the World Health Organisation (WHO)/Europe Health Economic Assessment Tool (HEAT). Inputs that have been used for this tool are supplied, along with a summary output sheet in the appendix. The calculations and assumptions used to arrive at some of the inputs have been supplied for this major component of the appraisal.
- 4.16 The other large part of the scheme benefits come from the signalisation of Station Way roundabout. Information on the surveys and validation of the Linsig at this junction are required to form a view on how realistic these benefits are.
- 4.17 TEE, PA and AMCB tables are required.
- 4.18 No new air quality or noise assessments have been carried out, instead qualitative assessments from the Planning Application Environmental Statement from 2007 are relied upon. These predict minor adverse and negligible impacts for air quality and noise respectively. The Environmental Statement relied upon for this assessment should be included with the submission.

## BUSINESS CASE

### Format and Content

- 4.19 The Business Case is well structured, containing most of the main areas expected within a major scheme Business Case submission (see checklist in **Appendix A**).
- 4.20 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. There are still a number of items listed in the checklist that should be addressed.

- 4.21 It is important to note that the infrastructure improvements are explicitly to support the specific development, namely the town centre regeneration project. The North section of the development is identified as dependent on the scheme.

#### Value for Money

- 4.22 The predicted initial Benefit to Cost Ratio (BCR) of the total package is reported to be 3.651, which represents high Value for Money (VfM).
- 4.23 The separate parts of the scheme package have been separately costed and their predicted benefits separately itemised which is best practice when considering a package of measures.
- 4.24 The three signalized highway schemes have the economic breakdown as presented in **Table 1** below, as found on page 32 and 33 of the business case. It is noted here that for the Millennium Way signalized junction scheme in the business case the Net Present Value (NPV) has been incorrectly stated, whilst the BCR, stated as 0, is more properly left blank. The NPV correctly calculated from the PCV and PVB is given in **Table 1** below.

**Table 1 – Breakdown of Economics by Individual Junction**

Junction	Present Value Costs (PVC)	Present Value Benefits (PVB)	Net Present Value (NPV)	Benefit to Cost Ratio (BCR)
Met Office Signalised Roundabout	£ 430 000	£ 436 000	£ 6 000	1.014
Station Way Signalised Roundabout	£ 537 000	£ 8 130 000	£ 7 593 000	15.140
Millennium Way New Signalised Junction	£ 2 066 000	-£ 2 531 000	-£ 4 597 000	N/A

- 4.25 Several things stand out from this table which are detailed below.
- 4.26 Firstly, the Met Office Signalised Roundabout scheme provides low value for money, with a BCR only just above unity, and is very close to poor value for money. The delay savings presented in the business case appear to be marginal. Without evidence to the contrary, it would be expected that a redesign of the Met Office Roundabout scheme would provide for better benefits.
- 4.27 The argument put forward for the Met Office design is that it has been previously agreed with the developer to provide nil detriment. A design providing nil detriment, while suitable to mitigate a development, may not make the best use of public funds. The fact remains that an alternative design could offer superior value for money for the public and it would be highly preferably that such avenues are explored. However, as with the lack of options assessment, it is accepted that the consented status of the scheme may mean a redesign causes undue delay.
- 4.28 Secondly, the Station Way Signalised Roundabout scheme appears to have very high benefits, with a BCR of over 15, representing a very high value for money. Care must be taken that these benefits will be realised however, and the junction-only methodology used here must come under greater scrutiny. More information is required regarding surveyed turning movement flows and queues at this junction before the presented benefits can be relied upon.

- 4.29 Finally, the Millennium Way New Signalised Junction presents a disbenefit rather than a benefit. This is to be expected as it is a new junction where before there was no junction at all. Information has now been provided regarding turning movement flows and forecast growth assumptions at this junction allowing decision makers to form a view on whether this junction is appropriate. It is worth noting that this junction has the North section of the development dependent upon it and also the car park for the town centre. A stronger justification for imposing this seeming disbenefit on the travelling public should be provided, however, as in the Met Office Roundabout design, it is accepted that the consented status of the scheme may mean a redesign causes undue delay.
- 4.30 It is noted that the impact on accidents has not been quantified (eg by using COBALT) and it is expected that this assessment is carried out. The qualitative assessment of 'Slightly Beneficial' still appears unlikely in light of a new signalised junction where before there was no junction. A cogent argument for this is required.

#### Appraisal Summary

- 4.31 A review of the appraisal summary contained within the Business Case submission is provided in **Table 2** 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 2 - Appraisal Summary**

Category	Sub-category	Business Case Assessment	Agree / Disagree with Assessment	Notes
Economy	Business users & transport providers	£22,418,000	Disagree	See comments in report.
	Reliability impact on Business users	Left blank in AST	Disagree	Needs to be Not Assessed
	Regeneration	Not assessed	Agree	
	Wider Impacts	Not assessed	Agree	
Environmental	Noise	Negligible	Disagree	noise assessment should be provided
	Air Quality	Minor Adverse	Disagree	AQ assessment should be provided
	Greenhouse gases	Not assessed	Agree	
	Landscape	negligible to minor beneficial	Agree	
	Townscape	Moderate Beneficial	Agree	
	Historic Environment	Slight / Moderate Beneficial	Agree	
	Biodiversity	Slightly Adverse	Agree	
	Water Environment	Negligible	Agree	
Social	Commuting and Other users	Left blank in AST	Disagree	Needs to be included
	Reliability impact on Commuting and Other users	Left blank in AST	Disagree	Needs to be included
	Physical activity	£766,800-£807,800	Disagree	The value given in the AST is per year, when it should be over the appraisal period as a PVB. See main report for comments on data that needs to be supplied in order rely on this figure.
	Journey quality	Moderate Beneficial	Agree	
	Accidents	Slight Beneficial	Disagree	COBALT assessments can be provided. Detailed arguments on NMU crossing can be provided.
	Security	Moderate Beneficial	Agree	
	Access to services	No impact	Agree	
	Affordability	No impact	Agree	
	Severance	Slight Beneficial	Agree	
Option and non-use values	Not Applicable	Agree		



<b>Public Accounts</b>	Cost to Broad Transport Budget	£6,140,000	Agree	
	Indirect Tax Revenues	Left blank in AST	Disagree	Needs to be included, AST stated this would be supplied by TUBA. Alternative calculation needs to be explained.

### Risks

- 4.32 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 E of the Full Business Case.
- 4.33 The majority of the risks associated with this scheme are understood to stay with the developer of the town centre regeneration development, MACE.
- 4.34 The Council has some risks that it will seek to manage, these include:
- Strategic/Political/Policy;
  - Economic/ Financial/Management;
  - Statutory processes (TRO);
  - Stakeholder Management/Consultation, and;
  - Operation (traffic signals, VMS).
- 4.35 A risk management plan is proposed between the Council and MACE that appears to be sufficiently robust.



## Appendix A – Business Case Checklist

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		Introduction	Y		Introduction	Y		Introduction	Y		Introduction	Y	
Problem Identified	N	The problems have to be identified as problems and not challenges. Challenges can supplement the problems to give a wider picture but the point of this chapter is to identify the problems. The problems can easily be set by the already provided challenges, i.e. traffic congestion (queues and delays) and poor air-quality in main routes of the city centre are problems. The ways to improve them are challenges. More examples of problems are poor and insufficient cycling infrastructure or low accessibility to cyclists and aging buildings and infrastructure that don't meet modern standards.	Options appraised	Y	No options appraised are presented but as the scheme is concurred we have agreed that no further options assessment is required	Costs	Y	No risk allowance was set	Output based specification	Y		Evidence of similar projects	N	There are given the projects that the companies involved in this project successfully deliver instead of successful development using similar means, that is not necessary need to be from the involved companies
Impact of not changing	Y		Appraisal Specification Report	N	Modelling: Nothing about the data collection and availability. No calibration, Validation and Sensitivity test of the models. Only 2016 forecast year. Economic: No justification of the used software choice. Explain the need for analysis of the social and distributional impacts of the scheme on the relevant economic indicators. Environmental: no methodology Social/Distributional Impact appraisal: The whole Social impact assessment form webtag 4.1 is missing, instead only webtag 4.2 was used.	Budgets / Funding Cover	Y		Procurement Strategy	Y		Programme / Project dependencies	Y	Appendix D
Drivers for change	Y		Assumptions	N	no supporting details or analysis stating why no interpeak flow was used and only LINSIG models were used	Accounting Implications	N	There are no accounting implications included	Sourcing Options	Y		Governance	Y	Appendix F
Objectives	Y	The objectives are reasonable but need to be SMART, specific, measurable, achievable, realistic and time-bounded.	Sensitivity and Risk Profile	N	No alternative scenarios modelled				Payment Mechanisms	Y		Programme / Project Plan	Y	Appendix D
Measures for success	N	measures should be measurable. If road safety is not an objective it should not be here as well.	Appraisal Summary Table	Y	Appendix A				Pricing Framework and charging mechanisms	Y		Assurances and approvals	Y	
Scope	Y		Value for Money Statement	Y					Risk allocation and transfer	Y		Communication & Stakeholders	Y	
Constraints	Y								Contract length	Y		Project Reporting	Y	
Inter-dependencies	Y								Human resource issues	Y		Implementation	Y	
Stakeholders	Y								Contract management	Y		Key Issues	Y	
Options	Y	No options are presented but as the scheme is concurred we have agreed that no further options assessment is required										Contract Management	Y	
												Risk Management	Y	
												Benefits realisation	Y	
												Monitoring and evaluation	Y	
												Contingency	Y	
												Options	Y	



## Appendix B – Meeting Minutes

# MEETING NOTES



Job Title	Bracknell Town Centre Business Case
Project Number	70013041
Date	14 July 2015
Time	10 - 11am
Venue	WSP House, Chancery Lane
Subject	Bracknell Town Centre Business Case ASR
Client	Bracknell Forest Council
Present	Gabriel Davis (GD), White Young Green Stephen Reed (SR), WSP   PB Craig Drennan (CR), WSP   PB Rachel Mercy (RM), WSP   PB
Apologies	Stuart Jefferies, Bracknell Forest Council
Distribution	As above

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[www.pbworld.com](http://www.pbworld.com)

## MATTERS ARISING

## ACTION

### 1.0 SCHEME DETAILS

After discussing the various aspects of the scheme, GD asked if costs had been calculated for each of the components. CD stated that at the time that the previous work was carried out, the costs were approximately £6 million for the whole package of improvements, including £2 million for the Millennium Way signalised junction, £400,000 for Station roundabout and £600,000 for Met Office roundabout.

SR said that an Appendix B will be added to the ASR, which will contain the previously submitted work. Also that WSP | PB can supply the updated cost of the scheme to WYG following the detailed design work that is currently being carried out.

SR stated that more details about the Town Centre redevelopment, which the improvements support, would be included in the Strategic Case of the Business Case.

### 2.0 PURPOSE OF THE SCHEME

GD asked for confirmation that the improvements are supporting a dependent development and will unlock economic benefits, rather than being a transport specific scheme. CD and SR confirmed this stating that the primary objectives of the scheme are connectivity and accessibility.

### 3.0 OPTIONS APPRAISAL

GD enquired whether any other scheme options had been considered and could be submitted as part of an OAR. SR stated that as the scheme already had planning permission, that options would have been considered as part of that application. As such, no options appraisal would be submitted as part of the business case.

GD said that WYG accepted this.

### 4.0 SCENARIOS TO BE ASSESSED

GD commented that the Bracknell Town Centre redevelopment works will increase the number of trips in three peaks: AM, PM and Saturday. It was agreed that if the traffic flows on Saturday do not exceed the flows in the AM or PM peak, then this peak period does not need to be assessed.

GD suggested that three scenarios should be assessed:

- Without scheme (the existing situation)

MATTERS ARISING

ACTION

- With scheme (the without scheme + Bracknell Town Centre forecast trips + package of improvements)
- The without scheme + package of improvements

CD confirmed that 2016 is the forecast year to be assessed and that another forecast year is likely to be 10-15 years after this. CD to confirm.

**5.0 METHODS OF ASSESSMENT**

GD requested confirmation of the methods that will be used for the economic assessment. CD confirmed that TUBA would not be used, and that WSP | PB would keep to the methods used for the previous work, using ARCADY and LINSIG to calculate the total delay. CD also confirmed that the rule of a half would still be used.

Using these methods, it is assumed that the improvements at the roundabouts will give a positive benefit but the delay introduced at the new signalised junction will be negative. However, the calculation of the GVA benefits will lead to an overall economic benefit of the scheme.

GD asked for clarification about whether the junction improvements in Bracknell Town Centre would lead to reassignment effects in the transport modelling. WSP | PB confirmed that there would be no reassignment effects as the only additional trips on the network will be those accessing Bracknell Town Centre. No through trips would be attracted to the route around the town centre, as the A329(M) / A322 corridor is quicker and a more direct route.

**5.1 Walking and Cycling**

GD enquired whether the scheme is expected to generate an increase in walking and cycling. CD stated that it was and that data from comparable schemes would be used to estimate the level of increase.

WSP | PB suggested that NTS data for the borough, and a factor calculated from Census 2011 Travel to Work data to disaggregate down to ward level, would be used to estimate the existing level of walking and cycling.

GD recommended that WSP | PB look at TfL's PERS method of assessment of the pedestrian environment to estimate the benefits to the public realm. WSP | PB stated that they would look at this method to see if it is applicable.

**6.0 SUBMISSION**

SR requested whether the Business Case could be submitted to WYG in five individual chapters for review before the submission of the final report. GD said that he would get back to WSP | PB about whether WYG will accept a phased submission approach.

**gabriel.davis**

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**From:** gabriel.davis  
**Sent:** 14 July 2015 16:18  
**To:** 'Reed, Stephen'; Drennan, Craig  
**Cc:** Stuart Jefferies; colin.shields; 'Richard Tyndall'  
**Subject:** RE: BFC Town Centre Transport Business Case - ASR and Meeting

Stephen and Craig,

I hope the meeting this morning was useful. A few points that were raised:

- As the transport scheme supports the regeneration of the town centre we expect to see the four scenarios assessed as laid out in WebTAG unit A2-3;
- The traditional BCR may not be the most important thing in the context of the development;
- With this in mind, the costs and benefits of each part of the package should be clearly set out to enable the LTb to form a view;
- We discussed the probable lack of reassignment effects: some justification set out in the FBC would be required.

I discussed with colleagues the idea of sending through chapters of the FBC as they are finalised. We feel that it is important to review the document in its entirety and as such would prefer the FBC to be sent through only once it is complete.

Kind Regards

**Dr Gabriel Davis** MMath PhD MSc CMath MIMA

Principal Consultant

**WYG**

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**From:** Reed, Stephen [mailto:Stephen.Reed@WSPGroup.com]  
**Sent:** 07 July 2015 09:43  
**To:** gabriel.davis; Corbin, Maria

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**BERKSHIRE LOCAL TRANSPORT BODY (BLTB)****REPORT TO:** BLTB **DATE:** 19 November 2015**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 progress of the [Thames Valley Berkshire Local Growth Deal](#)<sup>i</sup>, with particular reference to the schemes included in the Transport Packages of the [Strategic Economic Plan](#)<sup>ii</sup>.
2. The government subsequently announced [£10.2 million further support to Thames Valley Berkshire](#)<sup>iii</sup>. Growth Deal 2 included four new transport schemes worth a total of £7.5m, taking the headline figure for transport schemes to £102.1m. This report provides progress reports on all schemes, whether announced in GD1 or GD2.
3. £13.325m is approved for spending in 2015/16 and of the remainder £12.275m has already been approved for specific years in 2016/19; and £76.50m is indicative approval for five future years 2016/17 to 2020/21 but without a detailed profile.
4. The government has confirmed that TVB LEP has been given further freedoms and flexibilities in the management of the overall capital programme. There is now a Monitoring and Evaluation Plan which sets out responsibilities on the LEP and on individual scheme promoters for assessing the economic impact of the Growth Deal.

***Recommendations***

5. That you note the progress made on the schemes previously given programme entry status, as set out in Appendix 1

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

6. Thames Valley Berkshire LEP has been granted further freedoms and flexibilities in managing the Growth Deal Capital Programme. This means that we will receive an annual allocation of capital within which it will be our responsibility to manage the allocation to individual schemes. This is a positive development for TVB LEP and recognises the confidence that government has in our governance arrangements.

7. The government has yet to confirm the allocation of funding to financial years beyond the allocation for 2015/16. An announcement covering the pre-allocated LTB amount, the GD 1 and GD 2 approvals is expected with the Autumn Statement.

Table 1: Available Finance for Transport Schemes in TVB Growth Deal

£m	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
LTB previously approved	3.625	3.625	3.625	3.625	-	-	14.500
Growth Deal 1	9.700	-	-	-	-	-	9.700
“Tail” of GD1 schemes	-	3.400	-	-	-	-	3.400
Indicative approval GD1	-	67.000					67.000
Indicative approval GD 2	-	7.500					7.500
<b>Total</b>	<b>13.325</b>	<b>88.775</b>					<b>102.100</b>

8. The allocation of the 2015/16 money to individual schemes is set out in Table 2 below.

Table 2: Growth Deal Financial Allocation for 2015/16

Scheme	Allocation for 2015/16 £m	“Tail” of funding commitment in 2016/17 £m
2.02 Bracknell: Warfield Link Road	3.500	-
2.03 Newbury: London Road Industrial Estate	0.500	1.400
2.07 Bracknell: Coral Reef Roundabout	2.100	-
2.08 Slough: Rapid Transit Phase 1	2.600	3.000
2.10 Slough: A332 Improvements	0.850	1.850
2.17 Slough: A355 route	1.775	2.625
2.19 Bracknell: Town Centre Improvements	2.000	-
<b>Total</b>	<b>13.325</b>	<b>8.475</b>

9. Table 3 sets out our provisional allocation of scheme finance to financial years and is subject to alteration following the government’s confirmation of the Growth Deal funding profile.

Table 3 – Growth Deal 1 and 2

<a href="#">SEP Ref</a>	Scheme Name		Status	15/16	16/17	17/18	18/19	19/20	20/21	£m
2.01	Newbury: King’s Rd Link Road	GD 1	Full approval	-	1.000	1.340	-	-	-	2.340

<a href="#">SEP Ref</a>	Scheme Name		Status	15/16	16/17	17/18	18/19	19/20	20/21	£m
2.02	Bracknell: Warfield Link Road	GD 1	On site	3.500	-	-	-	-	-	3.500
2.03	Newbury: London Rd Industrial Estate	GD 1	Full approval	0.500	1.400	-	-	-	-	1.900
2.04	Wokingham: Distributor Roads	DfT major	Programme entry	-	0.750	10.190	7.290	3.760	2.010	24.000
2.05	Newbury: Sandleford Park	GD 2	Programme entry	-	-	0.800	0.600	0.600	-	2.000
2.06	Reading: Green Park Railway Station	GD 1	Full approval – Start date uncertain	-	-	3.200	3.200	-	-	6.400
2.07	Bracknell: Coral Reef Roundabout	GD 1	On site	2.100	-	-	-	-	-	2.100
2.08	Slough: Rapid Transit Phase 1	GD 1	On site 1 Dec 2015	2.600	3.000	-	-	-	-	5.600
2.09.1	Sustainable Transport: NCN 422	GD 1	Approval recommended	-	1.000	1.500	1.700	-	-	4.200
2.09.2	Sustainable Transport: A4 Cycle	GD 1	Approval recommended	-	0.700	-	-	-	-	0.700
2.10	Slough: A332 improvements	GD 1	On site 1 Dec 2015	0.850	1.850	-	-	-	-	2.700
2.11	Reading: South Reading MRT Ph 1	GD 1	Conditional approval recommended	-	2.970	1.530	-	-	-	4.500
2.12	Reading: South Reading MRT Ph 2			-	-	-	-	-	-	-
2.13	Reading: Eastern R'ding Park and Ride	GD 1	Programme entry	-	0.900	2.000	-	-	-	2.900
2.14	Reading : East Reading MRT	GD 1	Programme entry	-	-	5.400	10.200	-	-	15.600
2.15	Bracknell: Martins Heron Roundabout	GD 1	Programme entry	-	-	1.400	-	-	-	1.400
2.16	Maidenhead: Station Access	GD 1	Programme entry	-	-	1.750	5.000	-	-	6.750
2.17	Slough: A355 route	GD 1	On site 1 Dec 2015	1.775	2.625	-	-	-	-	4.400
2.18*	not used	-	-	-	-	-	-	-	-	-
2.19*	Bracknell: Town Centre Regeneration Infrastructure	GD 2	Conditional approval recommended	2.000	-	-	-	-	-	2.000
2.20*	not used	-	-	-	-	-	-	-	-	-
2.21*	Slough: Langley Station Access Improvements	GD 2	Programme entry	-	-	1.500	-	-	-	1.500
2.22*	Slough: Burnham Station Access Improvements	GD 2	Programme entry	-	2.000	-	-	-	-	2.000
	Not yet allocated	LTB		-	-	-	-	1.135	4.475	5.610
	<b>Grand Total</b>			<b>13.325</b>	<b>19.195</b>	<b>30.610</b>	<b>27.990</b>	<b>5.495</b>	<b>6.485</b>	<b>102.100</b>

\*these schemes are not described in the SEP

## Risk Management

10. The delegation of programme management responsibilities to the LEP brings additional risk. The well-established scrutiny given by both BST(O)F and BLTB meetings is designed to mitigate that risk.
11. There will be an element of risk for scheme promoters who invest in developing their schemes to full business case stage in accordance with the approved [Assurance Framework](#)<sup>iv</sup>. However, there is also risk involved in not developing the schemes; that risk is that any reluctance to bring the schemes forward will result in any final approval being delayed or refused.
12. The risks associated with each scheme are monitored locally and one of the 22 currently has a “red” risk rating. Table 4 shows the current risk rating of the seven schemes due to start on site in 2015/16.

Table 4: Risk Rating of schemes with a 2015/16 start

	Scheme	Current status	RAG rating	Notes
2.02	Bracknell: Warfield Link Road	On site, on schedule	Green	Good progress, no issues
2.03	Newbury: London Rd Industrial Estate	Full approval, awaiting start on site	Amber	CPO powers agreed on 2 July
2.07	Bracknell: Coral Reef Roundabout	On site, on schedule	Green	Good progress, no issues
2.08	Slough: Rapid Transit Phase 1	On site 1 December 2015	Green	Capital scheme sound, revenue details progressing well
2.10	Slough: A332 improvements	On site 1 December 2015	Green	No issues
2.17	Slough: A355 route	On site 1 December 2015	Green	No issues
2.19	Bracknell: Town Centre Regeneration Infrastructure	Main works are on site: Conditional approval recommended	Amber	Conditional approval recommended,

### 13. “Red” Scheme

Scheme 2.06 Reading Green Park Station has been classified as a “Red” scheme because of the current Hendy Review of all of Network Rail’s programme commitments. The threat to the new station is that without the completion of the electrification of the Reading-Basingstoke section of the railway, there are no feasible plans to service the new station with diesel powered trains. All parties consider that building a white-elephant station where trains do not stop is undesirable. The current timetable is to start works on site in August 2017 and for the first passengers to be carried from December 2018. This can only be delivered if the Hendy Review confirms that electrification will be ready on this stretch of the line at that date.

The LEP and Reading Borough Council have already written to the Minister and to Sir Peter Hendy pointing out the dependency between the electrification programme and the new station, so far without a reply.

### Human Rights Act and Other Legal Implications

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

### **Supporting Information**

15. There is a detailed progress report on each of the programme entry schemes at Appendix 1 to this report.

### Monitoring and Evaluation

16. The Monitoring and Evaluation Plan for the Thames Valley Berkshire Growth Deal has been prepared with advice from government. In addition to the need for transport scheme promoters to collect and publish monitoring and evaluation reports that comply with DfT guidance for capital schemes, there will be requirements to cooperate with the overall monitoring and evaluation plan for the Growth Deal.

17. The difference between the two processes is that one concentrates on the transport impacts and the other on the economic impacts. The basic information required from each scheme promoter is set out in paragraph 6 of each scheme pro-forma (see Appendix 1). This requirement is less onerous for schemes under £5m Growth Deal contribution, and runs to much more detail for the larger schemes.

18. For most schemes there will be little or no additional Growth Deal monitoring burden beyond that already signalled. Extra effort may be required to comply with the standard set out in the Monitoring and Evaluation plan which is "accurate, timely, verified and quality assured monitoring data". For particular schemes mentioned by name in the Monitoring and Evaluation Plan (see list below) there will be a separate discussion about the duties on the scheme promoter:

2.01 Newbury: King's Road Link Road

2.04 Wokingham: Distributor Roads Programme

- 2.06 Reading: Green Park Railway Station
- 2.08 Slough: Rapid Transit Phase 1
- 2.14 Reading: East Reading Mass Rapid Transit

### ***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. The Monitoring and Evaluation Plan for TVB Growth Deal is available on request from the LEP.

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

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

<sup>iii</sup> <http://thamesvalleyberkshire.co.uk/NewsDetails/163102m-expansion-of-growth-deal-boosts-local-plan-for-thames-valley-berkshire-economy-19917>

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

## Appendix 1 to Item 7 - Thames Valley Berkshire Local Growth Deal 2015-16 to 2020-21

### Berkshire Local Transport Body – 19 November 2015

#### 2.01 Newbury: Kings Road Link Road

##### Highlights of progress since July 2015

Preliminary works associated with rail bridge replacement currently in progress.  
Developer is working on implementation and notice has been served to existing tenants to vacate the site.

#### 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. The Western Area Planning Committee recommended approval for the scheme on 18th March and referred it to the District Planning Committee (DPC) for final decision. The DPC considered the planning application on 25th March and granted approval.
- 2.2. The developer has begun implementing the scheme, with current tenants having been given notice to vacate the site by Easter 2016.
- 2.3. The Council needed to acquire a small section of the route for the scheme to go ahead. This has been bought and is legally in the Council's ownership.
- 2.4. Network Rail is in the process of replacing the rail bridge adjacent to the redevelopment site. Preliminary work is currently underway with the main closure expected to commence at the start of 2016 for approximately 6 months. 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 is 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. An 'in principle' agreement has been reached with Network Rail and a formal agreement is being drafted.

#### 3. Funding

- 3.1. The table below sets out the proposed unapproved funding profile for the scheme.

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	-	1,000,000	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
<b>Total Scheme Cost</b>	<b>1,380,000</b>	<b>2,050,000</b>	<b>1,400,000</b>				<b>4,830,000</b>

#### 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

<b>Risk</b>	<b>Management of risk</b>
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

<b>Task</b>	<b>November 2014 Timescale</b>	<b>November 2015 Timescale (where changed)</b>
Programme Entry Status	14 July 2013	
Independent Assessment of FBC	October 2014	
Financial Approval from LTB	Due November 2014	approval granted 9 March
Acquisition of statutory powers	Planning Permission due November 2014	Planning approval granted March 2015
Detailed design	Complete by February 2016	
Procurement	March / April 2016	
Start of construction	May 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.

<b>Growth Deal Schemes:</b>	<b>Transport scheme</b>	
<b>Thames Valley Berkshire LEP</b>	<b>2.01 Newbury Kings Road Link Road</b>	<b>11 October 2015</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£4,830,000	
Funding breakdown		
Local Growth Deal	£2,340,000	
s.106 and similar contributions	£2,110,000	£67,000
Council Capital Programme	£380,000	
Other	-	
In-kind resources provided	£20,000	£10,000
<b>Outcomes</b>		
Planned Jobs connected to the intervention	150	
Commercial floorspace constructed (square metres)	-	
Housing unit starts	177	
Housing units completed	177	



<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	n/a	
Total length of newly built roads	230 metres	
Total length of new cycle ways	n/a	
Type of infrastructure	Highway	
Type of service improvement	New road link in key town centre location	
<b>Outcomes</b>		
Follow on investment at site	n/a	
Commercial floorspace occupied	n/a	
Commercial rental values	n/a	

## Berkshire Local Transport Body – 19 November 2015

### 2.02 Bracknell – Warfield Link Road

Highlights of progress since July 2015
Scheme has started on site and progressing well.
Site preparation works commenced in Jan 15
The construction of the road began in Feb 15 and is on programme

#### 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 1/3<sup>rd</sup> 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 3<sup>rd</sup> 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. Following independent assessment approval the scheme has started on site and progressing well
- 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 are a majority land owner. The scheme remains on programme

#### 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	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>	<b>3,500,000</b>	<b>1,700,000</b>					<b>5,200,000</b>

#### 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	November 2014 Timescale	November 2015 Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	Due October 2014	
Financial Approval from LTB	Due November 2014	Jan 2015
Feasibility work	complete	
Acquisition of statutory powers	Not needed	
Detailed design	March 2015	Jan 2015
Procurement	Developer s278 agreement	
Start of construction	April 2015	Jan 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	
<b>Thames Valley Berkshire LEP</b>	<b>2.02 Bracknell – Warfield Link Road</b>	<b>11 October 2015</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
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		£30,000
<b>Outcomes</b>		
Planned Jobs connected to the intervention	0	
Commercial floorspace constructed (square metres)	0	
Housing unit starts	750	
Housing units completed	2200	

<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
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.	
<b>Outcomes</b>		
Follow on investment at site	Not applicable	
Commercial floor space occupied	Not applicable	
Commercial rental values	Not applicable	

## Berkshire Local Transport Body – 19 November 2015

### 2.03 Newbury - London Road Industrial Estate

#### Highlights of progress since July 2015

Authority received from Full Council in July 2015 to proceed with CPO and will commence shortly. Scheme design is well-advanced with contracts currently being finalised.

#### 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. Planning permission was granted for the scheme on 4<sup>th</sup> February 2015. There are conditions attached to the permission some of which require further approval prior to commencement of the scheme but none of these are seen as show stoppers. The scheme design is well-advanced with contracts being finalised.
- 2.2. Financial approval was given for the scheme by the BLTB following confirmation from White Young Green in relation to the supporting Business Case (letter 9<sup>th</sup> March 2015).
- 2.3. 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. There has not been a positive response to offers made to date so plans are progressing, and authority was received from Full Council on 20<sup>th</sup> July 2015 to make a CPO. The CPO process is to commence in the near future, meanwhile efforts to secure by negotiation will continue and legal advice on the CPO is being sought.
- 2.4. 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.
- 2.5. 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 recently completed a consultation period. Both political parties wish to see the redevelopment of this area which this scheme will enable.
- 2.6. 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 road access 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	£500,000	£1,400,000	-	-	-	-	£1,900,000
Local contributions from .....							
- Section 106 agreements	£250,000	-	-	-	-	-	£250,000
- Council Capital Programme	£100,000	£150,000	-	-	-	-	£250,000
- Other sources	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>	<b>£850,000</b>	<b>£1,550,000</b>					<b>£2,400,000</b>

#### 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
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	November 2014 Timescale	November 2015 Timescale
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	October 2014	
Financial Approval from LTB	Due November 2014	Full approval 9 March
Feasibility work	Complete	
Acquisition of statutory powers	Planning due February 2015 CPO as back up to negotiation with lease holder	Planning permission granted 4 February 2015. Authority to proceed with CPO gained July 2015.
Detailed design	trial pits and other investigation underway	
Procurement	Aug 2014 – March 2015	Dec 2014 – September 2015
Start of construction	August 2015	January 2016
Completion of construction	May 2016	November 2016
One year on evaluation	May 2017	November 2017
Five years on evaluation	May 2021	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	2.03 Newbury - London Road Industrial Estate	11 October 2015
1. Core Metrics	Planning Numbers	Actual to date
<b>Inputs</b>		
Expenditure	£2,400,000	
Funding breakdown		
Local Growth Deal	£1,900,000	
s.106 and similar contributions	£250,000	£205,000
Council Capital Programme	£250,000	
Other	-	
In-kind resources provided	£70,000	£63,000

<b>Outcomes</b>		
Planned Jobs connected to the intervention		1,000
Commercial floorspace constructed (square metres)		14,000
Housing unit starts		300
Housing units completed		300
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	400 metres (one lane)	
Total length of newly built roads	400 metres (one lane) plus 70 metres (2 lanes)	
Total length of new cycle ways	390 metres	
Total length of new footways	390 metres	
Type of service improvement	New access link and associated highway improvements in central town location.	
<b>Outcomes</b>		
Follow on investment at site	Estimate required	
Commercial floorspace occupied	Estimate required	
Commercial rental values	Estimate required	

## Berkshire Local Transport Body – 19 November 2015

### 2.04.2 Wokingham – North Wokingham Distributor Road

Highlights of progress since July 2015
Work continues on the production of an Appraisal Specification Report (ASR) to DfT's specification. This ASR will document the proposed methodology and scope of the scheme appraisal/full business case development.

#### 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 DfT in 2015.
- 2.6. Planning applications for other sites along the route are expected during 2014. A planning application for the road is anticipated in 2015. Subject to planning permissions the scheme can be delivered in full by 2018
- 2.7. 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	-	£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	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>		<b>£160,000</b>	<b>£160,000</b>	<b>£4,170,000</b>	<b>£1,610,000</b>		<b>tbc</b>

\*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



<b>Risk</b>	<b>Management of risk</b>
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

<b>Task</b>	<b>November 2014 Timescale</b>	<b>November 2015 Timescale (where changed)</b>
Programme Entry Status	14 July 2013	
Independent Assessment of FBC	Autumn 2015 at the earliest	
Financial Approval from LTB	Due Late 2015	
Feasibility work	Complete – awaiting final approval	
Acquisition of statutory powers	Planning permission required: application due 2015	
Detailed design	Alignment to be approved in June 2015; detailed design to be completed 2016	
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.

<b>Growth Deal Schemes:</b>	<b>Transport scheme</b>	
<b>Thames Valley Berkshire LEP</b>	<b>2.04.2 Wokingham – North Wokingham Distributor Road</b>	<b>11 October 2015</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
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	

<b>Outcomes</b>		
Planned Jobs connected to the intervention	0	
Commercial floorspace constructed (square metres)	A share of 25,000	
Housing unit starts	A share of 4,000	
Housing units completed	A share of 4,000	
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
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	
<b>Outcomes</b>		
Follow on investment at site	Estimate required	
Commercial floorspace occupied	Estimate required	
Commercial rental values	Estimate required	
<b>3. ADDITIONAL MONITORING - for specific schemes</b>		
Transport - to be collected for all projects/programmes <b>involving more than £5m public funding</b> 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 – 19 November 2015

### 2.04.3 Wokingham – South Wokingham Distributor Road

#### Highlights of progress since July 2015

Work continues on the production of an Appraisal Specification Report (ASR) to DfT's specification. This ASR will document the proposed methodology and scope of the scheme appraisal/full business case development.

#### 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 DfT 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.

#### 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	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>				<b>Tbc</b>	<b>Tbc</b>	<b>Tbc</b>	<b>tbc</b>

\*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	November 2014 Timescale	November 2015 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	11 October 2015
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
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	
<b>Outcomes</b>		
Planned Jobs connected to the intervention	0	

Commercial floorspace constructed (square metres)	A share of 25,000	
Housing unit starts	A share of 4,000	
Housing units completed	A share of 4,000	
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
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	
<b>Outcomes</b>		
Follow on investment at site	Estimate required	
Commercial floorspace occupied	Estimate required	
Commercial rental values	Estimate required	
<b>3. ADDITIONAL MONITORING - for specific schemes</b>		
Transport - to be collected for all projects/programmes <b>involving more than £5m public funding</b> 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 – 19 November 2015

### 2.04.4 Wokingham – Arborfield Relief Road

Highlights of progress since July 2015
Work continues on the production of an Appraisal Specification Report (ASR) to DfT's specification. This ASR will document the proposed methodology and scope of the scheme appraisal/full business case development.

#### 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 DfT 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	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>		<b>Tbc</b>	<b>Tbc</b>	<b>Tbc</b>			<b>tbc</b>

\*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	November 2014 Timescale	November 2015 Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	Autumn 2015 at the earliest	
Financial Approval from LTB	Early 2016 at the earliest	
Feasibility work	Complete	
Acquisition of statutory powers	Planning permission required	
Detailed design	Underway in preparation for a planning application	
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	
<b>Thames Valley Berkshire LEP</b>	<b>2.04.4 Wokingham – Arborfield Relief Road</b>	<b>11 October 2015</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
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	
<b>Outcomes</b>		
Planned Jobs connected to the intervention		0
Commercial floorspace constructed (square metres)	A share of 25,000	
Housing unit starts	A share of 4,000	
Housing units completed	A share of 4,000	

<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
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	
<b>Outcomes</b>		
Follow on investment at site	Estimate required	
Commercial floorspace occupied	Estimate required	
Commercial rental values	Estimate required	

<b>3. ADDITIONAL MONITORING - for specific schemes</b>		
Transport - to be collected for all projects/programmes <b>involving more than £5m public funding</b> 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 – 19 November 2015

### 2.05 Newbury – Sandford Park

Highlights of progress since July 2015
Planning application has been received but is not yet registered.

#### 1. The Scheme

The purpose of this scheme is to deliver additional accesses to Sandford Park, a strategic development site that will deliver up to 2,000 dwellings. This will ensure permeability through the site and better manage the impact on the highway network. There are two main elements: i) a new access from the A339, and ii) new junction arrangements on the A343 and the upgrading of a route to provide a suitable access. The scheme will also unlock land with potential for a new school and for new enterprises seeking to build better links between business and education.

#### 2. Progress with the scheme

- 2.1. A letter from the Department for Communities and Local Government to TVB LEP confirmed an allocation of £2million for this scheme.
- 2.2. Regular project meetings are held in relation to the overall strategic residential scheme – these include discussions on the access scheme. Further public consultation by developer was held in June 2015.
- 2.3. A VISSIM model has been built to help with the planning application and business case. Detailed work is happening on junction design in conjunction with the modelling work and a planning application has been received but is not yet registered.
- 2.4. The parties involved in the scheme are: the Council, the developers and their agents, Newbury College.

#### 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			800,000	600,000	600,000		2,000,000
Local contributions from .....							
- Section 106 agreements Private investment (Newbury College)			1,200,000	1,450,000	1,000,000		3,650,000
- Council Capital Programme							
- Other sources							
<b>Total Scheme Cost</b>			<b>2,000,000</b>	<b>2,050,000</b>	<b>1,600,000</b>		<b>5,650,000</b>

#### 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
Timing of planning application for housing development and road delivery not working together.	There is close liaison with the Developers and their agents and frequent meetings discussing the wide range of topics associated with the overall development. These channels of

	communication will be used to coordinate timing of accesses and how this links with planning applications and phases of development.
Escalating costs	The amount allocated by DCLG is less than asked for and as detailed project design progresses other costs could change. The detailed work will be carried out as a priority to establish better cost estimates and sources of additional funding explored.

## 5. Programme

Task	February 2015 Timescale	November 2015 Timescale (where changed)
Programme Entry Status	19 March 2015	
Independent Assessment of FBC	January 2016 ( <i>provisional</i> )	
Financial Approval from LTB	March 2016 ( <i>provisional</i> )	
Feasibility work	Spring / Summer 2015 ( <i>provisional</i> )	
Acquisition of statutory powers	Winter 2015/16 ( <i>provisional</i> )	
Detailed design	Summer 2015 ( <i>provisional</i> )	
Procurement	Autumn / Winter 2015/16 ( <i>provisional</i> )	
Start of construction	April 2017 ( <i>provisional</i> )	
Completion of construction	March 2020 ( <i>provisional</i> )	
One year on evaluation	March 2021 ( <i>provisional</i> )	
Five years on evaluation	March 2025 ( <i>provisional</i> )	

## 6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.05 Newbury – Sandford Park	11 October 2015
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£5,650,000	
Funding breakdown		
Local Growth Deal	£2,000,000	
s.106 and similar contributions	£3,650,000	
Council Capital Programme		£16,000
Other		
In-kind resources provided	£100,000	
<b>Outcomes</b>		
Planned Jobs connected to the intervention	420	
Commercial floorspace constructed (square metres)	35,500	
Housing unit starts	2,000	
Housing units completed	2,000	

<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	400m	
Total length of newly built roads	450m	
Total length of new cycle ways	750m	
Total length of new footways	850m	
Type of service improvement	New highway access routes	
<b>Outcomes</b>		
Follow on investment at site	Not yet known	
Commercial floorspace occupied	Not yet known	
Commercial rental values	Not yet known	

## Berkshire Local Transport Body – 19 November 2015

### 2.06 Reading Green Park Railway Station

Highlights of progress since July 2015
Awaiting the outcome of the Network Rail programme review currently being undertaken by Sir Peter Hendy to clarify timescales for electrification of the line from Southcote Junction to Basingstoke, currently programmed for December 2018.
Joint lobbying letters from RBC/TVB have been sent to DfT and NR
Press interest in the potential delay and/or creation of a white elephant station where trains do not stop <a href="http://www.getreading.co.uk/news/reading-berkshire-news/green-park-station-open-without-10243662">http://www.getreading.co.uk/news/reading-berkshire-news/green-park-station-open-without-10243662</a>

#### 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 business case has been completed and reviewed by DfT Rail and the BLTB independent assessors, confirming the scheme represents good value for money in both a low and high forecast patronage scenario. Financial approval for the scheme was granted by the BLTB in November 2014.
- 2.2. Planning permission for the station, multi-modal interchange, car park and access road was granted by Reading Borough Council in April and West Berkshire Council in May. The outline 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. Confirmation that electrification of the line from Southcote Junction to Basingstoke is scheduled to be complete by December 2018 was included within the Great Western franchise direct award. However we are currently awaiting the outcome of the Network Rail programme review currently being undertaken by Sir Peter Hendy to clarify timescales for electrification of the line from Southcote Junction to Basingstoke, currently programmed for December 2018.
- 2.4. Detailed design for the scheme is being undertaken in partnership with Network Rail and FGW to ensure compliance with the latest railway standards. Discussions are on-going to identify any opportunities to align implementation with other major upgrade works on the railway and to agree the best approach to implementation of the station.
- 2.5. Liaison with nearby landowners is on-going to ensure coordination with the wider development plans for the area, including the mixed-use GreenPark Village development.
- 2.6. Scheme development is being undertaken in line with Network Rail's GRIP process and to take account of the latest developments from related projects such as Reading Station Redevelopment, Great Western Mainline Electrification, Electric Spine, East-West Rail and Western Rail Access to Heathrow (WRATH).
- 2.7. 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
<b>Total Scheme Cost</b>			<b>£7,500,000</b>	<b>£3,200,000</b>			<b>£11,700,000</b>

#### 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
Network Rail's revised electrification plan for the Reading-Basingstoke Branch creates delays	Current lobbying exercise led by RBC Cllrs; need to explore either delay or revive the plan for a diesel service if construction is not delayed
Business case does not meet DfT requirements for new stations.	Business case has been developed in partnership with Network Rail, FGW, and the DfT Rail Executive. The business case has been approved by the BLTB.
Planning permission is not granted.	Historic planning application has been updated to reflect the latest situation. Planning permission has been granted by both Reading and West Berkshire Councils.
It is not feasible to stop trains at the new station within the existing timetable.	Timetable capability assessment has been undertaken with Network Rail which confirms service options for the station which have been included in the scheme business case.
TOC does not agree to stop trains at the new station.	Scheme development is being undertaken in partnership with FGW, including preparation of the business case and design of the station.
Scheme costs significantly increase.	Costs are being reviewed and cost savings sought, contingency has been built into the overall scheme cost.

#### 5. Programme

Task	November 2014 Timescale	November 2015 Timescale (where changed)
Programme Entry Status	July 2013	
Feasibility work	March 2014	
Independent Assessment of FBC	October 2014	
Financial Approval from LTB	November 2014	
Acquisition of statutory powers	January 2015	<i>May 2015</i>
Detailed design	April 2015	<i>December 2015</i>
Procurement	September 2015	<i>June 2017</i>

Start of construction	October 2015	<i>August 2017</i>
Completion of construction	September 2016	<i>September 2018</i>
Open to public	December 2016	<i>December 2018</i>
One year on evaluation	September 2017	<i>December 2019</i>
Five years on evaluation	September 2021	<i>December 2023</i>

## 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.

<b>Growth Deal Schemes:</b>	<b>Transport scheme</b>	
<b>Thames Valley Berkshire LEP</b>	<b>2.06 Reading Green Park Railway Station</b>	<b>11 October 2015</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
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	
<b>Outcomes</b>		
Planned Jobs connected to the intervention	3,580	
Commercial floorspace constructed (square metres)	68,000	
Housing unit starts	735	
Housing units completed	735	
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	230m	
Total length of newly built roads	250m	
Total length of new cycle ways	310m	
Type of infrastructure	Rail/public transport Interchange	
Type of service improvement	Decongestion Benefits, Journey Time Savings Reliability Journey Ambience	
<b>Outcomes</b>		
Follow on investment at site	Development of GPV & GP Business Park	
Commercial floorspace occupied	N/A	
Commercial rental values	N/A	

<b>3. ADDITIONAL MONITORING - for specific schemes</b>		
Transport - to be collected for all projects/programmes <b>involving more than £5m public funding</b> 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	4,109 High Growth 2,143 Low Growth 668 AM Peak 596 PM Peak	
Bus/light rail travel time by peak period	n/a	
Mode share (%)	8% for rail	
Pedestrians counts on new/existing routes (#)	New access – no existing count	
Cycle journeys on new/existing routes (#)	New access – no existing count	
Households with access to specific sites by mode within threshold times (#)	n/a	

## Berkshire Local Transport Body – 19 November 2015

### 2.07 Bracknell – Coral Reef Roundabout

#### Highlights of progress since July 2015

The project is slightly ahead of programme and is now expected to be complete in early summer of 2016.

#### 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. Works started on site 7<sup>th</sup> April 2015  
 2.2. The Coral Reef project is being delivered through a Principal Contractor (the Council's Highways Term Contract) which significantly streamlines the procurements process.  
 2.3. The project is slightly ahead of programme and is now expected to be complete in early summer of 2016.

#### 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	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>	<b>£2,100,00</b>	<b>£910,000</b>					<b>£3,010,000</b>

#### 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)
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## 5. Programme

Task	November 2014 Timescale	November 2015 timescale (where changed)
Programme Entry Status	14 July 2013	
Independent Assessment of FBC	June 2014	Complete
Financial Approval from LTB	July 2014	Complete January 2015
Feasibility work		complete
Acquisition of statutory powers	None required	
Detailed design	October 2014	Complete Feb 2015
Procurement	Term contractor	complete
Start of construction	June 2015	April 2015
Completion of construction	November 2016	July 2016
One year on evaluation	November 2017	July 2017
Five years on evaluation	November 2021	July 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	
<b>Thames Valley Berkshire LEP</b>	<b>2.07 Bracknell – Coral Reef Roundabout</b>	<b>11 October 2105</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
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		£100,000
<b>Outcomes</b>		
Planned Jobs connected to the intervention	0	
Commercial floorspace constructed (square metres)	0	
Housing unit starts	0	
Housing units completed	0	
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
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.	
<b>Outcomes</b>		
Follow on investment at site	0	
Commercial floorspace occupied	0	
Commercial rental values	0	

## Berkshire Local Transport Body – 19 November 2015

### 2.08 Slough: Rapid Transit Phase 1

#### Highlights of progress since July 2015

Procurement process completed. Contract Award agreed. Construction programme reviewed. Start-on-site programmed for 1 December 2015.

#### 1. The Scheme

- 1.1. The A4 forms the spine of a 12km strategic public transport corridor that links Maidenhead, Slough and Heathrow and plays an important role in providing surface access to the airport. The western section of the Slough Mass Rapid Transit (SMaRT) project will provide for buses to operate along the service roads fronting Slough Trading Estate. Bus lanes and other priority measures will be provided in the central section between the estate, Slough town centre and eastwards to Junction 5 of the M4.
- 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 was presented to the Cabinet on 19<sup>th</sup> January 2015. The consultation highlighted some concerns about the design of the scheme and revisions have been made in discussion with stakeholders. Planning permission due imminently for elements of the scheme outside highway boundaries.
- 2.3. Procurement has proceeded in parallel with schemes 2.10 Slough: A332 Improvements and 2.17 Slough: A355 Route. Tenders have been sought, a contractor has been selected and the construction programme is under review to meet the LEP and Local Authority spend profile.

#### 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	£2,600,000	£3,000,000	-	-	-	-	£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	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>	<b>£5,000,000</b>	<b>£4,100,000</b>					<b>£9,100,000</b>

#### 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	Status
Unfavourable response to wider public consultation.	Programme allows for detailed design to be modified where necessary to address specific objections.	Green
Planning permission not being granted for elements that are not	Public consultation and close working with Ward Members, NAGs, Parish	Green

Permitted Development.	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. (Minor issue remaining)	Amber
Higher than expected costs arising post-business case approval.	Manage scheme costs and benchmark against similar schemes.	Green
Delays in procurement process.	Programme allows adequate time for procurement.	Green
Delays in achieving local contribution towards costs.	Ensure SBC funding in place and on-going dialogue with partners.	Green
Unexpected land compensation claims.	Address any claims in accordance with current legislation.	Green
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.	Green
Utilities alterations greater than expected.	Early consultations with Statutory Authorities.	Green
Changes to design after commencing construction.	Fully complete design prior to commencing construction/ allow for contingency provision.	Green

## 5. Programme

Task	November 2014 Timescale	November 2015 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	Complete
Detailed design	Council Cabinet 15 <sup>th</sup> September 2014 agreed subject to outcome of public consultation	Consultation reported to Cabinet 19 <sup>th</sup> January 2015: revisions made to address issues arising from consultation.
Procurement	Due May 2015	September 2015
Start of construction	June 2015	December 2015
Completion of construction	June 2016	December 2016
One year on evaluation	June 2017	December 2017
Five years on evaluation	June 2021	December 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 Transit Phase 1	11 October 2015

<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£9,100,000	
Funding breakdown		
Local Growth Deal	£5,600,000	
s.106 and similar contributions	£900,000	
Council Capital Programme	£2,600,000	
Other	-	
In-kind resources provided	£110,000	TBC
<b>Outcomes</b>		
Planned Jobs connected to the intervention	2,460	
Commercial floorspace constructed (square metres)	108,700	
Housing unit starts	3,120	
Housing units completed	3,120	
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
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	
<b>Outcomes</b>		
Follow on investment at site	To be determined	
Commercial floorspace occupied	To be determined	
Commercial rental values	To be determined	

<b>3. ADDITIONAL MONITORING - for specific schemes</b>		
Transport - to be collected for all projects/programmes <b>involving more than £5m public funding</b> 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"> <li>Bath Rd</li> <li>Wellington Rd</li> <li>London Rd</li> </ul>	
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"> <li>• 'Series 7' Heathrow bus services;</li> <li>• Boardings in A4 Bath Rd and A4 London Rd</li> </ul>	
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 (%)	n/a	
Pedestrians counts on new/existing routes (#)	n/a	
Cycle journeys on new/existing routes (#)	Data for journeys along A4 Bath Rd	
Households with access to specific sites by mode within threshold times (#)	Data for households within 45 mins bus journey time of Heathrow	

## Berkshire Local Transport Body – 19 November 2015

### 2.09.1 Sustainable Transport NCN 422

Highlights of progress since July 2015						
Business case has been completed and recommendation to approve has been made						
<p>The five LA's (West Berkshire, Reading, Wokingham, Bracknell and Royal Borough of Windsor and Maidenhead) have agreed to commission WSP Parsons Brinckerhoff (WSP/PB) to complete a full business case in preparation for funding, within the agreed timeline. WSP/PB is now working on the Final Business Case and this will be prepared for circulation by the end of September 2015. Preparation of the FBC is as follows:</p>						
Key Task	Month Commencing					
	May 2015	June 2015	July 2015	Aug 2015	Sept 2015	Oct 2015
Stakeholder liaison and data collection						
Options Assessment Report (OAR) preparation						
Submission of OAR						
Appraisal Summary Report (ASR) preparation						
Submission of ASR						
Full Business Case preparation						
Business Case ready for submission to independent assessor						
<p>A Governance Structure has now been agreed in which a Steering Group made up of a senior representative from each LA will report to the Berkshire Strategic Transport Forum and then to the LEP/BLTB. Meetings will be held quarterly, unless there is a need to hold them more regularly, which could be the case at the project outset.</p>						
<p>WBC has provisionally agreed to act as the Lead Authority for the project and to manage the funding and progress reporting processes.</p>						

#### 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 Route has since been developed so that originates in West Berkshire (Newbury) and goes on through to Windsor LEGOLAND.
- 1.3. The route requires funding to deliver new infrastructure in all five authorities, although large sections of the route already exist or have been provided through separate capital programmes such as LSTF.

## 2. Progress with the scheme

- 2.1. A full business case for the route has been recommended for funding approval in November 2015.
- 2.2. The route agreed in the final business case has been agreed and refined by the each of the local authorities involved. This has required some revenue funding input to complete preliminary design work, feasibility and costing.
- 2.3. Reading and RBWM have employed consultants to undertake preliminary design work and this will be used to provide a programme for delivery, including a programme for funding.
- 2.4. Reading has also assessed key parts of the route that are in West Berks, and West Berks will continue to complete their own in house design and costing processes.
- 2.5. The route through Bracknell has been dictated by new development, both housing and regeneration. Bracknell have a clear route selected and are currently completing some further costing works.
- 2.6. The route design through Wokingham Borough is approaching 60-65% complete. The final sections of route will be designed and costed in the next financial years.

## 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	-	£1,000,000	£1,500,000	£1,700,000	-	-	£4,200,000
Local contributions from .....							
- Section 106 agreements	-	-	-	-	-	-	-
- Wokingham Council Capital Programme	£600,000	£428,300*	£171,700*	-	-	-	£1,200,000*
- Reading Council Capital Programme		£50,000*	£50,000*	-	-	-	£100,000*
- West Berkshire Capital Programme	-	£50,000*	£50,000*	-	-	-	£100,000*
- Bracknell Forest Capital Programme	-	£50,000*	£50,000*	-	-	-	£100,000*
- Windsor and Maidenhead Capital Programme	-	£30,000*	£50,000*	£50,000*	-	-	£130,000*
- Other sources	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>	<b>£600,000*</b>	<b>£1,608,300*</b>	<b>£1,871,700*</b>	<b>£1,750,000*</b>			<b>£5,830,000*</b>

\*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
Design	If the whole project was delivered as one,



	<p>which design standards should the project conform to?</p> <p>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</p>
Design feasibility & costing	<p>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.</p>
Funding	<p>As with any multi-faceted project there are risks of securing all the funding needed for completion of the whole NCN. Early member support for a wider project delivery is needed to ensure funding streams can be secured.</p>
Political support	<p>While political support is currently strong the delivery horizon of the NCN is 2018/19. There is currently scope for that position to change.</p>
Planning permission is not granted in Windsor Great Park	<p>Internal budget allocated to progress a planning application to ensure route can be delivered.</p>

## 5. Programme

- 5.1. The programme for the completion of the full business case by WSP/PB is laid out in section 1 above, and securing the additional funding will be key in delivering new infrastructure to support a new NCN. Work is also on going by the 5 LA's in anticipation of funding being granted.
- 5.2. 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.
- 5.3. Additionally, since the last update work on the route has been complete in Reading Borough, linking the work undertaken in Wokingham Borough to Central Reading via the Three Tuns and Cemetery Junction.
- 5.4. Now work has been completed in Wokingham Borough delivering a cycleway through Coppid Beech Junction, providing a link from Wokingham to Bracknell, Bracknell are in the process of securing funding from a developer to extend the route to join it to the existing network. Bracknell is also planning on integrating the NCN route with the town centre redevelopment which is now well underway.

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

<b>Growth Deal Schemes:</b>	<b>Transport scheme</b>	
<b>Thames Valley Berkshire LEP</b>	<b>2.09.1 Sustainable Transport NCN 422</b>	<b>11 October 2015</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£5,830,000	
Funding breakdown		
Local Growth Deal	£4,200,000	
s.106 and similar contributions	-	
Council Capital Programmes	£1,630,000	
Other	-	
In-kind resources provided	Estimate required	
<b>Outcomes</b>		
Planned Jobs connected to the intervention	-	
Commercial floorspace constructed (square metres)	-	
Housing unit starts	-	
Housing units completed	-	
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
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	
<b>Outcomes</b>		
Follow on investment at site	Estimate required	
Commercial floorspace occupied	Estimate required	
Commercial rental values	Estimate required	

**Berkshire Local Transport Body – 19 November 2015**

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

<b>Highlights of progress since July 2015</b>
Data collection exercise complete.
Design completed for Slough section.
Draft Options Assessment and Appraisal Summary Report completed.
Business Case recommended for approval
Bucks County Council are progressing a design for the section of route through Taplow.

**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 will give access to: the Bishops Centre Retail Park; Slough Trading Estate; Burnham and Taplow stations; and adjacent residential areas. It will cater for commuting and other utility cycling trips, as well as leisure trips, connecting to National Cycle Network Route 61 via the Jubilee River, and to Cliveden and Burnham Beeches.

**2. Progress with the scheme**

2.1. Progress with scheme is as follows:

- RBWM: Maidenhead town centre to Thames Bridge – design prepared and stakeholder consultation completed, minor revisions have been made to the scheme design following alterations to the Stafferton Way Link Road scheme and to respond to the findings of the safety audit, NRSWA checks progressing, scheme costings reviewed against the latest schedules of rates; internal funding bid submitted;
- Bucks: Thames Bridge to Slough Borough boundary – feasibility study and design underway – designs are being revised in response to stakeholder feedback;
- Slough: Borough boundary east to Burnham station and Slough Trading Estate – design work completed. The scheme will be coordinated with the delivery of the LSTF-funded cycle link between Slough Trading Estate and Slough town centre.

2.2. RBWM and SBC met with WYG to discuss the approach to be used for the development of the business case. WYG subsequently sent through a proposed methodology. RBWM and SBC appointed WSP-Parsons Brinkerhoff to prepare the business case according to the agreed methodology and to undertake the design work for the Slough section of the route. The business case has been recommended for approval.

2.3. There have been regular project meetings between RBWM, SBC and Bucks County Council (BCC) to coordinate the scheme design and to explore opportunities for joint working.

**3. Funding**

3.1. The following table sets out the funding for the scheme on the basis of our unapproved funding profile. There will be an upward adjustment to the approved LEP finance figure when the final costings have been received; this will be met from the “unapproved allocation”.

<b>Source of funding</b>	<b>2015/16</b>	<b>2016/17</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>Total</b>
Amount from LEP Local Growth Deal	-	£700,000	-	-	-	-	£700,000
Local contributions from .....							
- Section 106 agreements	-	£110,000	-	-	-	-	£110,000

- Council Capital Programme	-	£770,000	-	-	-	-	£770,000
- Other sources	-	£1,728,600	-	-	-	-	£1,728,600
<b>Total Scheme Cost</b>		<b>£3,308,600</b>					<b>£3,308,000</b>

**Notes:**

1. Costs have been updated to reflect current schedules of rates and utilities protection / diversion costs
2. Local contributions have been increased for RBWM section of route, including £60k developer contribution from King's Quarter development and £373k from 2016/17 Council Capital Programme
3. Other sources of funding include £1,542,700 from Thames Valley Bucks 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

<b>Risk</b>	<b>Management of risk</b>
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**

<b>Task</b>	<b>Original Timescale</b>	<b>November 2015 Timescale (where changed)</b>
Programme Entry Status	24 July 2014	
Data Collection	April 2015	June 2015
Independent Assessment of FBC	Due May 2015	Due September 2015
Financial Approval from LTB	Due July 2015	Due November 2015
Feasibility work	complete	
Acquisition of statutory powers	Unlikely to be needed	
Detailed design	Spring/summer 2015	
Public Consultation	-	November 2015
Procurement	Complete by December 2015	Complete by April 2016
Start of construction	Spring 2016	Summer 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.

<b>Growth Deal Schemes:</b>	<b>Transport scheme</b>	
<b>Thames Valley Berkshire LEP</b>	<b>2.09.2 Sustainable Transport A4 Cycle with Bucks</b>	<b>11 October 2015</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£3,308,600	£0
Funding breakdown		
Local Growth Deal	£700,000	£0
s.106 and similar contributions	£110,000	£0
Council Capital Programmes	£770,000	£0
Other	£1,728,600	£0
In-kind resources provided	£50,000	£1,000
<b>Outcomes</b>		
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
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	0	0
Total length of newly built roads	0	0
Total length of new cycle ways	2.4 km*	0
Type of infrastructure	Shared use footway / cycleway and on-carriageway cycle lanes	
Type of service improvement	New cycle route	
<b>Outcomes</b>		
Follow on investment at site	0	0
Commercial floorspace occupied	0	0
Commercial rental values	0	0

\* excludes section within Buckinghamshire

**Berkshire Strategic Transport (Officers') Forum – 22 October 2015**  
**Berkshire Local Transport Body – 19 November 2015**

**2.10 Slough: A332 Improvements**

<b>Highlights of progress since July 2015</b>
Procurement process completed. Contract Award agreed. Construction programme under review. Start on site programmed for 1 December 2015.

**1. The Scheme**

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

**2. Progress with the scheme**

- 2.1. The business case for this scheme was assessed by WYG in October 2014. Financial Approval was given by the BLTB on 20<sup>th</sup> November 2014.
- 2.2. Detailed design and public consultation have been completed. Approval was granted by the Cabinet on the 15<sup>th</sup> December 2014 to proceed to tender and implementation. The Council has worked with other owners of land on the eastern frontage to agree a regeneration scheme involving the demolition of properties to allow road widening and provision of a comprehensive residential development<sup>1</sup>. Agreement has now been reached without the need to use CPO powers.
- 2.3. Procurement has proceeded in parallel with schemes 2.08 Slough: Rapid Transit Phase 1 and 2.17 Slough: A355 Route. Tenders have been sought, a contractor has been selected and the construction programme is under review to meet both the LEP and L's funding profile.

**3. Funding**

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

<b>Source of funding</b>	<b>2015/16</b>	<b>2016/17</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>Total</b>
Amount from LEP Local Growth Deal	£850,000	£1,850,000	-	-	-	-	£2,700,000
Local contributions from .....							
- Section 106 agreements	£250,000		-	-	-	-	£250,000
- Council Capital Programme	£2,050,000		-	-	-	-	£2,050,000
- Other sources	-		-	-	-	-	-
<b>Total Scheme Cost</b>	<b>£3,150,000</b>	<b>£1,850,000</b>					<b>£5,000,000</b>

**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.

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<sup>1</sup> This has been supported by the 27<sup>th</sup> November 2014 Planning Committee's decision to designate the area as a 'Selected Key Location' for regeneration in line with Core Policy 1 of the Slough Local Plan.

<b>Risk</b>	<b>Management of risk</b>	<b>Status</b>
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 mind that the affected land lies within the approved Berkshire Road Widening Line. (Planning application submitted: no issues anticipated in relation to LGF scheme).	Green
Planning permission not being granted for associated housing and commercial developments.		Green
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 allows times for CPO process to be carried out if necessary and time for land transfer.	Green
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.	Green
Delays in procurement process.	Programme allows adequate time for procurement.	Green
Delays in achieving local contribution towards costs.	Ensure SBC funding in place and on-going dialogue with partners.	Green
Unexpected land compensation claims.	Address any claims in accordance with current legislation.	Green
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.	Green
Utilities alterations greater than expected.	Early consultations with Statutory Authorities.	Green
Changes to design after commencing construction.	Fully complete design prior to commencing construction/ allow for contingency provision.	Green

## 5. Programme

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

<b>Growth Deal Schemes:</b>	<b>Transport scheme</b>	
<b>Thames Valley Berkshire LEP</b>	<b>2.10 Slough: A332 Improvements</b>	<b>11 October 2015</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£5,000,000	
Funding breakdown		
Local Growth Deal	£2,700,000	
s.106 and similar contributions	£250,000	
Council Capital Programme	£2,050,000	
Other	-	
In-kind resources provided	£90,000	TBC
<b>Outcomes</b>		
Planned Jobs connected to the intervention	2,150	
Commercial floorspace constructed (square metres)	79,150	
Housing unit starts	2,995	
Housing units completed	2,995	
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
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	
<b>Outcomes</b>		
Follow on investment at site	Redevelopment for 125 housing units	
Commercial floorspace occupied	To be determined	
Commercial rental values	To be determined	



## Berkshire Local Transport Body – 19 November 2015

### 2.11 Reading: South Reading MRT phase 1

### 2.12 Reading: South Reading MRT phase 2

Highlights of progress since July 2015
The full business case for the scheme has been submitted to the BLTB's independent assessors for their review, and is recommended for conditional approval at the BLTB meeting in November. The BCR for the scheme is 3.55, showing the scheme represents high value for money.
Scheme development including detailed design is on-going, taking account of the latest land-use development proposals for the A33 corridor.

## 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 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 The full business case for the scheme has been completed and submitted to the BLTB's independent assessors for their review. The business case incorporates comments received previously from the independent assessors regarding the need to update elements of the Reading Transport Model (RTM). Therefore an updated model of the A33 corridor has been used for preparation of the scheme business case.
- 2.3 The economic appraisal for the scheme gives a BCR of 3.55, showing the scheme represents high value for money. Sensitivity tests undertaken with increased scheme costs and high and low patronage forecasts still show a positive BCR of between 2.4 to 4.2.
- 2.4 Scheme development including detailed design is on-going, taking account of the latest land-use development plans for the A33 corridor.
- 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.

## 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	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>		<b>£3,710,000</b>	<b>£1,910,000</b>				<b>£5,620,000</b>

#### 4. Risks

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

Risk	Management of risk
Objections through the TRO process.	Scheme is within highway or safeguarded land. The principle of MRT on this corridor has been consulted upon through preparation of policy documents including the LTP3.
Utility diversions and surface water drainage alterations.	Utility searches are being progressed and detailed design being undertaken accordingly.

#### 5. Programme

Task	Original Timescale	November 2015 Timescale (where changed)
Programme Entry Status	July 2014	
Independent Assessment of FBC	September 2015	September 2015
Financial Approval from LTB	November 2015	November 2015
Feasibility work	March 2014	
Acquisition of statutory powers	March 2016	
Detailed design	June 2015	January 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	11 October 2015
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
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	£350,000	
<b>Outcomes</b>		
Planned Jobs connected to the intervention	2,424	
Commercial floorspace constructed (square metres)	44,016	
Housing unit starts	527	
Housing units completed	527	

<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	0m	
Total length of newly built roads	1,900m (Phase 1) 1,360m (Phase 2)	
Total length of new cycle ways	200m (Phase 2)	
Type of infrastructure	Bus Priority Lanes	
Type of service improvement	Reduced & consistent journey times	
<b>Outcomes</b>		
Follow on investment at site	N/A	
Commercial floorspace occupied	N/A	
Commercial rental values	N/A	

## Berkshire Local Transport Body – 19 November 2015

### 2.13 Reading: Eastern Park and Ride

#### Highlights of progress since July 2015

Meetings have been held with the principal land owner, Oracle, to agree access to the land for surveys and also to discuss agreements for acquisition of the land. Discussions ongoing between Oracle and Wokingham Borough Council.

Pre-app discussion held with the Planning Authority to agree scope of ecology surveys, which have been commissioned and are on-going.

#### 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 Meeting between Reading BC and Wokingham BC has taken place to ascertain the extent of work already undertaken.
- 2.5 Preparation for 2015/16 has commenced, including scoping the tasks required to be completed to progress the scheme to submission of a planning application.
- 2.6 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.
- 2.7 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.
- 2.8 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	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>		<b>£900,000</b>	<b>£2,700,000*</b>				<b>£3,600,000*</b>

\*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	November 2015 Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	September 2015	January 2016 (submit FBC)
Financial Approval from LTB	November 2015	March 2016
Feasibility work	March 2014	
Acquisition of statutory powers	September 2015	December 2015 (submit planning permission)
Detailed design	September 2015	Spring 2016
Procurement	March 2016	Autumn 2016
Start of construction	April 2016	Spring 2017
Completion of construction	September 2017	Early 2018
One year on evaluation	September 2018	Early 2019
Five years on evaluation	September 2022	Early 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	2.13 Reading: Eastern Park and Ride	11 October 2015
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
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]
<b>Outcomes</b>		
Planned Jobs connected to the intervention	n/a	
Commercial floorspace constructed (square metres)	n/a	
Housing unit starts	n/a	
Housing units completed	n/a	
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
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]	
<b>Outcomes</b>		
Follow on investment at site	[TBC]	
Commercial floorspace occupied	[TBC]	
Commercial rental values	[TBC]	

## Berkshire Local Transport Body – 19 November 2015

### 2.14 Reading: East Reading Mass Rapid Transit

#### Highlights of progress since July 2015

Preparation of the full business case for the scheme has been delayed due to the requirement identified by the BLTB's Independent Assessors to update the Reading Transport Model. Therefore surveys are being undertaken in late September and a review of the implications for the overall scheme programme is currently being undertaken.

#### 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. The scheme has been delayed due to the requirement identified by the BLTB's Independent Assessors to update the Reading Transport Model. Therefore surveys are being undertaken in late September (the earliest opportunity to undertake surveys in a neutral month) and a review of the implications for the overall scheme programme is currently being undertaken.
- 2.3 The initial business case identified significant journey time and operational costs savings have been identified for public transport services, including services from the proposed East Reading P&R scheme and the existing TVP shuttle service (running to/from central Reading and TVP).
- 2.4 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, which has been updated to align with the latest funding profile agreed with central Government.
- 2.5 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.
- 2.6 The potential for cost savings for the scheme continues to be reviewed, both to the overall scheme costs and the level of LGF funding required.
- 2.7 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	-	-	£5,400,000	£10,200,000	-	-	£15,600,000
Local contributions from .....							
- Section 106 agreements	-	-	-	£3,900,000	-	-	£3,900,000
- Council Capital Programme	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>			<b>£5,400,000</b>	<b>£14,100,000</b>			<b>£19,500,000</b>

#### 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	November 2015 Timescale (where changed)
Programme Entry Status	14 July 2013	
Independent Assessment of FBC	September 2015	February 2016 - TBC
Financial Approval from LTB	November 2015	March 2016 – TBC
Feasibility work	March 2014	TBC
Acquisition of statutory powers	September 2015	September 2016 – TBC
Detailed design	September 2015	September 2016 – TBC
Procurement	March 2016	March 2017 – TBC
Start of construction	April 2016	April 2017 – TBC
Completion of construction	September 2017	September 2018 – TBC
One year on evaluation	September 2018	September 2019 – TBC
Five years on evaluation	September 2022	September 2023 – TBC

#### 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	11 October 2015
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
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	£500,000	
<b>Outcomes</b>		



Planned Jobs connected to the intervention	1,236	
Commercial floorspace constructed (square metres)	29,600	
Housing unit starts	356	
Housing units completed	356	
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	0m	
Total length of newly built roads	1,870m	
Total length of new cycle ways	200m	
Type of infrastructure	Dedicated public transport link	
Type of service improvement	Decongestion Benefits, Journey Time Savings; Reliability; Journey Ambience	
<b>Outcomes</b>		
Follow on investment at site	N/A	
Commercial floorspace occupied	N/A	
Commercial rental values	N/A	

<b>3. ADDITIONAL MONITORING - for specific schemes</b>		
Transport - to be collected for all projects/programmes <b>involving more than £5m public funding</b> 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	745,000 per annum; Circa 2,050 per day; 423 AM Peak; 281 Inter-peak	
Bus/light rail travel time by peak period	Time saving of 4 minutes	
Mode share (%)	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 – 19 November 2015

### 2.15 Bracknell: Martins Heron Roundabout

Highlights of progress since July 2015
Feasibility work is ongoing taking into account the wider impact on the corridor

#### 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/London road corridor improvements project through a Principal Contractor (the Council's Highways Term Contract) which significantly streamlines the procurements process, and will be seeking the necessary internal approvals for this course of action.

#### 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	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>			<b>£2,000,000</b>				<b>£2,000,000</b>

#### 4. Risks

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	November 2015 Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	March 2016	May 2016
Financial Approval from LTB	July 2016	
Feasibility work		Dec 2015
Acquisition of statutory powers	Not needed	
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	11 October 2015
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
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	Surveys – Topographical and turning counts	£10000
<b>Outcomes</b>		
Planned Jobs connected to the intervention	0	
Commercial floorspace constructed (square metres)	0	
Housing unit starts	0	
Housing units completed	0	
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
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.	
<b>Outcomes</b>		
Follow on investment at site	Not applicable	
Commercial floorspace occupied	Not applicable	
Commercial rental values	Not applicable	

## Berkshire Local Transport Body – 19 November 2015

### 2.16 Maidenhead: Station Access

Highlights of progress since July 2015
Consultants appointed to prepare a development framework for the station opportunity area and progress designs for a multi-modal interchange at the station. Design options for interchange to be circulated for internal comment by end of September.
Discussions are progressing with adjoining landowners regarding possible joint ventures.
The planning application for The Landing development has been approved, securing contributions of £250k towards a scheme to improve pedestrian / cycle access between the station and the town centre, including remodelling of the King Street / Queen Street / Grenfell Road junction.
Awaiting decision from DfT on Station Commercial Project Facility bid for decking of Shoppenhanger's Road car park. A decision is expected in October.
Viability and feasibility study for increasing car parking capacity at Stafferton Way has reported back. A report will be taken to October Cabinet to get agreement on a preferred option.

#### 1. The Scheme

##### 1.1. The scheme has three elements:

- i) Construction of a multi-modal transport interchange at Maidenhead Station to improve connections between journeys made on foot, bicycle, bus, train, taxi and car.
- ii) 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.
- iii) 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.

#### 2. Progress with the scheme

- 2.1. Maidenhead Railway Station is a major gateway into the town centre with over 4.5 million people passing through it each year, putting it in the top 50 UK stations outside London, and significantly higher if interchanges are taken into account.
- 2.2. With the 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.
- 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 parks, with 87 in the station forecourt. These facilities operate at or close to capacity on most days. 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 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 has been 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 an overall shortfall in weekday parking across the town centre within the next few years. 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 engaged with key delivery partners including Crossrail, Great Western Railway and Network Rail. Crossrail co-funded an initial study to look at options for a multi-modal interchange and are actively engaged in the development of the final scheme.
- 2.13. 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.
- 2.14. The Council has also been working with developers to explore delivery options for improving pedestrian and cycle access between the station and the town centre, including remodelling of the King Street / Queen Street / Grenfell Road junction. A planning application has recently been approved for The Landing development and RBWM has secured a contribution of £250,000 towards the junction improvement scheme.
- 2.15. A consultant was appointed to carry out a viability and feasibility study for the Stafferton Way car park, and consider appropriate funding and operating models. The study has reported back and approval is being sought to progress the preferred option.
- 2.16. The Council has appointed consultants to prepare a development framework for the station opportunity area and progress designs for a multi-modal interchange at the station.
- 2.17. Great Western Railway has undertaken preliminary design work for a track-level pedestrian link between the station and the car park, in order to minimise impact on the traffic signals at the A308 / Shoppenhangers Road junction caused by pedestrians using the surface crossing. They have appointed consultants to develop proposals for enhancing the station's southern access to extend the ticket gate line to accommodate the additional passengers that are forecast to use this entrance. They have also developed a proposal for decking the station car park at Shoppenhangers Road to provide at least 182 additional spaces and have submitted a funding bid to the Station Commercial Project Facility.
- 2.18. Timetable:
  - Initial design concepts for the transport interchange to be circulated for internal comment by end of September.
  - Report to be taken to October Cabinet seeking approval to progress the preferred option for increasing parking capacity in the Stafferton Way Opportunity Area.
  - Decision on bid to Station Commercial Project Facility expected October 2015.
  - Network Rail to start procurement for 'base scheme' for Maidenhead Station in October.

- Further phases, including development of the formal business case and detailed design will be 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	-	-	-	-	-	-	-
<b>Total Scheme Cost</b>			<b>£3,000,000*</b>	<b>£5,000,000</b>			<b>£8,000,000*</b>

\*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	November 2015 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	June 2015
Acquisition of statutory powers	March 2015	December 2015
Detailed design	January 2016	
Procurement	March 2016	
Start of construction	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.

<b>Growth Deal Schemes:</b>	<b>Transport scheme</b>	
<b>Thames Valley Berkshire LEP</b>	<b>2.16 Maidenhead: Station Access</b>	<b>11 October 2015</b>
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
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
<b>Outcomes</b>		
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
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
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.	
<b>Outcomes</b>		
Follow on investment at site	tbc*	-
Commercial floor space occupied	tbc*	-
Commercial rental values	tbc*	-



<b>3. ADDITIONAL MONITORING - for specific schemes</b>		
<b>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</b>		
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 <sub>2</sub> 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 – 19 November 2015

### 2.17 Slough: A355 Route

#### Highlights of progress since July 2015

Procurement process completed. Contract Award agreed. Construction programme under review. Strat on site programmed for 1 December 2015.

#### 1. The Scheme

- 1.1. This is a scheme to improve traffic flow on the strategic north-south A355 route that links the M4, Slough Trading Estate and the M40 and to enhance access to Slough town centre. The scheme involves the remodelling of the Copthorne roundabout, signal and junction upgrades and selected road widening.
- 1.2. The A355 Route Enhancement scheme will deliver a major contribution to reducing road congestion and increasing economic efficiency and business confidence. This project will support the delivery of the 150,000m<sup>2</sup> of office and ancillary space proposed in the Slough Trading Estate master plan and over 60,000m<sup>2</sup> 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 was assessed by WYG in October 2014. Financial Approval was given by the BLTB on 20<sup>th</sup> November 2014.
- 2.2. Detailed design and public consultation have been completed. Approval was granted by the Cabinet on the 15<sup>th</sup> December 2014 to proceed to tender and implementation.
- 2.3. Procurement has proceeded in parallel with schemes 2.08 Slough: Rapid Transit Phase 1 and 2.10 Slough: A332 Improvements.

#### 3. Funding

- 3.1. The following table sets out the funding for the scheme on the basis of the year of approval being advanced 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	£1,775,000	£2,625,000	-	-	-	-	£4,400,000
Local contributions from .....							
- Section 106 agreements	£700,000		-	-	-	-	£700,000
- Council Capital Programme	£700,000		-	-	-	-	£700,000
- Other sources	-		-	-	-	-	-
<b>Total Scheme Cost</b>	<b>£3,175,000</b>	<b>£2,625,000</b>					<b>£5,800,000</b>

#### 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	Green

	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.	Green
Delays in procurement process.	Programme allows adequate time for procurement	Green
Delays in achieving local contribution towards costs.	Ensure SBC funding in place and on-going dialogue with partners.	Green
Unexpected land compensation claims.	Address any claims in accordance with current legislation.	Green
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.	Green
Utilities alterations greater than expected.	Early consultations with Statutory Authorities.	Green
Changes to design after commencing construction.	Fully complete design prior to commencing construction/ allow for contingency provision.	Green

## 5. Programme

Task	Original Timescale	November 2015 Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	October 2014	
Financial Approval from LTB	20 November 2014	
Feasibility work	Completed	
Acquisition of statutory powers	n/a	
Cabinet approve scheme		Dec 2014
Detailed design	March 2015	March 2015
Procurement	May 2015	September 2015
Start of construction	June 2015	December 2015
Completion of construction	June 2016	December 2016
One year on evaluation	June 2017	December 2017
Five years on evaluation	June 2021	December 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	2.17 Slough: A355 Route	11 October 2015
1. Core Metrics	Planning Numbers	Actual to date
<b>Inputs</b>		
Expenditure	£5,800,000	
Funding breakdown		
Local Growth Deal	£4,400,000	
s.106 and similar contributions	£700,000	
Council Capital Programme	£700,000	

	Other	-	
In-kind resources provided		£90,000	TBC
<b>Outcomes</b>			
Planned Jobs connected to the intervention		1,260	
Commercial floorspace constructed (square metres)		48,000	
Housing unit starts		600	
Housing units completed		600	
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>			
<b>Transport</b>			
<b>Outputs</b>			
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	
<b>Outcomes</b>			
Follow on investment at site		To be determined	
Commercial floorspace occupied		To be determined	
Commercial rental values		To be determined	

## Berkshire Local Transport Body – 19 November 2015

### 2.19 Bracknell: Town Centre Regeneration Infrastructure Improvements

Highlights of progress since July 2015
Business Case recommended for conditional approval

#### 1. The Scheme

- 1.1. The scheme aims to bring forward transport infrastructure improvements linked to the town centre regeneration, and compliment them further with behaviour change initiatives. Crucially, leading stakeholders in the town centre regeneration, which already has planning consent, have given a strong indication that securing this funding will reduce the joint financial burden, kick-start the development and deliver at least 3,540 retail and leisure jobs for local people.
- 1.2. Schemes included within this project will benefit from other improvements secured through the Growth deal and other Government initiatives such as the Local Pinch Point Funding and Local Sustainable Transport Fund. These include a number of major junctions within Bracknell and also the securing of funds towards delivering the authority's Intelligent Transport Systems strategy. A network management approach has been adopted that looks at improving the network as a whole through the use of Urban Traffic Management & Control. It is this approach that will allow us to achieve improved journey times at key junctions at a much reduced cost, improving accessibility and providing much better value for money

#### 2. Progress with the scheme

- 2.1. Following the decision by Government to allocate further funds from Local Growth Deal 2 towards Bracknell Town Centre regeneration infrastructure improvements, work is now underway developing the business case for independent assessment.

#### 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	2,000,000		-	-	-	-	2,000,000
Local contributions from .....	-	-	-	-	-	-	
- Section 106 agreements	-	-		-	-	-	-
- Council Capital Programme	1,000,000	3,382,000	-	-	-	-	4,382,000
- Other sources	-	-	-	-	-	-	
<b>Total Scheme Cost</b>	<b>3,000,000</b>	<b>3,382,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6,382,000</b>

#### 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 scheme	Detailed BOQ with Effective Site and contract

exceeds the funding available	management
Statutory undertakers C4 cost estimates significantly exceed C3 cost estimates	Liaise with statutory undertakers and early commission of C4 estimates
A delay on the development impacting on the need for improvements and delaying the programme	Liaison with developers and review agreement re programme
Unexpected need for additional Temporary Traffic Management increasing costs	Liaison with Traffic Management section and early quantification of TM cost
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	November 2015 Timescale (where changed)
Programme Entry Status	March 2015	
Independent Assessment of FBC	October 2015	
Financial Approval from LTB	November 2015	
Feasibility work	November 2014	
Acquisition of statutory powers	Not needed	
Detailed design	March 2015	
Procurement	Developer s278 agreement	
Start of construction	Main TC Regen Works April 2015	
Completion of construction	April 2017	
One year on evaluation	April 2018	
Five years on evaluation	April 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	2.19 Bracknell: Town Centre Regeneration Infrastructure Improvements	11 October 2015
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£6,382,000	
Funding breakdown		
Local Growth Deal	£2,000,000	
s.106 and similar contributions		
Council Capital Programme	£4,382,000	
Other		
In-kind resources provided		
<b>Outcomes</b>		
Planned Jobs connected to the intervention	3,540	
Commercial floorspace constructed (square metres)	270,000	
Housing unit starts	1,000	
Housing units completed	1,000	

<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	Approximately 3000m of resurfaced road	
Total length of newly built roads	Approximately 50m of newly built road.	
Total length of new cycle ways	Approximately 650-700m of new cycleways adjacent to proposed link road.	
Type of infrastructure	Improved accessibility to new development	
Type of service improvement	Unlocking proposed development.	
<b>Outcomes</b>		
Follow on investment at site	Work underway to determine value	
Commercial floorspace occupied	Work underway to determine figures	
Commercial rental values	Work underway to determine value	

## Berkshire Local Transport Body – 19 November 2015

### 2.21 Slough: Langley Station Access Improvements

Highlights of progress since July 2015
Discussions with rail partners on coordination of scheme with other infrastructure projects in Langley area.

#### 1. The Scheme

- 1.1. This is a scheme to improve station facilities at Langley and enhance access to the station from the surrounding area. Activities will include new station buildings, lifts and enhancements to the station entrances and parking. Improvements will be made to pedestrian, cycling, and bus facilities. Better information and signage will be provided and measures to enhance the safety and security of the station.
- 1.2. The scheme is aimed at preparing the station for the enhanced travel opportunities that will arise when Crossrail services begin in 2019. Some short term works are being undertaken at Langley as part of Network Rail's electrification programme and further investment has been committed by the DfT towards improving accessibility. Rail for London is planning station enhancements in connection with the Crossrail programme and First Great Western retains an interest in station infrastructure improvements as incumbent train operating company.
- 1.3. This scheme will add value to these rail industry plans by upgrading access to the station from the surrounding area.

#### 2. Progress with the scheme

- 2.1. Discussions are being held between the Council and its rail partners to coordinate project planning and design work with the aim of delivering the scheme to build on and take advantage of rail investment commitments. Detailed proposals are being drawn up by both parties taking account of other rail proposals in the Langley area: the Western Rail Link to Heathrow scheme and potential relocation of the Heathrow Express depot. Public consultation will follow.
- 2.2. WYG are being consulted on business case development bearing in mind that the scheme is a 'hybrid' involving both the BLTB value for money assessment and Network Rail's own processes.

#### 3. Funding

- 3.1. The following table sets out the funding for the scheme with £1,500,000 coming from Growth Deal 2 announced in January 2015. The bulk of the local contribution will come from rail partners made up of the DfT (funding for accessibility); Network Rail and Rail for London (Crossrail); and First Group (train operating company). The funding for the scheme is set out on the basis of our unapproved funding profile.

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	-	-	1,500,000	-	-	-	1,500,000
Local contributions from .....							
- S.106 agreements	-	-	50,000	-	-	-	50,000
- Council Cap Prog	-	-	-	-	-	-	-
- Other sources	-	-	3,500,000	-	-	-	3,500,000
<b>Total Scheme Cost</b>	-	-	<b>5,050,000</b>	-	-	-	<b>5,050,000</b>



#### 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	Status
1 Unfavourable response to wider public consultation.	Public consultation and close working with Ward Members and NAGs. On-going dialogue with planning officers to address likely concerns.	Amber
2 Difficulty in coordinating the design and delivery of the scheme with the Crossrail programme.	Close working with Network Rail, First Great Western and Rail for London.	Amber
3 Higher than expected costs	Financial and project management.	Amber
4 Delays in procurement process	Programme allows sufficient time for process.	Amber

#### 5. Programme

Any timetable revisions needed?

Task	Original Timescale	November 2015 Timescale (where changed)
Programme Entry Status	March 2015 BLTB	
Independent Assessment of FBC	October 2015	February 2016
Financial Approval from LTB	November 2015	March 2016
Feasibility work	September 2015	December 2015
Acquisition of statutory powers	n/a	
Cabinet approve scheme	January 2016	September 2016
Detailed design	Summer 2016	
Procurement	Autumn 2016	
Start of construction	January 2017	April 2017
Completion of construction	March 2018	
One year on evaluation	March 2019	
Five years on evaluation	March 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	2.21 Slough: Langley Station Access Improvements	11 October 2015
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£5,050,000	
Funding breakdown		
Local Growth Deal	£1,500,000	
s.106 and similar contributions	£50,000	
Council Capital Programme		
Other	£3,500,000	
In-kind resources provided	To be inserted	
<b>Outcomes</b>		
Planned Jobs connected to the intervention	To be inserted	

Commercial floorspace constructed (square metres)	To be inserted	
Housing unit starts	500	
Housing units completed	500	
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	0	
Total length of newly built roads	0	
Total length of new cycle ways	To be inserted	
Type of infrastructure	Station enhancements and local highway and public realm improvements	
Type of service improvement	Preparations for Crossrail and better access to station	
<b>Outcomes</b>		
Follow on investment at site	To be determined	
Commercial floorspace occupied	To be determined	
Commercial rental values	To be determined	

## Berkshire Local Transport Body – 19 November 2015

### 2.22 Slough: Burnham Station Access Improvements

Highlights of progress since July 2015
Business case in advanced stages, needs further amendments following feedback from independent assessors. Experimental traffic order started in October.

#### 1. The Scheme

- 1.1. This is a scheme to improve station facilities at Burnham and enhance access to the station from the western part of the Borough, including Slough Trading Estate, and neighbouring areas of South Buckinghamshire. Activities will include new station buildings, lifts, enhancements to the station entrances and parking. Highway improvements and traffic management measures will be carried out to achieve better access for pedestrians, cyclists, buses and general traffic.
- 1.2. The scheme is aimed at preparing the station for the enhanced travel opportunities that will arise when Crossrail services begin in 2019. Some short term works have been undertaken at Burnham as part of Network Rail's electrification programme and further investment is committed towards improving accessibility through the DfT Access for All Fund. Rail for London is planning station enhancements in connection with the Crossrail programme and First Great Western retains an interest in station infrastructure improvements as incumbent train operating company.
- 1.3. This scheme will add value to these rail industry plans by upgrading access to the station from the surrounding area.

#### 2. Progress with the scheme

- 2.1. Discussions are being held between the Council and its rail partners to coordinate project planning and design work with the aim of delivering the scheme as early as possible to build on and take advantage of rail investment commitments. Detailed proposals are being drawn up by both parties. The Council is carrying out an experimental order on the highway aspects of the scheme this is due to start in October.
- 2.2. WYG have been consulted on business case development bearing in mind that the scheme is a 'hybrid' involving both the BLTB value for money assessment and Network Rail's own processes. The business case will be brought to the March 2016 meeting of the BLTB.

#### 3. Funding

- 3.1. The following table sets out the funding for the scheme with £2,000,000 coming from the Expanded Growth Deal announced in January 2015. The bulk of the local contribution will come from rail partners made up of DfT (Access for All fund); Network Rail and Rail for London (Crossrail); and First Group (train operating company).

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	-	2,000,000	-	-	-	-	2,000,000
Local contributions from .....							
- S106 agreements	-	-	-	-	-	-	-
- Council Cap Prog	-	100,000	-	-	-	-	100,000
- Other sources	-	4,150,000	-	-	-	-	4,150,000
<b>Total Scheme Cost</b>	<b>-</b>	<b>6,250,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6,250,000</b>

**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	Status
1 Unfavourable response to wider public consultation.	Public consultation and close working with Ward Members and NAGs. On-going dialogue with planning officers to address likely concerns.	Amber
2. Difficulty in co-ordinating the design and delivery of the wider access proposals with Crossrail programme.	Close working with Network Rail, First Great Western and Rail for London.	Amber
3. Additional car parking could require substantial earthworks and vehicular access could prove difficult.	Detailed engineering investigations and exploration of alternative options.	Amber
4. Objections to proposed traffic management measures.	Early engagement with stakeholders to address likely issues.	Amber
5 Higher than expected costs.	Financial and project management.	Amber
6 Delays in procurement process.	Programme allows sufficient time for process.	Amber

**5. Programme**

Task	Original Timescale	November 2015 Timescale (where changed)
Programme Entry Status	March 2015 BLTB	
Independent Assessment of FBC	June 2015	Started October 2015
Financial Approval from LTB	July 2015	March 2016
Feasibility work	May 2015	September 2015
Acquisition of statutory powers	n/a	
Cabinet approve scheme	September 2015	January 2016
Detailed design	Autumn 2015	
Procurement	Autumn 2015	January 2016
Start of construction	January 2016	May 2016
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	2.22 Slough: Burnham Station Access Improvements	11 October 2015
1. Core Metrics	Planning Numbers	Actual to date
Inputs		

Expenditure	£6,250,000	
Funding breakdown		
Local Growth Deal	£2,000,000	
s.106 and similar contributions		
Council Capital Programme	£100,000	
Other	£4,150,000	
In-kind resources provided	To be inserted	To be inserted
<b>Outcomes</b>		
Planned Jobs connected to the intervention	To be inserted	
Commercial floorspace constructed (square metres)	To be determined	
Housing unit starts	To be inserted	
Housing units completed	To be determined	
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	To be inserted	
Total length of newly built roads	0	
Total length of new cycle ways	To be inserted	
Type of infrastructure	Station enhancements and local highway and public realm improvements	
Type of service improvement	Preparations for Crossrail and better access to station	
<b>Outcomes</b>		
Follow on investment at site	To be determined	
Commercial floorspace occupied	To be determined	
Commercial rental values	To be determined	

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## BLTB Forward Plan 2015/16 and 2016/17

<b>17<sup>th</sup> March 2016</b>	
<i>Deadline for final reports: Monday 7<sup>th</sup> March 2016</i>  <i>Agenda published: Wednesday 9<sup>th</sup> March 2016</i>	<ul style="list-style-type: none"><li>• Progress reports</li><li>• Financial approval for 2.05 Newbury Sandlesford Park</li><li>• Financial approval for 2.13 Reading Eastern Park and Ride</li><li>• Financial approval for 2.14 Reading: East Reading Mass Rapid Transit (tbc)</li><li>• Financial approval for 2.22 Slough: Burnham Station Improvement</li><li>• Growth Deal 3 – Prioritisation of Schemes</li><li>• Forward Plan</li></ul>

<b>21<sup>st</sup> July 2016</b>	
<i>Deadline for final reports: Monday 11<sup>th</sup> July 2016</i>  <i>Agenda published: Wednesday 13<sup>th</sup> July 2016</i>	<ul style="list-style-type: none"><li>• Election of Chair &amp; Vice-Chair 2016/17</li><li>• Progress reports</li><li>• Financial approval for 2.15 Bracknell Martins Heron Roundabout</li><li>• Financial approval for 2.16 Maidenhead Station Access</li><li>• Financial approval for 2.21 Slough Langley Station Access Improvements</li><li>• Forward Plan</li></ul>

<b>17<sup>th</sup> November 2016</b>	
<i>Deadline for final reports: Monday 7<sup>th</sup> November 2016</i>  <i>Agenda published: Wednesday 9<sup>th</sup> November 2016</i>	<ul style="list-style-type: none"><li>• Progress reports</li><li>• Forward Plan</li></ul>
<b>16<sup>th</sup> March 2017</b>	
<i>Deadline for final reports: Monday 6<sup>th</sup> March 2017</i>  <i>Agenda published: Wednesday 8<sup>th</sup> March 2017</i>	<ul style="list-style-type: none"><li>• Progress reports</li><li>• Forward Plan</li></ul>

**Other items**

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