

## **Berkshire Local Transport Body – Meeting held on Thursday, 21st July, 2016.**

<b>Present:-</b>	<b>Members</b>	<b>Authority</b>
	Councillor Page	Reading Borough Council
	Councillor Bryant (deputising for Councillor Simpson. Arrived 4.26pm)	West Berkshire Council
	Ingrid Fernandes	Thames Valley Berkshire LEP
	Peter Howe	Thames Valley Berkshire LEP
	Councillor Matloob	Slough Borough Council
	Councillor Richards	Wokingham Borough Council
	Graeme Steer	Thames Valley Berkshire LEP
	Matthew Taylor	Thames Valley Berkshire LEP
	Councillor Turrell (deputising for Councillor Brunel-Walker)	Bracknell Forest Council
<b>Apologies for</b>	Councillor Brunel-Walker	Bracknell Forest Council
	Councillor Bicknell	The Royal Borough of Windsor & Maidenhead
<b>Absence:-</b>	Councillor Simpson	West Berkshire Council

**Also present:-** Councillor Sleight (deputy member for Wokingham Borough Council)

**Apologies for Absence:-** Councillor Bicknell, Charles Eales and Ian Frost

### **PART 1**

#### **1. Declarations of Interest**

Matthew Taylor declared that his company had a minor commercial interest in scheme 2.08 Slough: Rapid Transit Phase 1.

#### **2. Election of Chair 2016/17**

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

*(Councillor Page in the Chair for the remainder of the meeting)*

#### **3. Election of Deputy Chair 2016/17**

**Resolved –** That Charles Eales be elected Deputy Chair of the Berkshire Local Transport Body (BLTB) for the ensuing municipal year.

**4. Minutes of the meeting held on 17th March 2016**

**Resolved** – That the minutes of the Berkshire Local Transport Body (BLTB) held on 17<sup>th</sup> March 2016 be approved as a correct record.

**5. Request for additional funding for 2.05 Newbury Sandleford Park**

A report was considered on the case for increasing the funding allocated to scheme 2.05 Newbury Sandleford Park. The scheme had an existing allocation of £2,000,000, however, detailed modelling had resulted in a request for a further £900,000 from the unallocated capital sum. A separate report elsewhere on the agenda sought full financial approval for the revised sum of £2,900,000. The BLTB noted that the unallocated capital sum was £5,827,000 and there were two other schemes seeking additional funding later on the agenda.

The scheme would help deliver the Sandleford Park strategic housing site to the south of Newbury by providing supporting infrastructure to access the development area. The total estimated cost of the scheme had risen significantly and the additional LEP funding sought would cover 17% of this increase in costs. After due consideration, the BLTB agreed the additional funding as requested.

**Resolved** – That the financial allocation for 2.05 Newbury Sandleford Park be increased from £2,000,000 to £2,900,000.

**6. Financial approval 2.05 Newbury Sandleford Park**

A report was considered that sought financial approval for scheme 2.05 Newbury Sandleford Park. The scheme would deliver additional accesses to Sandleford Park, a strategic development site of up to 2,000 dwellings, and unlock land for a new primary school and enterprises. The scheme had been assessed on the basis of the increased LEP allocation of £2.9m as agreed in Minute 5.

The Independent Assessment, as attached at Appendix 1 to the report, recommended giving full financial approval to the scheme, acknowledging that the scheme was primarily being progressed on its development rather than transport benefits. After due consideration, it was agreed to give the scheme full financial approval on the terms set out in the report.

**Resolved** – That scheme 2.05 Newbury Sandleford Park be given full financial approval in the sum of £2,900,00 over three financial years (2017/18, 2018/19, 2019/20) on the terms of the funding agreement set out at paragraph 14 step 5 of the report.

**7. Request for additional funding for 2.06 Reading: Green Park Railway Station**

A report was considered on the case for increasing the funding allocated to scheme 2.06 Reading Green Park Station from £6,400,000 to £9,150,000. The original scheme had been given full financial approval by BLTB in November 2014. However, there was now a requirement for additional passenger facilities at the new station arising from the change to a Category C station due to higher than forecast passenger demand.

Members noted that there had been a significant increase in proposed residential, commercial and leisure development in close proximity to the station since the original business case was approved. The BCR had been recalculated and the scheme still represented high value for money. The scheme promoter was asked about securing additional funding from the development and it was responded that a further £300,000 had been agreed and efforts were being made to maximise other contributions. At the end of the discussion, the BLTB agreed to increase the financial allocation to £9,150,000, recognising the importance of the scheme and the valid reasons for the increased funding requirement.

**Resolved –** That the financial allocation for 2.06 Reading: Green Park Station be increased from £6,400,000 to £9,150,000.

**8. Request for additional funding for 2.15 Bracknell: Martins Heron Roundabout**

A report was considered that sought approval to increase the financial allocation for scheme 2.15 Bracknell: Martins Heron Roundabout from £1,400,000 to £2,900,000. Detailed modelling work had identified that the original scheme could be further enhanced by modifying the eastern A329 (Ascot) arm which would optimise the scheme and further improve the strategic impact. The scheme was yet to receive full financial approval with the business case scheduled to be submitted to the LTB in November 2016.

The expected enhancements were discussed and it was noted that the additional funding would deliver further improvement peak journey times. The pedestrian and cycling facilities were discussed, including the links the new National Cycle Network Route 422. The BLTB agreed to the request to increase the allocation to the Martins Heron Roundabout scheme to £2,900,000, noting the financial implications for overall programme as set out in the report.

**Resolved –** That the financial allocation for 2.15 Bracknell: Martins Heron Roundabout be increased from £1,400,000 to £2,900,000.

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

The BLTB considered a progress report on the Thames Valley Berkshire Local Growth Deal and in particular the schemes included in the transport

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packages of the Strategic Economic Plan. It was noted that Table 3 in paragraph 8 of the report would need to be adjusted to reflect the decisions taken earlier in the meeting to increase the contributions to the Sandleford Park, Green Park Station and Martins Heron Roundabout scheme which would reduce the unallocated sum from £5,800,000 to £700,000. Further discussion would be required with officers to adjust the financial profile and this would be reported to the next meeting.

Tables 4 and 5 showed the risk rating of schemes starting in 2015/16 and 2016/17 respectively and all were currently rated as 'green' with no significant issues raised. The BLTB then reviewed each scheme in the programme:

2.01 Newbury: Kings Road Link Road – update noted.

2.02 Bracknell: Warfield Link Road – update noted. The scheme was on programme.

2.03 Newbury: London Road Industrial Estate – update noted. The scheme was on track.

2.04.2 Wokingham: North Wokingham Distributor Road – update noted. Consultation had taken place and a member commended the cycle provision for the planned scheme.

2.04.3 Wokingham: South Wokingham Distributor Road – update noted.

2.04.4: Wokingham: Arborfield Relief Road – update noted.

2.05 Newbury: Sandleford Park – see Minutes 5 and 6.

2.06 Reading: Green Park Railway Station – see Minute 7.

2.07 Bracknell: Coral Reed Roundabout – the project had been completed in April 2016 and was working well. The scheme promoter was asked about the consequential impacts elsewhere on the network and responded that two other schemes were in the work programme and the Council was looking to further refine performance.

2.08 Slough: Rapid Transit Phase 1 – update noted.

2.09.1 Sustainable Transport NCN 422 – update noted. The detailed design was being prepared and the anticipated spend was in line with the programme.

*(Councillor Bryant joined the meeting)*

2.09.2 Sustainable Transport A4 Cycle Route with Bucks – update noted. RBWM had decided not to proceed with the Maidenhead part of the scheme due to value for money issues and the LEP had accepted the surrender of the

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funding which would return to the unallocated sum. The Slough and South Bucks elements could proceed independently.

2.10 Slough: A332 Improvements – update noted.

2.11 and 2.12 Reading: South Reading MRT phases 1 and 2 – update noted. Construction work was due to start later in the summer. In response to a question, it was confirmed that the route would be open to Public Service Vehicles.

2.13 Wokingham: Thames Valley Park & Ride (previously called 2.13 Reading: Eastern Park & Ride) – update noted. A planning application had been submitted and was due for determination in September. Consultation had taken place and feedback was being considered by planners. The links to scheme 2.14 were discussed, including the new pedestrian and cycle facilities.

2.14 Reading: East Reading MRT – update noted. In response to a question, it was confirmed that there would be a segregated cycle path for the full MRT route, not the 200m stated in the report. This was welcomed. BLTB discussed a number of issues including contaminated land and planning, and it was confirmed that in the event of a planning inquiry, any costs would be met by the scheme promoter, not the LEP whose contribution would support the capital works.

2.15 Bracknell: Martins Heron Roundabout – see Minute 8.

2.16 Maidenhead Station Access – update noted, including on the position regarding any CPOs. Work was progressing on developing a preferred option and financial approval of the scheme was expected to be considered by the BTLB in November 2016.

2.17 Slough: A355 Route – update noted. The scheme was on track for completion in November 2016.

2.18 No scheme.

2.19 Bracknell: Town Centre Regeneration and Infrastructure Improvements – update noted. The project was on programme with the completion of construction expected in Spring 2017.

2.20 No scheme.

2.21 Slough: Langley Station Access Improvements – update noted. The BTLB was expected to consider financial approval in November 2016.

2.22 Slough: Burnham Station Access Improvements – update noted. Public consultation had concluded and construction was expected to start in Autumn 2016.

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

### **10. BLTB Forward Plan 2016/17**

The forward plan was considered which set out the pipeline of schemes anticipated to come through to the LTB in 2016/17.

**Resolved** – That the BLTB Forward Plan 2016/17 be noted.

### **11. Date of next meeting**

**Resolved** – That the next meeting of the BLTB be held on Thursday 17<sup>th</sup> November, 4pm in Slough.

Chair

(Note: The Meeting opened at 4.00pm and closed at 4.48pm)