

Date of issue: Wednesday, 12 July 2017

MEETING	BERKSHIRE LOCAL TRANSPORT BODY	
	Member	Authority
	Councillor Bicknell	RBWM
	Councillor Brunel-Walker	Bracknell Forest Council
	Councillor Clifford (To Be Advised)	West Berkshire Council Wokingham Borough Council
	Councillor Matloob	Slough Borough Council
	Councillor Page	Reading Borough Council
	Stuart Atkinson	Thames Valley Berkshire LEP
	Charles Eales	Thames Valley Berkshire LEP
	Ingrid Fernandes	Thames Valley Berkshire LEP
	Peter Howe	Thames Valley Berkshire LEP
	Graeme Steer	Thames Valley Berkshire LEP
	Matthew Taylor	Thames Valley Berkshire LEP
DATE AND TIME:	THURSDAY, 20TH JULY, 2017 AT 4.00 PM	
VENUE:	THE CURVE - WILLIAM STREET, SLOUGH, BERKSHIRE, SL1 1XY	
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	NICHOLAS PONTONE 01753 875120	

NOTICE OF MEETING

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



ROGER PARKIN
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.	Election of Chair 2017/18	-
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4.	Minutes of the Meeting held on 17th March 2017	1 - 6
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9.	BLTB Forward Plan	141 – 142
10.	Date of Next Meeting	

Thursday 16th November 2017 at 4.00pm at The Curve,
William Street, Slough, SL1 1XY

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.

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Berkshire Local Transport Body – Meeting held on Thursday, 16th March, 2017.

Present:-	Councillor Page (in the Chair)	Reading Borough Council
	Stuart Atkinson	Thames Valley Berkshire LEP
	Councillor Bicknell	RBWM
	Councillor Clifford	West Berkshire Council
	Charles Eales	Thames Valley Berkshire LEP
	Ingrid Fernandes	Thames Valley Berkshire LEP
	Councillor Matloob	Slough Borough Council
	Councillor Richards (from 4.08pm)	Wokingham Borough Council
	Graeme Steer	Thames Valley Berkshire LEP
	Matthew Taylor (from 4.28pm)	Thames Valley Berkshire LEP
	Councillor Turrell (deputising)	Bracknell Forest Council

Apologies for Absence:- Peter Howe and Councillor Brunel-Walker (Councillor Turrell deputised)

PART 1

19. Declarations of Interest

Stuart Atkinson declared that he worked for Stuart Michael Associates who had been involved in the Wokingham Distributor Roads project.

Charles Eales declared that he worked for Microsoft based at Thames Valley Park Reading.

20. Minutes of the Meeting held on 17th November 2016

Resolved – That the minutes of the Berkshire Local Transport Body (BLTB) held on 17th November 2016 be approved as a correct record.

21. Membership Update

It was noted that following a recruitment process, Stuart Atkinson had been appointed to the BLTB as a representative of Thames Valley Berkshire LEP.

Resolved – That Stuart Atkinson be welcomed to the BLTB as a representative of Thames Valley Berkshire LEP.

22. Sub-National Transport Body - Proposal to join Transport for the South East

A report was considered that recommended that BLTB join a proposed sub-national transport body, provisionally titled 'Transport for the South East', on behalf of the six unitary authorities in Berkshire. Mark Valleley of East Sussex County Council gave a presentation on the transport strategy, proposed

governance arrangements and communications and engagement for the proposed body.

The establishment of sub-national transport body would create a stronger, more unified voice to make the case for much needed transport investment in the constituent areas and set investment priorities. There was potentially a role in activities such as joint ticketing arrangements and the legislation also provided for the delivery of major schemes. It was noted that other parts of the country were already much further advanced in terms of joint working at a sub-national level. The geographic coverage of Transport for the South East was proposed to include Kent, Sussex, Surrey and Hampshire as well as Berkshire; with five Local Enterprise Partnerships engaged. A wide range of transport and economic development partners would be involved. Discussions were being held about establishing shadow board arrangements with a view to the formal launch of such a body on 1 April 2019.

(Councillor Richards joined the meeting)

Members discussed a range of specific issues including rationale for the proposed geography and the common strategic economic and transport issues were noted. The governance arrangements and voting rights were also considered and several Members emphasised the importance of ensuring Berkshire was fairly represented to reflect its economic importance. A financial contribution would be sought by each of the participating authorities and for Berkshire this was likely to be a single subscription from BLTB.

After discussion it was felt that a sub-national body would provide an opportunity to increase co-operation across the south east, provide a stronger, combined voice and help deliver transport improvements for local people. The recommendations to participate in the shadow body and receive a further report at a later stage on the detailed arrangements were agreed.

Resolved –

- (a) That BTLB participate in the shadow arrangements for a sub-national transport body for the south east.
- (b) That Councillor Page represent BLTB at the shadow board meetings.
- (c) That further reports be received on the details of the governance and proposed strategy for the sub-national transport in due course.

23. Thames Valley Berkshire Local Growth Deal 2015-16 to 2020-21

A report was considered on the progress of transport schemes under the Thames Valley Berkshire Local Growth Deal. Since the last meeting, the government had announced Growth Deal 3 including six new schemes for the Thames Valley area worth a total of £33.826m for which programme entry status was requested.

The BLTB considered a progress report on the Thames Valley Berkshire Local Growth Deal and in particular the schemes included in the transport packages of the Strategic Economic Plan. Tables 1 and 2 should show the overall financial position for Growth Deal allocations which now totalled £135.9m through to 2020/21.

The BLTB reviewed each scheme in the programme:

2.01 Newbury: Kings Road Link Road – update noted. The scheme was progressing well.

2.02 Bracknell: Warfield Link Road – update noted.

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

2.04.2 Wokingham: North Wokingham Distributor Road, 2.04.3 Wokingham: South Wokingham Distributor Road and 2.04.4: Wokingham: Arborfield Relief Road – update noted. See Minute 25.

2.05 Newbury: Sandleford Park – update noted. The planning application had been submitted, although there were some outstanding planning issues to resolve with the developers.

2.06 Reading: Green Park Railway Station – update noted. Work on the station design was taking place with rail partners and the scheme was on track.

2.07 Bracknell: Coral Reed Roundabout – project completed. The one year on monitoring report was due in the Autumn 2017.

2.08 Slough: Rapid Transit Phase 1 – update noted.

2.09.1 Sustainable Transport NCN 422 – update noted.

2.09.2 Sustainable Transport A4 Cycle Route with Bucks – update noted. Work was now taking place on site.

2.10 Slough: A332 Improvements – update noted.

2.11 and 2.12 Reading: South Reading MRT phases 1 and 2 – update noted.

2.13 Wokingham: Thames Valley Park & Ride (previously called 2.13 Reading: Eastern Park & Ride) – update noted.

2.14 Reading: East Reading MRT Phase 1 – update noted. The scheme linked to 2.25 East Reading MRT Phase 2 which was awaiting programme entry under Growth Deal 3. The LTB asked for assurance about the delivery

of the schemes and it was noted that progress was being made and work on the businesses cases was advanced.

2.15 Bracknell: Martins Heron Roundabout – update noted.

2.16 Maidenhead Station Access – update noted.

2.17 Slough: A355 Route – the scheme had been completed and traffic flows had improved.

2.18 No scheme.

2.19 Bracknell: Town Centre Regeneration and Infrastructure Improvements – update noted. The scheme was nearly complete.

2.20 No scheme.

2.21 Slough: Langley Station Access Improvements – update noted. The scheme was on schedule. Detailed designs were awaited.

2.22 Slough: Burnham Station Access Improvements – update noted. The scheme was on schedule.

Members considered in detail the six further schemes approved in Growth Deal 3 which were awaiting programme entry:

- 2.23 Reading: South Reading MRT Phases 3-4
- 2.24 Newbury: Railway Station Improvements
- 2.25 Reading: East Reading MRT Phase 2
- 2.26 Wokingham: Winnersh Relief Road Phase 2
- 2.27 Maidenhead Town Centre: Missing Links
- 2.28 Bracknell: A3095 Corridor Improvements

The scheme promoters explained the key aspects of each scheme and Members asked a number of specific questions about the risks and deliverability of each scheme. At the conclusion of the discussion, the BLTB agreed to give programme entry status to the six schemes as recommended.

Members noted the approval given to the ‘Smart Reading, Bracknell and West Berkshire’ project which had a strong transport element but was not appropriate for the LTB assurance framework and did not therefore require formal approval.

Resolved –

(a) That programme entry status be given the following schemes:

- 2.23 Reading: South Reading MRT Phases 3-4
- 2.24 Newbury: Railway Station Improvements
- 2.25 Reading: East Reading MRT Phase 2

- 2.26 Wokingham: Winnersh Relief Road Phase 2
- 2.27 Maidenhead Town Centre: Missing Links
- 2.28 Bracknell: A3095 Corridor Improvements

(b) That the approval given to the 'Smart Reading, Bracknell and West Berkshire' project be noted.

(c) That the progress made on schemes previous given programme entry status, as set out in Appendix 6 to the report, be noted.

24. Airport National Policy Statement - Consultation Response

A report was considered on the process and timetable for finalising the LEP's response to the government's Airports National Policy Statement consultation. The report set out the outline response to the consultation questions which focused on the need for additional capacity in the South East including a number of issues regarding the preferred option of the Heathrow Northwest runway scheme.

Members agreed that the draft response broadly reflected the collective position and endorsed the outline comments which would go forward to the LEP Forum on 24th May for final agreement prior to submission.

Resolved – That the process for finalising the LEP's response to the government's Airports National Policy consultation be endorsed.

25. 2.04 Wokingham Distributor Roads Programme

A report was considered which reviewed the progress made in delivering the Wokingham Distributor Roads programme and sought the support of the LTB for the allocation of £24m identified in Growth Deal 1 to support the 2.04.04 Arborfield Cross Relief Road only.

The original proposal was to spread the Growth Deal contribution across three roads, however, after discussion with Department for Transport official, it was proposed that this be simplified to by concentrating on the Arborfield Cross Relief Road only. After due consideration, the request was supported.

Resolved – That the request of Wokingham Borough Council to concentrate all the available £24m for the Distributor Roads programme in scheme 2.04.04 Arborfield Cross Relief Road be supported.

26. Assurance Framework - Review

A report was considered which reviewed the BTLB Assurance Framework in light of revised Government guidance issued in November 2016. The report proposed an approach for conducting one and five year post completion monitoring reports. Table 1 summarised the key points for discussion and these were discussed and recommendations approved.

Resolved –

- (a) That the BLTB Assurance Framework dated 14th November 2013 be confirmed as being fit for purpose.
- (b) That the approach for conducting one and five year post-completion monitoring reports as set out in Appendix 2 be approved.

27. BLTB Forward Plan

The forward plan was considered which set out the pipeline of schemes anticipated to come to the LTB for funding approval in 2017/18.

Resolved – That the BLTB Forward Plan be noted.

28. Date of Next Meeting

The date of the next meeting was confirmed as Thursday 20th July 2017 at 4.00pm at The Curve, William Street, Slough.

Chair

(Note: The Meeting opened at 4.00 pm and closed at 5.37 pm)

BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**REPORT TO:** BLTB**DATE:** 20 July 2017**CONTACT OFFICER:** Roger Parkin, Interim Chief Executive, Slough Borough Council**PART I****Item 5: Financial Approval 2.13 Wokingham: Thames Valley Park and Ride*****Purpose of Report***

1. To consider giving financial approval to scheme 2.13 Wokingham: Thames Valley Park and Ride.
2. This scheme is a proposed Park and Ride 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. The scheme is being jointly promoted by Reading Borough Council (RBC) and Wokingham Borough Council (WBC). The scheme was originally called 2.13 Reading: Eastern Park and Ride, but has since been re-named 2.13 Wokingham: Thames Valley Park and Ride

Recommendation

3. You are recommended to give scheme 2.13 Wokingham: Thames Valley Park and Ride full financial approval in the sum of £2,000,000 in 2018/19 and £900,000 in 2019/20 on the terms of the funding agreement set out at paragraph 13 step 5 below.

Other Implications***Financial***

4. 2.13 Wokingham: Thames Valley Park and Ride is a named scheme 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 sums of £2,000,000 in 2018/19 and £900,000 in 2019/20 from the Local Transport Body funding for this scheme.
6. The funding agreement set out at paragraph 13 step 5 sets out the roles and responsibilities, reporting and auditing arrangements, timing and triggers for payments, contributions from other funders, consequences of delay, consequences of failure, claw back, and evaluation requirements at one and five years on.

Risk Management

7. The risk management arrangements already put in place by the Local Transport Body are as follows:
- The [Assurance Frameworkⁱⁱ](#) has been drafted following DfT guidance and has been approved by the DfT for use in allocating capital funds for transport schemes
 - White Young Green (WYG) have been appointed as Independent Assessors and have provided a full written report (see Appendix 1) on the full business case for the scheme
 - The funding agreement set out at paragraph 13, 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 Wokingham Borough Council.
10. In October 2016, WYG reviewed the Full Business Case and following feedback, in February 2017 Wokingham re-submitted for the Full Business case for this scheme. Following further work on the Business Case, it was submitted a third time in May 2017.
11. In July 2017 WYG completed their assessment with a recommendation for full approval, which is attached at Appendix 1.
12. The full details of the scheme are available from the [My Journey Wokinghamⁱⁱⁱ](#). A summary of the key points is given below:

Task	Timescale
Detailed design update	Autumn 2017
Procurement	Spring 2018
Start of Construction	Summer 2018
End of Construction	Winter 2019

Activity	Funder	Cost (approx.)
Scheme development	Wokingham BC	
Major scheme funding	Berkshire Local Transport Body	£2.90m
Private sector funding	s.106 and other sources	£0.70m
Total		£3.60m

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

Assurance Framework Check list	2.13 Wokingham: Thames Valley Park and Ride			
	<p>The scheme was originally developed by Reading and Wokingham Councils working together to address the issues of chronic congestion and poor air quality in East Reading, Woodley and Earley.</p> <p>The scheme was submitted for inclusion in Growth Deal 1. The SEP assessment process was used and the scheme was given 23.5 points and ranked 19th of 37 schemes submitted in GD 1.</p>			
	Factor	Raw score	Weighting	Weighted score
	Strategy	3	1.5	4.5
	Deliverability	3	2	6.0
	Economic Impact	2	4	8.0
	TVB area coverage	2	1.5	3.0
	Environment	2	0.5	1.0
	Social	2	0.5	1.0
	Total			23.5
<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 24 July 2014^v (minute 6b refers). The progress of the scheme was reported to the BLTB meeting held on 16 July 2015^{vi}, 19 November 2015^{vii}, 17 March 2016^{viii}, 21 July 2016^{ix}, 17 November 2016^x and 16 March 2017^{xi}</p> <p>The My Journey Wokingham website^{xii} 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 Wokingham Borough Council have been fully considered during the development of the scheme.</p> <p>The report of the Independent Assessor is attached at Appendix 1. The Independent Assessor was asked to report as follows:</p> <ul style="list-style-type: none"> • Completeness – has the promoter prepared a complete Full Business Case submission, when judged against the prevailing advice from the DfT • Accuracy – has the promoter performed the relevant calculations and assessments accurately and without error • Relevance – has the Full Business Case considered all relevant matters, including use of appropriate forecasting models and planning assumptions, and has it included any irrelevant considerations such as unduly-optimistic assumptions or out of date modelling data • Value for Money – does the scheme promoter's Value for Money assessment comply with the prevailing DfT guidance • Evaluation arrangements – has the scheme promoter made provision for appropriate post-implementation evaluation of the scheme. • Remedies – where the independent assessment reveals a gap 			

Assurance Framework Check list	2.13 Wokingham: Thames Valley Park and Ride
	between the FBC supplied and the standard anticipated by the DfT guidance, then the advice for the LTB should include recommendations for remedial actions required – e.g., collection of further data, sensitivity tests on particular assumptions etc.
Step 3: Conditional Approval	The Independent Assessor has recommended that in this case a Full Approval is appropriate.
Step 4: Recommendation of Financial Approval - High Value for Money - Support of the Independent assessor	The analysis contained within the Full Business Case suggests that the scheme will generate High Value for Money. The assessor's report confirms this and goes on to say, <i>“The Core Scenario has a High Value for Money with a BCR of 3.23. The Low-demand scenario has a High Value for Money with a BCR of 2.44.”</i> The recommendation is that you give the scheme Full Approval.
Step 5: Formal Agreement - roles - responsibilities - reporting - auditing - timing and triggers for payments, - contributions from other funders, - consequences of delay, - consequences of failure, - claw back, - evaluation one and five years on	<p>Roles: The BLTB is a part funder of the scheme. Wokingham Borough Council is the scheme promoter, and is the relevant highway and planning authority.</p> <p>Responsibilities: The BLTB is responsible for allocating the capital finance in accordance with the Assurance Framework. Wokingham 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 Wokingham Borough 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, 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> <p>Auditing: If and when the DfT or Windsor and Maidenhead Council (acting as accountable body for the LEP) 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. Windsor and Maidenhead Council (acting as accountable body for the LEP) will satisfy itself of the correctness of the certificate before paying the invoice.</p> <p>Contributions from Other Funders: there will be £250,000 of other contributions secured by Wokingham Borough Council in 2017/18 and a further £450,000 in 2018/19.</p>

Assurance Framework Check list	2.13 Wokingham: Thames Valley Park and Ride
	<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 Windsor and Maidenhead Council (acting as accountable body for the LEP). 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. Windsor and Maidenhead Council (acting as accountable body for the LEP) 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: Wokingham Borough Council will acknowledge the financial contribution made to this scheme through Local Growth Funds and follow the "Growth Deal Identity Guidelines"^{xiii} issued by government. It will also give due regard to the Public Services (Social Value) Act^{xiv}, particularly through the employment of apprentices across the scheme supply chain.</p> <p>Evaluation One and Five years on: Wokingham Borough Council will work with WYG to produce scheme evaluations One and Five years after practical completion.</p>

Conclusion

14. This scheme will contribute to the alleviation of congestion and poor air quality in East Reading, Woodley and Earley.

Background Papers

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

ⁱ <https://www.gov.uk/government/publications/thames-valley-berkshire-growth-deal>

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

ⁱⁱⁱ <http://www.myjourneywokingham.com/discover-wokingham/bus-travel/park-and-ride/>

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

[pdf](#)

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

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

vii <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5460&Ver=4>

viii <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5461&Ver=4>

ix <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5602&Ver=4>

x <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5636&Ver=4>

xi <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5677&Ver=4>

xii <http://www.myjourneywokingham.com/discover-wokingham/bus-travel/park-and-ride/>

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

xiv <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: Thames Valley Park Park and Ride

Business Case Independent Assessment

WYG
Executive Park
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Report No. RT-A087383-19
Rev3

11th July 2017
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REPORT CONTROL

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Issue	Date	Status	Checked for Issue
1	04/11/2016	Draft	CS
2	03/03/2017	Draft	CS
3	27/06/2017	Draft	CS
4	11/07/2017	Final	CS

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Appendices

Appendix A – Business Case Checklist

1 Executive Summary

1.1 This technical note provides an independent review of the Thames Valley Park Park and Ride Business Case submission to the Thames Valley Berkshire Local Enterprise Partnership. This scheme was formerly known as the East Reading Park and Ride.

SCHEME SUMMARY

1.2 The proposed location of the TVP Park and Ride site is a triangular, wedge shaped section of land, approximately 1.35ha, south of the River Thames and west of the Thames Valley Business Park. The Park and Ride scheme comprises:

- 277 parking spaces (including 6 disabled spaces);
- Two Park and Ride bus stops for 12m long single decker buses;
- Space for motorcycle and cycle parking; and
- Bus shelter facilities.

1.3 The facility would be served by the existing TVP shuttle bus service which operates between the business park and Reading town centre. Currently this service operates empty towards central Reading in the morning and towards TVP in the evening. The proposals would therefore utilise the shuttle service's spare capacity.

REVIEW FINDINGS

1.4 The Business Case Submission is well set out, detailed and comprehensive. The scheme appears to offer high value for money.

1.5 Two scenarios have been presented:

- The Core scenario;
- A Low-demand scenario (20% reduction to demand).

1.6 The Core Scenario has a High Value for Money with a BCR of 3.23. The Low-demand scenario has a High Value for Money with a BCR of 2.44.

1.7 DfT and TVB LEP guidance recommends that only schemes with a High or Very High Value for Money (VfM) be taken forward for funding.

It is now possible to **fully recommend the business case for the Thames Valley Park Park and Ride**. The case for the scheme is positive, with the scheme offering **High Value for Money** with a BCR of 3.23.

2 Submitted Information

November 2016 submission

2.1 The Business Case was submitted in November 2016, and an independent assessment was carried out based upon the following reports and appendices submitted by Wokingham Borough Council and their consultant team (WSP/Parsons Brinkerhoff):

- 231015 TVP Park & Ride Appraisal Specification Report_V1.docx
- Transport Assessment 060616 - Signed GS TB SR.pdf
- Appraisal-Summary-Table_and_Environmental_Worksheets_excl_AQ_v1.xlsx
- TAG_workbook_air_quality_valuation_dec15 50% Pay.xlsx
- TAG_workbook_air_quality_valuation_dec15 80% Pay.xlsx
- Thames Valley Park Park and Ride Full Business Case 061016.pdf
- Appraisal-Summary-Table.pdf
- Appendices.zip

March 2017 submission

2.2 The Business Case was updated in March 2017, and further independent assessment was carried out based upon the following reports and appendices submitted by Wokingham Borough Council and their consultant team (WSP/Parsons Brinkerhoff):

- Thames Valley Park Park and Ride Full Business Case 250117.pdf
- TVP P&R Business Case Response to WYG Comments.pdf
- Appendices 250117.zip including:
 - 2699-SK-006-D-RJM.pdf (scheme layout);
 - Logit Model.pdf;
 - TVP P&R MEC 60yr Calcs and NTEM Factors.pdf;
 - Distributional worksheets;
 - D-ENV-1 Environmental and TAG AQ.pdf;

- D-ENV-2_Landscape_MSBC_Appraisal.pdf;
- D-SOC-1 150727 Journey Quality.pdf;
- D-SOC-2 150810 Security.pdf;
- D-SOC-3 150727 Severance.pdf;
- Appraisal-Summary-Table.pdf;
- 161005 TVP PR QRA Risk v2.pdf.

July 2017 submission

2.3 The Business Case was further updated in July 2017, and further independent assessment was carried out based upon the following reports and appendices submitted by Wokingham Borough Council and their consultant team (WSP/Parsons Brinkerhoff):

- Thames Valley Park Park and Ride Full Business Case 060717.pdf;
- Appraisal-Summary-Table 250517.pdf;
- NTEM Factors 250517.pdf;
- Parking Availability Reading Town Centre 250517.pdf;
- Parking Availability Reading Town Centre 250517.xlsx;
- TVP P&R AMCB.xlsx;
- TVP P&R Business Case Response to WYG Comments received 3 March 2017 (update 25 May 2017).pdf;
- TVP P&R MEC 60yr Calcs_300617.pdf;
- TVP P&R MEC 60yr Calcs_300617 20pc Low Demand.pdf;
- TVP P&R PA Table.xlsx;
- TVP PR - Logit Model 300617.pdf;
- Thames Valley Park Park and Ride Option Appraisal 300617.pdf;
- 28791-5513 ERMRT Demand Modelling Report v0 7.pdf.

3 Option Assessment Report - Review

- 3.1 The Options Assessment Report (OAR) has been submitted [ref: Thames Valley Park Park and Ride Option Appraisal 300617.pdf].
- 3.2 The report documents the other options considered, the sifting process and the reasons for choosing the proposed scheme.
- 3.3 The OAR is considered acceptable.

4 Appraisal Specification Report - Review

- 4.1 The Appraisal Specification Report (ASR) was reviewed in July 2016. The review identified a number of issues in the ASR and explained that these should be addressed before submission of the full business case.
- 4.2 The WYG review of the ASR is given in the July 2016 note [ref: WYG_Thames_Valley_P&R-ASR_Review_(2016-07-13)].

5 Full Business Case Review

5.1 The review of the Full Business Case (FBC) is presented in this section.

5.2 Details of the scheme itself are good. It is easy to understand exactly what the scheme entails, including the site layout, the access/egress operations and the anticipated bus service provision.

5.3 The objectives of the scheme are stated as:

- To support the forecast housing growth of 13,000 units by 2026 in Wokingham Borough;
- To reduce congestion on the A4 corridor;
- To encourage car drivers to access central Reading using public transport; and
- To support other Park and Rides, including Winnersh Triangle Park & Ride.

5.4 The scheme has been assessed on pure transport grounds. This is the most straightforward approach for a scheme of this type and size. In particular there are no wider economic impacts/GVA derived benefits assessed. This is reasonable since extra trips from new 'unlocked' development could cancel out the decongestion benefits derived for the scheme.

5.5 The P&R site is co-located with the Eastern end of the proposed East Reading Mass Rapid Transit (MRT) PT link. The MRT link is part of a separate funding application to TVB LEP. It has been made clear that the P&R site is a standalone scheme and the P&R buses are proposed to use the A329/A4 corridor. The MRT scheme corridor is protected by the P&R scheme.

General

5.6 An Options Assessment Report (OAR) has been submitted. The OAR documents the other options considered, the sifting process and the reasons for choosing the proposed scheme.

Costs

- 5.7 Scheme costs are given as £3.6m in 2019 prices (£2.8m in 2010 prices) with £0.7m of developer funding. £2.9m is sought from the TVB LEP.
- 5.8 A breakdown of the costs has been provided in the Business Case.
- 5.9 The developer contributions will come from the Community Infrastructure Levy (CIL).
- 5.10 The full TEE, PA and AMCB economics tables from WebTAG have been submitted. Summaries of the PA and AMCB tables are also presented in the business case document.
- 5.11 The identification of risks has been well documented and a Quantified Risk Assessment (QRA) at the appropriate level of detail has been conducted. The QRA is sufficient that the optimism bias of 15% that has been applied is appropriate.
- 5.12 The business case states that P(50) post mitigation risk costs have been included.

Modelling

- 5.13 The modelling methodology does not include an assignment model (highway or public transport). Instead the focus of study is restricted to the A4 corridor. Permanent ATC sites on the corridor and a turning movement count at Kings Rd / London Rd junction are used to establish baseline traffic flows. The benefits mostly derive from a WebTAG Margin External Costs (MEC) spreadsheet calculation.
- 5.14 An NTEM growth factor has been applied to produce 'Do Minimum' in-scope demand for the P&R site.
- 5.15 A Logit model has been used to predict the number of car trips that would transfer to the P&R, informing the 'Do Something' scenario.
- 5.16 The Logit model has been updated for this revision of the business case. It is stated as being the same calibrated model that Reading Borough Council have used for the East Reading MRT scheme. The logit model appears reasonable and includes a PT mode constant of 10 minutes.

- 5.17 The Logit model has been calibrated on the existing Winnersh Triangle P&R site to the east of the proposed site, which serves the same corridor. The Logit choice model therefore appears applicable here.
- 5.18 The proposed Thames Valley Park P&R is forecast to be fully utilised by 2033.
- 5.19 The mode-choice model relies principally on journey times and parking costs to predict P&R usage at the site.

Economics

- 5.20 Future year growth on the A4 is based on NTEM forecasts. In the business case NTEM is used principally for calculating in-scope future demand for the P&R site.
- 5.21 NTEM 7.2 datasets have been used.
- 5.22 The appraisal period of 60 years is acceptable for an asset of this type. The scheme cost breakdown indicates that the majority of the costs are on assets where a 60 year appraisal is appropriate.
- 5.23 The benefits considered in the appraisal are:
- Environmental;
 - Social and Distributional Impacts;
 - Accident Analysis with Cobalt;
 - Decongestion benefits using WebTAG Data Book Table A5.4.2;
 - Revenue benefits.
- 5.24 It is noted here that if the decongestion benefits are significant then the Park and Ride will be less attractive. A second iteration of the demand model, with the updated journey times, would normally be a requirement. The MEC methodology does not supply journey times, so the requirement for a second iteration does not apply. However, it should be noted that, all other things being equal, the stated decongestion benefits could be over-estimated because of this, given that 10% of trips on the A4 are predicted to be removed.

- 5.25 A Low Demand scenario has been presented representing a lower level of demand (20% reduction to demand). The low demand scenario still gives high value for money.
- 5.26 The environmental assessments have been conducted in a proportionate manner, partly using the MEC methodology and partly from independent assessments. The scheme mostly has a neutral impact, with slight adverse impacts on Landscape, Historic Environment and Biodiversity.
- 5.27 Cobalt has been used to calculate accident savings of £1.6m over the appraisal period.
- 5.28 The Core scenario has been assessed based on 64% of car commuters currently paying for parking in Reading Town Centre.
- 5.29 It is clear from the modelling that the proportion who currently pay for parking in Reading town centre is critical to the numbers who will use the park and ride.
- 5.30 The 64% pay-for-parking value relies principally on two things:
- The proportion paying for parking (7am to 10am) given in a 2007 survey;
 - A desktop study of parking spaces changes between 2007 and 2017.
- 5.31 The calculations for the above are given in Appendix B and appear reasonable.
- 5.32 The scheme is forecast to generate around £2m in revenue (2010 prices and discounting) above that required for operation, maintenance and renewal. This has been split evenly between the private and public sector.
- 5.33 The Core scenario has a High Value for Money with a BCR of 3.23.

6 Conclusion

- 6.1 The Business Case Submission is well set out, detailed and comprehensive. The scheme appears to offer high value for money.
- 6.2 Two scenarios have been presented:
- The Core scenario;
 - A Low-demand scenario (20% reduction to demand).
- 6.3 The Core Scenario has a High Value for Money with a BCR of 3.23. The Low-demand scenario has a High Value for Money with a BCR of 2.44.
- 6.4 DfT and TVB LEP guidance recommends that only schemes with a High or Very High Value for Money (VfM) be taken forward for funding.
- 6.5 In conclusion, it is now possible to **fully recommend the business case for the Thames Valley Park Park and Ride**. The case for the scheme is positive, with the scheme offering **High Value for Money** with a BCR of 3.23.

Appendix A – Business Case Checklist

Project Number: A087383
 Scheme: TVP Park and Ride
 Submitted by: Wokingham Borough Council

Strategic Case	Addressed within Business Case	Notes	Economic Case	Addressed within Business Case	Notes	Financial Case	Addressed within Business Case	Notes	Commercial Case	Addressed within Business Case	Notes	Management Case	Addressed within Business Case	Notes
Business Strategy	Y		Introduction	Y		Introduction	Y		Introduction	Y		Introduction	Y	
Problem Identified	Y		Options appraised	Y		Costs	Y		Output based specification	Y		Evidence of similar projects	Y	
Impact of not changing	Y		Assumptions	Y		Budgets / Funding Cover	Y		Procurement Strategy	Y		Programme / Project dependencies	Y	
Drivers for change	N	Not included but not compulsory.	Sensitivity and Risk Profile	Y		Accounting Implications	N	Not included but not compulsory.	Sourcing Options	Y		Governance	Y	
Objectives	Y		Appraisal Summary Table	Y					Payment Mechanisms	Y		Programme / Project Plan	Y	
Measures for success	Y		Value for Money Statement	Y					Pricing Framework and charging mechanisms	Y		Assurances and approvals	Y	
Scope	Y								Risk allocation and transfer	Y		Communication & Stakeholders	Y	
Constraints	Y								Contract length	Y		Project Reporting	Y	
Inter-dependencies	Y								Human resource issues	N	Not included but not compulsory.	Implementation	N	Not included but not compulsory.
Stakeholders	Y								Contract management	Y		Key Issues	Y	
Options	Y											Contract Management	Y	
												Risk Management	Y	
												Benefits realisation	Y	
												Monitoring and evaluation	Y	
												Contingency	Y	
												Options		

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BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**REPORT TO:** BLTB**DATE:** 20 July 2017**CONTACT OFFICER:** Roger Parkin, Interim Chief Executive Slough Borough Council, lead Chief Executive to the BLTB**PART I****Item 6: 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](#)ⁱ, as amended by Growth Deal 2 ([£10.2 million further support to Thames Valley Berkshire](#)ⁱⁱ) with particular reference to the schemes included in the Transport Packages of the [Strategic Economic Plan](#)ⁱⁱⁱ.
2. In April 2017, the government announced [Growth Deal 3](#)^{iv}, including six new transport schemes for Thames Valley Berkshire worth a total of £33.826m, taking the headline figure for transport scheme grants to £135.926m. This report provides progress reports on all 25 approved schemes.
3. £14.742m was spent on transport schemes in 2015/16 and £16.546m in 2016/17. We are planning to spend £16.716m this year. The remainder has an indicative approval over three future years 2018/19 to 2020/21.

Recommendations

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

Other Implications***Financial***

5. Thames Valley Berkshire LEP has been granted 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.
6. The government has confirmed the allocation of funding for 2017/18 and there is a provisional profile for payments in the financial years 2018/19 - 2020/21.

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

£m		2015/16 – 2020/21
LTB previously approved		14.5
Growth Deal 1	56.1	
Less unallocated	- 0.7	
		55.4
Growth Deal 1 “DfT Major Schemes”		24.0
Growth Deal 2		7.5
Growth Deal 3	33.8	
Plus unallocated	0.7	
		34.5
Total		135.9

7. The profile and status of the available money in each year is as follows:

Table 2: Growth Deal Financial Allocation for 2015/16

£m	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Combined Growth Deal 1, 2, 3 and LTB Allocation approved	14.7	16.5	16.7	-	-	-	47.9
Growth Deal 1 (DfT Major Schemes) <i>indicative</i>	-	-	-	24.0			24.0
Combined Growth Deal 1, 2 and 3 LTB Allocation <i>indicative profile</i>	-	-	-	32.1	21.5	10.4	64.0
Total	14.7	16.5	16.7	88.0			135.9

8. Table 3 sets out the final allocation of scheme finance for 2015/16, 2016/17 and 2017/18 and the provisional allocation for future financial years, which are subject to alteration following the government’s confirmation of the Growth Deal funding profile.

Table 3 – Growth Deal 1, 2 and 3 Scheme Funding Profiles

SEP Ref	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	On site	-	1.335	1.000	-	-	-	2.335
2.02	Bracknell: Warfield Link Road	GD 1	On site	3.500	-	-	-	-	-	3.500
2.03	Newbury: London Rd Industrial Estate	GD 1	Complete	0.500	1.400	-	-	-	-	1.900
2.04	Wokingham: Distributor Roads	DfT major	Programme entry	-	-	-	-	-	-	-
2.05	Newbury: Sandleford Park	GD 2	Full approval	-	-	1.000	1.400	0.500	-	2.900

SEP Ref	Scheme Name		Status	15/16	16/17	17/18	18/19	19/20	20/21	£m
2.06	Reading: Green Park Railway Station	GD 1	Full approval	-	-	4.575	4.575	-	-	9.150
2.07	Bracknell: Coral Reef Roundabout	GD 1	Complete	2.100	-	-	-	-	-	2.100
2.08	Slough: Rapid Transit Phase 1	GD 1	On site	3.100	2.500	-	-	-	-	5.600
2.09.1	Sustainable Transport: NCN 422	GD 1	On site	-	2.100	1.500	0.600	-	-	4.200
2.09.2	Sustainable Transport: A4 Cycle	GD 1	On site	-	0.483	-	-	-	-	0.483
2.10	Slough: A332 improvements	GD 1	On site	1.267	1.433	-	-	-	-	2.700
2.11	Reading: South Reading MRT Ph 1	GD 1	On site	-	2.970	1.530	-	-	-	4.500
2.12	Reading: South Reading MRT Ph 2			-	-	-	-	-	-	-
2.13	Wokingham: Thames Valley Park and Ride formerly Reading: Eastern Reading Park and Ride	GD 1	Full approval recommended	-	-	-	2.000	0.900	-	2.900
2.14	Reading: East Reading MRT Ph1	GD 1	Programme entry	-	-	-	5.400	10.200	3.467	19.067
2.25	Reading: East Reading MRT Ph2	GD 3		-	-	-	-	-	-	-
2.15	Bracknell: Martins Heron Roundabout	GD 1	On site	-	0.200	1.800	0.900	-	-	2.900
2.16	Maidenhead: Station Access	GD 1	Programme entry	-	-	1.750	5.000	-	-	6.750
2.17	Slough: A355 route	GD 1	Complete	2.275	2.125	-	-	-	-	4.400
2.18	not used	-	-	-	-	-	-	-	-	-
2.19	Bracknell: Town Centre Regeneration Infrastructure	GD 2	On site	2.000	-	-	-	-	-	2.000
2.20	not used	-	-	-	-	-	-	-	-	-
2.21	Slough: Langley Station Access Improvements	GD 2	Full approval	-	-	1.500	-	-	-	1.500
2.22	Slough: Burnham Station Access Improvements	GD 2	On site	-	2.000	-	-	-	-	2.000
2.23	Reading: South Reading MRT Phases 3-4	GD 3	Programme entry	-	-	1.748	5.300	3.100	-	10.148
2.24	Newbury: Railway Station Improvements	GD 3	Programme entry	-	-	-	3.630	2.421	-	6.051
2.26	Wokingham: Winnersh Relief Road Phase 2	GD 3	Programme entry	-	-	-	2.848	2.022	1.390	6.260
2.27	Maidenhead Town Centre: Missing Links	GD 3	Programme entry	-	-	0.313	0.409	0.326	2.000	3.048
2.28	Bracknell: A3095 Corridor Improvements	GD 3	Programme entry	-	-	-	-	2.000	3.519	5.519
	Grand Total			14.742	16.546	16.716	32.062	21.469	10.376	111.911

Risk Management

9. The delegation of programme management responsibilities to the LEP/BLTB brings risks. The well-established scrutiny given by both BST(O)F and BLTB meetings is designed to mitigate that risk.
10. 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](#)^v. 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.
11. The risks associated with each scheme are monitored locally and one of the 25 currently has a “red” risk rating. Tables 4, 5 and 6 show the current risk rating of each of the schemes.

Table 4: Completed schemes

	Scheme	Notes
2.02	Bracknell: Warfield Link Road	The road is partly open to the public, but the northern section is currently in use as an access road for housing construction and closed to the public for safety reasons
2.03	Newbury: London Rd Industrial Estate	-
2.07	Bracknell: Coral Reef	-
2.17	Slough: A355 route	-

Table 5: Risk rating of schemes with a 2015/16 or 2016/17 start

	Scheme	Current status	RAG rating	Notes
2.01	Newbury: Kings Road Link Road	On site	Green	Completion due November 2017
2.08	Slough: Rapid Transit Phase 1	On site	Green	Completion due December 2017
2.09.1	Sust. Transport: NCN 422	On site	Green	Completion due December 2019
2.09.2	Sust. Transport: A4 Cycle	On site	Green	Completion due October 2017
2.10	Slough: A332 improvements	On site	Green	Completion due September 2017
2.11 and 2.12	Reading: South Reading MRT phases 1 and 2	On site	Green	Completion due April 2017
2.15	Bracknell: Martins Heron	On site	Green	Completion due November 2018
2.19	Bracknell: Town Centre Regeneration	LEP funded elements completed on site	Green	Shopping Centre due to open September 2017
2.22	Slough: Burnham Station Access Improvements	On site	Green	Completion due March 2018

Table 6: Risk rating of schemes with later starts

	Scheme	Current status	RAG rating	Notes
2.04.4	Wokingham Distributor Roads	In development	Amber	DfT assessment process. Funding now 100% to Arborfield Cross Relief Road
2.05	Newbury: Sandford Park	Due on site Autumn 2017	Green	
2.06	Reading: Green Park Station	Due on site January 2018	Green	Additional finance agreed, procurement and detailed preparation underway
2.13	Wokingham: Thames Valley Park and Ride formerly Reading: Eastern Reading Park and Ride	Full approval recommended; due on site summer 2018	Amber	See detailed report elsewhere
2.14 and 2.25	Reading: East Reading Mass Rapid Transit 1&2	Detailed scheme in development	Amber	Planning permission due Autumn 2017. Full Business Case due for presentation in November 2017.
2.16	Maidenhead: Station Access	Detailed scheme in development	Red	Difficult site: see detailed report elsewhere
2.21	Slough: Langley Station Access Improvements	Due on site November 2017	Green	-
2.23	Reading: South Reading MRT Phases 3-4	Detailed scheme in development	Amber	-
2.24	Newbury: Railway Station Improvements	Detailed scheme in development	Amber	-
2.26	Wokingham: Winnersh Relief Road Phase 2	Detailed scheme in development	Amber	-
2.27	Maidenhead Town Centre: Missing Links	Detailed scheme in development	Amber	-
2.28	Bracknell: A3095 Corridor Improvements	Detailed scheme in development	Amber	Full Business Case due for presentation in November 2017

Human Rights Act and Other Legal Implications

12. The [Assurance Framework](#)³ referred to above identifies the steps that scheme promoters should take in order to secure financial approval from the LTB. There are, in effect, two layers of scheme approval. The first, and primary layer rests with the scheme promoter (all the schemes referred to in this report are being promoted by Local Authorities). In order to implement the schemes in question, each promoter will need to satisfy themselves that all the legal implications have been considered and appropriately resolved. The secondary layer of approval, given by the LTB, is concerned with the release of funds against the detailed business case. The 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

13. Two case studies featuring completed schemes have been published on the TVB LEP website:
 - 2.03 Newbury: London Road Industrial Estate
<http://thamesvalleyberkshire.co.uk/Portals/0/ENHANCING%20URBAN%20CONNECTIVITY%20IN%20NEWBURY%20CASE%20STUDY.pdf>
 - 2.17 Slough: A355 Route
<http://thamesvalleyberkshire.co.uk/Portals/0/ENHANCING%20URBAN%20CONNECTIVITY%20IN%20SLOUGH%20CASE%20STUDY%201.pdf>
14. There is a detailed progress report on each of the programme entry schemes at Appendix 1 to this report.

Monitoring and Evaluation

15. The Monitoring and Evaluation Plan for the Thames Valley Berkshire Growth Deal has now been drafted 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, (see detailed report elsewhere on this agenda) there will be requirements to cooperate with the overall monitoring and evaluation plan for the Growth Deal.
16. 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 the scheme proformas. This requirement is less onerous for schemes under £5m Growth Deal contribution, and runs to much more detail for the larger schemes.
17. 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 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 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 will be finalised with government in the next few weeks.

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

ii http://thamesvalleyberkshire.co.uk/downloads_M/ArtMID/557/ArticleID/3035

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

iv https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/589268/170202_Thames_Valley_Berkshire_LEP_GD_factsheet.pdf

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

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Berkshire Local Transport Body – 20 July 2017

2.01 Newbury: Kings Road Link Road

Highlights of progress since March 2016

Demolition and preparation works are progressing well on 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 2015 and referred it to the District Planning Committee (DPC) for final decision. The DPC considered the planning application on 25th March 2015 and granted approval.
- 2.2. Work on site started on 24th October 2016. The delay in starting on site has been partly due to the time taken to satisfy the planning pre-commencement conditions and some difficulties in gathering sufficient survey information relating to buildings that were, in part, hazardous to access.
- 2.3. Network Rail has completed the work to replace the rail bridge adjacent to the redevelopment site. The new bridge was open to traffic at the end of January 2017 following the 12-month replacement programme. Initially there is a traffic light controlled single lane system operating until the redevelopment of the industrial estate is complete and the northern approach to the bridge has been widened. Then the bridge will operate with two lanes and the traffic lights will be removed. This will have a great benefit to the transport network in this area.
- 2.4. Demolition works and other preparatory work on the site continues.

3. Funding

3.1. The table below sets out the proposed 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	-	1,335,000	1,000,000	-	-	-	2,335,000
Local contributions:							
- Section 106 agreements	230,000	270,000	-	-	-	-	500,000
- Council Capital Programme	140,000	180,000	60,000	-	-	-	380,000
- Other sources	1,010,000	600,000	-	-	-	-	1,610,000
Total Scheme Cost	1,380,000	2,385,000	1,060,000				4,825,000

4. Risks

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

Risk	Management of risk
Delivery of scheme being delayed and not fitting with BLTB funding.	A legal agreement will secure the delivery of the scheme within the required timescales. Ongoing discussions with the developer and regular project meeting updates.
Escalating costs	Ongoing assessment of costs as further details of the scheme are developed. Opportunities being explored for any additional funding sources. Legal agreement sets out a maximum sum available to the Developer for the delivery of the road.

5. Programme

Task	November 2014 Timescale	July 2017 Timescale (where changed)
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	October 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	2.01 Newbury Kings Road Link Road	July 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£4,830,000	1,413,000
Funding breakdown		
Local Growth Deal	£2,340,000	1,340,000
s.106 and similar contributions	£2,110,000	67,000
Council Capital Programme	£380,000	6,000
Other	-	
In-kind resources provided	£20,000	£10,000
Outcomes		
Planned Jobs connected to the intervention	150	0
Commercial floorspace constructed (square metres)	-	-
Housing unit starts	177	0
Housing units completed	177	0
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	n/a	-
Total length of newly built roads	230 metres	0
Total length of new cycle ways	n/a	-
Type of infrastructure	Highway	

Type of service improvement	New road link in key town centre location	
Outcomes		
Follow on investment at site	n/a	-
Commercial floorspace occupied	n/a	-
Commercial rental values	n/a	-

7. Further Information for Summary Reports

The road will support housing delivery and significantly improve access to a key employment area. The scheme went on site in October 2016 and the demolition and preparation works are progressing well. The first of two Growth Deal payments was made in March 2017.

Berkshire Local Transport Body – 20 July 2017

2.02 Bracknell – Warfield Link Road

Highlights of progress since March 2017
The construction of the road began in Feb 15 and was completed in April 2017
Currently two thirds of the road are open and is currently used to serve the new primary school that was opened in Sept 2016 as part of the development. Early delivery of the Link Road has unlocked the opportunity for further development parcels totalling of over 500 units on either side of the road, with over 100 currently under construction and another 49 with planning consent which are expected to commence shortly. These new dwellings are located on the top section of the link road and to try and balance the safety of the public, especially school children, with that of construction activities the top section of the road is proposed to remain closed to general traffic until part of this new development is complete in early/mid 2018. It will serve as a route for construction vehicles in the interim. The council will continue to periodically review the extent of the built development with the current developer in order to secure the opening of the entire length of the link road to the wider public as expediently as possible.
So far scheme has unlocked planning approval for over 750 homes and a new Primary School.

1. The Scheme

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

2. Progress with the scheme

- 2.1. Link road completed but not open due to access requirements for additional new development on northern parcels totalling over 500 units.
- 2.2. The scheme was delivered in partnership with the developer, who are a majority land owner. The scheme was finished on programme.
- 2.3. In Sept 2016 the first part of the road was opened up to allow access to the new school which serves the development site and surrounding area.

3. Funding

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

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	3,500,000	-	-	-	-	-	3,500,000
Local contributions from							
- Section 106 agreements	-	1,700,000	-	-	-	-	1,700,000
- Council Capital Programme	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	-
Total Scheme Cost	3,500,000	1,700,000					5,200,000

4. Risks

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

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

5. Programme

Task	November 2014 Timescale	July 2017 Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	October 2014	
Financial Approval from LTB	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	Feb 2015
Completion of construction	March 2017	April 2017
One year on evaluation	March 2018	
Five years on evaluation	March 2022	

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.02 Bracknell – Warfield Link Road	July 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£5,200,000	5,200,000
Funding breakdown		
Local Growth Deal	£3,500,000	3,500,000
s.106 and similar contributions	£1,700,000	1,700,000
Council Capital Programme	-	
Other	-	
In-kind resources provided		£30,000
Outcomes		

Planned Jobs connected to the intervention	0	0
Commercial floorspace constructed (square metres)	0	0
Housing unit starts	750	303
Housing units completed	2200	88
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	Approximately 100m of resurfaced road	complete
Total length of newly built roads	Approximately 750-1000m of newly built road.	850m
Total length of new cycle ways	Approximately 750-1000m of new cycleways adjacent to proposed link road.	850m
Type of infrastructure	New link road to allow for access to new development	
Type of service improvement	Unlocking proposed development.	
Outcomes		
Follow on investment at site	Not applicable	
Commercial floorspace occupied	Not applicable	
Commercial rental values	Not applicable	

7. Further Information for Summary Reports

This road unlocks 2,200 new dwellings, schools, neighbourhood centre, etc. Started on site in February 2015, 303 housing starts, 88 completions so far. Completion achieved March 2017. Road two-thirds open to public, remainder restricted to construction traffic. Developers bringing forward additional housing starts. All Growth Fund payments made.

Berkshire Local Transport Body – 20 July 2017

2.03 Newbury - London Road Industrial Estate

Highlights of progress since March 2017
The scheme was completed on 27 March 2017. Press coverage of this and the successful use of the LEP's Growth Deal funding has been delayed by General Election purdah restrictions.
A case study has been published at http://thamesvalleyberkshire.co.uk/Portals/0/ENHANCING%20URBAN%20CONNECTIVITY%20IN%20NEWBURY%20CASE%20STUDY.pdf

1. The Scheme and Background

- 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.
- 1.2. 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.
- 1.3. 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 and Examination period. Both political parties wish to see the redevelopment of this area which this scheme will enable.
- 1.4. 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.

2. Progress with the scheme

- 2.1. Planning permission was granted for the scheme on 4th February 2015.
- 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 9th March 2015).
- 2.3. The scheme was successfully completed on 27th March 2017.
- 2.4. In terms of the next steps for the development that this scheme unlocks, if everything progresses well there could be an outline planning permission in place within the next 18 months. This is dependent on the outcome of a possible legal appeal in relation to the Council's appointment of development partner St Modwen. The Council won a High Court challenge but whether the challenger has grounds for an appeal of this decision is currently being considered and the Council are waiting to hear the outcome.

3. Funding

- 3.1. The following table sets out the funding for the road access scheme. It has been updated to include some additional money spent on the Challenge Fund works which were managed alongside this project.

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:							
- Section 106 agreements	£90,000	-	-	-	-	-	£90,000
- Council Capital Programme	£255,000	£945,000	-	-	-	-	£1,200,000
- Challenge Fund	-	£1,310,000	-	-	-	-	£1,310,000
Total Scheme Cost	£845,000	£3,655,000					£4,500,000

4. Risks

4.1. The scheme is complete.

5. Programme

Task	November 2014 Timescale	July 2017 Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	October 2014	
Financial Approval from LTB	Due November 2014	Full approval 9 March 2015
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 (now not needed).
Detailed design	trial pits and other investigation underway	Complete
Procurement	Aug 2014 – March 2015	Dec 2014 – September 2015
Start of construction	August 2015	February 2016
Completion of construction	May 2016	March 2017
One year on evaluation	May 2017	March 2018
Five years on evaluation	May 2021	March 2022

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.03 Newbury - London Road Industrial Estate	July 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£4,500,000	£4,500,000
Funding breakdown		
Local Growth Deal	£1,900,000	£1,900,000
s.106 and similar contributions	£90,000	£90,000
Council Capital Programme	£1,100,000	£1,100,000
Other (Challenge Fund)	£1,310,000	£1,310,000
In-kind resources provided	£100,000	£100,000
Outcomes		
Planned Jobs connected to the intervention	1,000	
Commercial floorspace constructed (square metres)	14,000	
Housing unit starts	300	
Housing units completed	300	
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where		

relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	400 metres (one lane)	400 metres
Total length of newly built roads	400 metres (one lane) plus 70 metres (2 lanes)	400 metres 70 metres
Total length of new cycle ways	390 metres	390 metres
Total length of new footways	390 metres	390 metres
Type of infrastructure	New signalised junction	
Type of service improvement	New access link and associated highway improvements in central town location.	
Outcomes		
Follow on investment at site	Exact amount not yet known but development partner, St Modwen will be investing significantly	
Commercial floorspace occupied	14,000 m2	
Commercial rental values	Not yet known	

7. Further Information for Summary Reports

This scheme will unlock a 10-hectare town centre industrial estate for redevelopment and employment intensification. The scheme went on site in February 2016 and is now complete. The first Growth Deal payment was made in March 2016 and the final Growth Deal payment was made in March 2017.

Berkshire Local Transport Body – 20 July 2017

2.04.4 Wokingham – Arborfield Relief Road

Highlights of progress since March 2017
Following approval from the BLTB on 16 March 2017 Wokingham Borough Council sent a formal request to DfT to reallocate the Growth Deal Funding that was originally shared across three separate major highway projects to be reallocated to just Arborfield Cross Relief Road. WBC has since received agreement from DfT on the proposed reallocation of funding.
As a result of the change to the funding allocation only the report of Arborfield Relief Road will be provided. The funding profile and programme have been amended to account for the change to 100% funding from the growth deal allocation.
A revised Appraisal Summary Report (ASR) is being prepared which will detail the proposed approach to producing the business case and will be used to inform a meeting with DfT in due course to agree the approach.

1. The Scheme

- 1.1. The Arborfield distributor road will provide relief to the existing A327 through the village of Arborfield and 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. The preferred line of the scheme was approved by Executive in March 2015 and outline design and field surveys are progressing to support submission of a Planning Application in summer 2017 and consent late 2017. This will lead to a business case submission to DfT in winter 2019.
- 2.2. Negotiations continue with title owners for voluntary acquisition of land and property on the route of the scheme. Title Owners Farley Farms has submitted a Planning Application for mineral extraction within their estate and has a small impact on the route. However, it is considered that the scheme delivery is not disadvantaged or delayed by the existence of the mineral extraction proposals

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	Later years	Total
Amount from LEP Local Growth Deal	-	-	-	580,000	14,000,000	9,420,000	-	24,000,000
Local contributions from								
- Section 106 agreements	-	544,360	769,049	901,549	3,621	5,549	1,888,872	4,113,000
- Council Capital Programme	-	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	-	-
Total Scheme Cost	-	544,360	769,049	1,481,549	14,003,621	9,425,549	1,888,872	28,113,000

4. Risks

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

Risk	Management of risk
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	July 2017 Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	Autumn 2015 at the earliest	Q1 2019 (assessment by DfT)
Financial Approval from LTB	Early 2016 at the earliest	Mar 2019 (DfT)
Feasibility work	Complete	
Acquisition of statutory powers	Planning permission required	Dec 2017
Detailed design	Underway in preparation for a planning application	Jul 2018
Procurement	To follow	Nov 2018
Start of construction	2016	Mar 2019
Completion of construction	2019	Oct 2020
One year on evaluation	2020	2021
Five years on evaluation	2024	2025

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.04.4 Wokingham – Arborfield Relief Road	July 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£28,113,000	0
Funding breakdown		
Local Growth Deal	£24,000,000	0
s.106 and similar contributions	£4,113,000	0
Council Capital Programme	0	0
Other	-	
In-kind resources provided		-
Outcomes		
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	-

2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	Estimate required	-
Total length of newly built roads	Estimate required	-
Total length of new cycle ways	Estimate required	-
Type of infrastructure	New road	
Type of service improvement	Enabling housing development	
Outcomes		
Follow on investment at site	Estimate required	-
Commercial floorspace occupied	Estimate required	-
Commercial rental values	Estimate required	-

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

7. Further Information for Summary Reports

This road is one of 4 new roads supporting the development of up to 10,000 new dwellings, schools, neighbourhood centre, etc. This is a retained scheme, and assurance framework matters are being managed by the DfT. Due on-site March 2019.

Berkshire Local Transport Body – 20 July 2017

2.05 Newbury – Sandleford Park

Highlights of progress since March 2017

The Council has notified the LEP in relation to changes that have happened since the funding was agreed in July 2016. The LEP has confirmed that they are satisfied that the scheme still represents good value for money. As a result there is no change recommended to the funding that has been allocated to this scheme.

The two planning applications, one for the A339 access road and new primary school and other for the housing development, are being considered by West Berkshire Council's Planning Authority.

1. The Scheme

- 1.1. The purpose of this scheme is to deliver additional accesses to Sandleford Park, a strategic development site that will deliver up to 1,500 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 for a new primary school and for new enterprises seeking to build better links between business and education.
- 1.2. The parties involved in the scheme are: the Council, the developers and their agents, Newbury College.

2. Progress with the scheme

- 2.1. The scheme received full financial approval from the Berkshire Local Transport Body at its meeting in July 2016.
- 2.2. West Berkshire Council is assessing a planning application for the Sandleford Park development. The main developer of the site (Bloor Homes) has changed approach and has submitted a further planning application seeking permission for housing on just the land controlled by them (rather than the whole site). This latest application has also highlighted that the total number of dwellings that the whole site is likely to accommodate is 1,500 rather than up to 2,000 which was the previous position.
- 2.3. The Council has notified the LEP of the change to the number of dwellings that this scheme is likely to help unlock. An update note was provided explaining the changes and considering the assessment of the scheme in light of these changes. The update note was reviewed by WSP | Parsons Brinkerhoff who confirmed that the scheme remained good value for money. The LEP has confirmed that they are satisfied there is nothing in these changes to indicate that the financial approval should be modified or withdrawn.
- 2.4. The Council is continuing to work with the Developers of the site to reach a position where an outline planning permission may be able to be granted for the housing development.
- 2.5. A planning application is being assessed for Highwood Copse primary school. This planning application includes the full extent of the A339 access and road between the A339 and the Sandleford Park development area within its 'red line' and therefore seeks detailed permission for the A339 access.
- 2.6. The detailed negotiations with Newbury College over land and contributions have reached a successful conclusion following decisions made by the Newbury College Corporation Board. The matter is now with legal teams to formalise.

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	Total
Amount from LEP Local Growth Deal			1,000,000	1,400,000	500,000	2,900,000
Local contributions:						
- Section 106 Agreements & Private investment (Newbury College)			1,060,000	5,100,000	1,500,000	7,660,000
- Council Capital Programme			400,000			400,000
- Other sources						
Total Scheme Cost			2,460,000	6,500,000	2,000,000	10,960,000

4. Risks

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

Risk	Management of risk
Timing of planning applications for housing and education 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 costs have been reviewed after more detailed work and additional funding secured from all parties as a result. The project team will continue to monitor costs closely as the project progresses.

5. Programme

Task	February 2015 Timescale	July 2017 Timescale (where changed)
Programme Entry Status	19 March 2015	
Independent Assessment of FBC	January 2016 (<i>provisional</i>)	June 2016
Financial Approval from LTB	March 2016 (<i>provisional</i>)	July 2016
Feasibility work	Spring / Summer 2015 (<i>provisional</i>)	
Acquisition of statutory powers	Winter 2015/16 (<i>provisional</i>)	Summer 2017
Detailed design	Summer 2015 (<i>provisional</i>)	Autumn 2016
Procurement	Autumn / Winter 2015/16 (<i>provisional</i>)	Summer 2017
Start of construction	April 2017 (<i>provisional</i>)	Autumn 2017
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	July 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		

Expenditure	£10,960,000	20,000
Funding breakdown		
Local Growth Deal	£2,900,000	0
s.106 and similar contributions	£7,660,000	0
Council Capital Programme	400,000	£20,000
Other		
In-kind resources provided	£100,000	20,000
Outcomes		
Planned Jobs connected to the intervention	420	0
Commercial floorspace constructed (square metres)	35,500	0
Housing unit starts	2,000	0
Housing units completed	2,000	0
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	400m	0
Total length of newly built roads	450m	0
Total length of new cycle ways	750m	0
Total length of new footways	850m	0
Type of service improvement	New highway access routes	
Outcomes		
Follow on investment at site	Not yet known	
Commercial floorspace occupied	Not yet known	
Commercial rental values	Not yet known	

8. Further Information for Summary Reports

These access roads unlock up to 1,500 new dwellings, schools, neighbourhood centre, etc. Developer negotiations not yet complete. Due on site in Autumn 2017, completion due March 2020. First Growth Fund payment due March 2018.

Berkshire Local Transport Body – 20 July 2017

2.06 Reading Green Park Railway Station

Highlights of progress since March 2017
Design work is being progressed in partnership with Network Rail and GWR. Procurement routes for the design and build contract are currently being investigated to ensure compliance with the scheme programme.
The process of discharging planning conditions has commenced with both Reading and West Berks planning authorities.
A proposal to the New Stations Fund 2 was submitted in December, with an announcement on funding anticipated after the General Election.

1. The Scheme

- 1.1. Reading Green Park Station is a proposed new railway station on the Reading to 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 Green Park business park and surrounding area, and would help to enable delivery of the Green Park 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 2015 and West Berkshire Council in May 2015. The process of discharging planning conditions has commenced with both planning authorities.
- 2.3. Design work for the scheme is being undertaken in partnership with Network Rail and FGW to ensure compliance with the latest railway standards. Procurement routes for the design and build contract are currently being investigated to ensure compliance with the scheme programme. The proposed design of the interchange has been modified to improve accessibility, passenger safety and security. This is currently being discussed with the planning authorities.
- 2.4. A proposal to the New Stations Fund 2 was submitted in December, with an announcement on funding anticipated after the General Election.
- 2.5. Electrification of the line from Southcote Junction to Basingstoke was delayed from December 2018 to an unspecified date between 2019 – 2024 as part of the Hendy Review, however the DfT has confirmed that a third diesel unit for the line between Reading and Basingstoke will be funded from December 2018 to enable the new station to be served.
- 2.6. Discussions are on-going to identify any opportunities to align implementation of the station with other major upgrade works on the railway. An Interdisciplinary Design Review (IDR) meeting was held in April 2017 to brief all relevant parts of the Network Rail organisation on the detailed plans for Green Park station and interchange so they are fully aware of the impact of the station on other schemes and vice versa.
- 2.7. Liaison with nearby landowners is on-going to ensure coordination with the wider development plans for the area, including the mixed-use Green Park Village development.
- 2.8. 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).
- 2.9. Engagement with Green Park 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	-	-	£4,575,000	£4,575,000	-	-	£9,150,000
Local contributions from:							
- Section 106 agreements	-	-	£4,600,000	-	-	-	£4,600,000
- Council Capital Programme	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	£1,000,000
Total Scheme Cost			£9,175,000	£4,575,000			£14,750,000

4. Risks

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

Risk	Management of risk
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.
Planning conditions are not discharged ahead of development	Talks are underway with Reading and West Berks to discharge planning conditions ahead of development.
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	July 2017 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	May 2015
Detailed design	April 2015	May 2017
Procurement	September 2015	December 2017
Start of construction	October 2015	January 2018
Completion of construction	September 2016	November 2018

Task	November 2014 Timescale	July 2017 Timescale (where changed)
Open to public	December 2016	December 2018
One year on evaluation	September 2017	December 2019
Five years on evaluation	September 2021	December 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	2.06 Reading Green Park Railway Station	July 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£14,750,000	0
Funding breakdown		
Local Growth Deal	£9,150,000	0
s.106 and similar contributions	£4,600,000	0
Council Capital Programme	-	
Other (PRUPIM)	£1,000,000	0
In-kind resources provided	£500,000	
Outcomes		
Planned Jobs connected to the intervention	3,580	0
Commercial floorspace constructed (square metres)	68,000	0
Housing unit starts	735	0
Housing units completed	735	0
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	230m	0
Total length of newly built roads	250m	0
Total length of new cycle ways	310m	0
Type of infrastructure	Rail/public transport Interchange	
Type of service improvement	Decongestion Benefits, Journey Time Savings Reliability Journey Ambience	
Outcomes		
Follow on investment at site	Development of GPV & GP Business Park	0
Commercial floorspace occupied	N/A	
Commercial rental values	N/A	
3. ADDITIONAL MONITORING - for specific schemes		

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

7. Further Information for Summary Reports

The scheme will develop a new category C railway station on the Reading – Basingstoke line. Due on site in January 2018, completion due November 2018. First Growth Fund payment due March 2018.

Berkshire Local Transport Body – 20 July 2017

2.07 Bracknell – Coral Reef Roundabout

Highlights of progress since March 2017

The scheme is complete and working well.
Assessment of scheme impact now underway and due to be reported later in 2017.

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 co-ordination of the strategic corridor network within the Borough

2. Progress with the scheme

- 2.1. Works started on site 7th April 2015, progressed well and was completed 6 months ahead of schedule.

3. Funding

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

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

4. Risks

- 4.1. The scheme is complete

5. Programme

Task	November 2014 Timescale	July 2017 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	Done April 2015
Completion of construction	November 2016	Achieved April 2016
One year on evaluation	November 2017	Starts April 2017
Five years on evaluation	November 2021	April 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		2.07 Bracknell – Coral Reef Roundabout	July 2017
1. Core Metrics		Planning Numbers	Actual to date
Inputs			
Expenditure		£3,010,000	£3,010,000
Funding breakdown			
Local Growth Deal		£2,100,000	£2,100,000
s.106 and similar contributions		£270,000	£270,000
Council Capital Programme		£640,000	£640,000
Other		-	
In-kind resources provided			£100,000
Outcomes			
Planned Jobs connected to the intervention		0	
Commercial floorspace constructed (square metres)		0	
Housing unit starts		0	
Housing units completed		0	
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention			
Transport			
Outputs			
Total length of resurfaced roads	Approximately 2000m of resurfacing following implementation of the new traffic signals	Complete	
Total length of newly built roads	Approximately 100m following removal of the roundabout and realignment of the carriageway.	Complete	
Total length of new cycle ways	Existing cycleway network runs adjacent to the junction and is unaffected by the works	N/A	
Type of infrastructure	Replacement of existing roundabout with new signalised junction		
Type of service improvement	Improvement to journey times following removal of an existing pinch point on the network.		
Outcomes			
Follow on investment at site		0	
Commercial floorspace occupied		0	
Commercial rental values		0	

7. Further Information for Summary Reports

The Coral Reef junction has been successfully converted from roundabout to signal controls. It finished ahead of time and on budget in April 2016. One-year-on monitoring report due autumn 2017. First and only Growth Fund payment made March 2016.

Berkshire Local Transport Body – 20 July 2017

2.08 Slough: Rapid Transit Phase 1

Highlights of progress since March 2017
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Snagging on the eastern section. Work in progress on the western section.

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 2014 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 19th 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.
- 2.4. The advanced utility diversion work is underway and is scheduled to be completed in July followed by the start of civil works programme.
- 2.5. Snagging on the eastern section. Work in progress on the western section.

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	£3,100,000	£2,500,000	-	-	-	-	£5,600,000
Local contributions from:							
- Section 106 agreements	£600,000	£300,000	-	-	-	-	£900,000
- Council Capital Programme	£1,800,000	£800,000	-	-	-	-	£2,600,000
- Other sources	-	-	-	-	-	-	-
Total Scheme Cost	£5,500,000	£3,600,000					£9,100,000

4. Risks

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

Risk	Management of risk	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 Permitted	Public consultation and close working with Ward Members, NAGs, Parish Councils and partners,	Green

Development.	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.	Red

5. Programme

Task	November 2014 Timescale	July 2017 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 th September 2014 agreed subject to outcome of public consultation	Complete
Procurement	Due May 2015	Complete
Start of construction	June 2015	December 2015
Completion of construction	June 2016	December 2017
One year on evaluation	June 2017	December 2018
Five years on evaluation	June 2021	December 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	2.08 Slough: Rapid Transit Phase 1	July 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£9,100,000	£5,500,000
Funding breakdown		
Local Growth Deal	£5,600,000	£3,100,000
s.106 and similar contributions	£900,000	£600,000
Council Capital Programme	£2,600,000	£1,800,000

	Other	-	
In-kind resources provided		£110,000	-
Outcomes			
Planned Jobs connected to the intervention		2,460	0
Commercial floorspace constructed (square metres)		108,700	0
Housing unit starts		3,120	0
Housing units completed		3,120	0
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention			
Transport			
Outputs			
Total length of resurfaced roads	Partial resurfacing of 2000m for bus lane provision		1200
Total length of newly built roads	150m		90
Total length of new cycle ways	2850m (bus lane)		1710
Type of infrastructure	Junction improvements, traffic signal enhancement, road widening, bus lanes		
Type of service improvement	Enhanced bus services: greater frequency and reliability, reduced journey times		
Outcomes			
Follow on investment at site	To be determined		-
Commercial floorspace occupied	To be determined		-
Commercial rental values	To be determined		-

3. ADDITIONAL MONITORING - for specific schemes			
Transport - to be collected for all projects/programmes involving more than £5m public funding and where these metrics and the collection points are relevant to the intervention			
Average daily traffic and by peak/non-peak periods	Data for 3 sections of A4: <ul style="list-style-type: none"> Bath Rd Wellington Rd London Rd 		0
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		0
Day-to-day travel time variability	Data for bus travel time variations from timetabled services on A4 Bath Rd and A4 London Rd		0
Average annual CO2 emissions	Data for Slough-wide emissions from traffic on 'A'		0

	roads	
Accident rate	Data for rates along A4	0
Casualty rate	Data for KSI and slights along A4	0
Nitrogen Oxide and particulate emissions	Data for Slough AQMAs 3 & 4	0
Traffic noise levels at receptor locations	n/a	-
Annual average daily and peak hour passenger boardings	Data for <ul style="list-style-type: none"> • 'Series 7' Heathrow bus services; • Boardings in A4 Bath Rd and A4 London Rd 	0
Bus/light rail travel time by peak period	Data for end-to-end and intermediate bus travel times for A4 Bath Rd services	0
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	0
Households with access to specific sites by mode within threshold times (#)	Data for households within 45 mins bus journey time of Heathrow	0

7. Further Information for Summary Reports

The Mass Rapid Transit scheme will provide a segregated bus link from M4 Junction 7 to Heathrow Airport. Phase 1 covers a section from the Trading Estate via the station and town centre to M4 Junction 5. Started on site in December 2015, completion due December 2017. First Growth Fund payment made March 2016, second and final payment made March 2017.

Berkshire Local Transport Body – 20 July 2017

2.09.1 Sustainable Transport NCN 422

Highlights of progress since March 2017

- Construction work has started in Wokingham Borough, providing the last 1.2km section of western side of the cycleway linking Wokingham Town to the Reading boundary.
- The remaining Wokingham phase, to the east link to Bracknell is currently undergoing the design process so that it co-ordinates with new highways and housing development close to Coppid Beech Junction.
- In Bracknell new 650 metres of 3-4 metre wide shared facilities have been delivered through the town centre in area known as 'The Canyon'. This links to existing cycleway leading back to Bracknell train station.
- There has also been around 515m of new 3m wide shared footway/cycleway alongside Bull Lane and Millennium Way, which crosses close to the new Town Centre car park and the new Fenwick store to join 'The Ring' and Weather Way, linking onto the existing cycle network via a subway, and the formal NCN 422 route continues towards Ascot.
- Phase 1 has delivered approximately 1,500 metres of footway converted to shared-use following reconstruction and widening of footways.
- Two raised tables have been constructed in Reading on Honey End Lane and Southcote Road and four key junctions have benefitted from crossing improvements and entry treatments, including imprinting across junctions to improve visibility.
- 2017-18 Phase 2 concept plans have been made available for comment and are currently being refined following feedback. This is likely to include continuing shared-use facilities from Bath Road along Berkeley Avenue, on-carriageway facilities along quieter routes into/from the town centre and improving existing shared-use facilities, particularly those along NCN4 and Kenneside.
- Planning for Phase 3 is also underway and this section of the route will connect to cycle facilities east of Three Tuns junction – linking Reading to Wokingham.
- West Berks consultation for phase one from Newbury to Thatcham is being prepared and will go out during the summer.
- Year 18/19 will see phase two, will be Theale to Calcot and Phase three will be Thatcham to Theale via Brimpton, Woolhampton, Aldermaston Wharf and Lower Padworth.

1. The Scheme

- 1.1. There have been changes to the scheme as originally set out in the Major Scheme Business Case, as the Royal Borough of Windsor and Maidenhead declined to take any further part in the scheme. However despite this setback the NCN can still largely achieve its original ambitions in joining a number of economic centres across Berkshire as a new national Cycle Route.
- 1.2. The route will start in Newbury and will follow the A4 to Thatcham and then in a line onto Theale, Central Reading, Wokingham and to Bracknell, with the end of the NCN in Ascot.
- 1.3. It will still be possible to follow a route towards LEGOLAND Windsor as there is an existing route via Ascot and Windsor Great Park.
- 1.4. However the route through the park is closed at night, the Park Ranger has agreed that cyclists can use it during daylight hours.

2. Progress with the scheme

- 2.1. A full business case for the route has been approved for funding and although the scheme has slightly altered from its original inception the BCR is not expected to change (the NCN steering group will discuss how best to complete a reassessment of this task).
- 2.2. Work has been undertaken in Reading, Wokingham and Bracknell to develop new cycle facilities.
- 2.3. The works in Reading have included:
 - Two raised tables have been constructed on Honey End Lane and Southcote Road

- Four key junctions have benefitted from crossing improvements and entry treatments, including imprinting across junctions to improve visibility
- Approximately 1,500 metres of footway converted to shared-use following reconstruction and widening of footways
- Street furniture has been relocated or upgraded to reduce obstructions along the shared-use route and maximise the footway width, including the removal of 100 metres of guard rail
- Installation of regulatory signing complimented by official NCN branding and supplementary considerate use signing.

2.4. The works in Bracknell have included:

- New 3m – 4m wide shared footway / cycleway alongside The Ring (or what is otherwise known as ‘The Canyon’) with a crossing to newly landscaped ‘Station Green’, using existing crossing outside Bracknell Rail Station, and linking to the existing network at Station roundabout
- Delivery of 3 new signalised crossing points
- New raised table crossing, adjacent to Station Green and Bracknell Bus Station
- Introduction of new permanent cycle counters

2.5. The works in Wokingham have included:

- Removal of pedestrian islands in the centre of the A329 which cause pinch points for cyclists
- Two new mandatory on-carriageway lanes; Significant kerb realignment
- New traffic calming measures on Holt Lane (near Holt School)
- Introduction of a new Toucan crossing point; Carriageway resurfacing

3. Funding

3.1. There have been some minor changes to funding for the scheme. This has resulted from greater clarity regarding in year budgets as they progress and requirements dictated by the phased delivery programme.

3.2. The two tables below set out the latest funding profile for the scheme based on allocation of LEP funds to NCN partners and the level of local support that can be generated alongside the LEP allocation.

	West Berks	Reading	Wokingham	Bracknell	RBWM	Totals
2016/17	0	450,000	800,000	850,000	0	2,100,000
2017/18	500,000	750,000	250,000	0	0	1,500,000
2018/19	600,000	0	0	0	0	600,000
Total	1,100,000	1,200,000	1,050,000	850,000	0	£4,200,000

LEP funding table with contribution

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	£1,500,000	£600,000	-	-	£4,200,000
- Wokingham Council Capital Programme	£600,000	£600,000	£475,000	-	-	-	£1,675,000
- Reading Council Capital Programme	-	-	£100,000	-	-	-	£100,000*
- West Berkshire Capital Programme	-	-	£50,000	£50,000	-	-	£100,000*
- Bracknell Forest Capital Programme	-	£50,000	£50,000	-	-	-	£100,000*
Total Scheme Cost	£600,000	£2,750,000	£2,175,000	£650,000			£6,175,000*

4. Risks

- 4.1. Now that the project is being delivered the risks for completion have changed to reflect the problems of construction and delivery. The risk table has been updated to reflect this.

Risk	Management of risk
Booking Road Space	The cycleway is being delivered in phases and to a yearly budget allocation, however getting the phases costed, designed, consulted and agreed is problematic as the scheme needs to be able to delivered on the highway in the time and space available. There are significant other works taking place on the highway in Reading, Wokingham and Bracknell and programme time and space on the highway is congested. This can lead to delays in starting works in time.
Integrating with development	There are a number of new housing developments being delivered to the West of Wokingham and to the east of Bracknell, where the cycleway passes new planned junctions and altered highways layout There are risks that new planned housing developments with new junctions on the A329 corridor. There are risks that their designs do not reflect the ambition to deliver the cycleway and add significant extra cost to the project.
Funding	As with any multi-faceted project there are risks of securing all the funding needed for completion of the whole NCN. This project has proven to be flexibly delivered and is bring the large section of the project forward.
Political support	As portfolio holders at partners change, so does the level of support for cycling. This project has experienced this issue previously with the RBWM political support.

5. Programme

- 5.1. Now that the scheme is now into its second financial year we have a much better idea of programme progression.
- 5.2. Reading Borough Council has delivered the first phase of a 2-year, 3-section programme. The second year 2017/18 will see the remaining sections of the route delivered. Section 2 has draft plans drawn up, while the analysis is being undertaken of the remaining section.
- 5.3. Wokingham Borough Council's 2016/17 is on site and is 5 weeks into a 22 week build. The project when complete will provide the western link of the NCN between Wokingham Town and the Reading boundary at the Three Tuns.
- 5.4. The 2017/18 project will be designed and consulted upon in during the summer in readiness for highways programming towards the end of the financial year.
- 5.5. Bracknell have completed their 2016/17 works as part of the town centre redevelopment process. This section of highway will open when the Lexicon Centre opens in September 2017.
- 5.6. The section of route completing the link between the Wokingham Bracknell boundary in the west of the borough to John Nike Way will be completed by a housing developer during the next year.
- 5.7. West Berkshire are developing plans for the first section of the Newbury end of the route during 2017/18. Section 1 for West Berkshire runs from Newbury to Thatcham.
- 5.8. During 2018/19 West Berkshire will complete two further stages which will see work take place in Theale and the rural section of the route addressing Thatcham to Theale via Brimpton, Woolhampton, Aldermaston Wharf and Lower Padworth.

Task	November 2014 Timescale	July 2017 Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	Complete	Autumn 2015
Financial Approval from LTB	Due July 2015	November 2015
Feasibility work	Sustrans work complete	COMPLETE
Acquisition of statutory powers	Unlikely to be needed	N/A

Detailed design	Progress is being delivered in stages across a number of years. All design work for 2016/17 is now complete.	Design work for 2017/18 stages is now on going
Procurement	Term Contractors undertaking works	
Start of construction	November 2016	
Completion of construction	End of 2019	
One year on evaluation	End of 2020	
Five years on evaluation	End of 2024	

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.09.1 Sustainable Transport NCN 422	July 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£6,175,000	£2,750,000
Funding breakdown		
Local Growth Deal	£4,200,000	£2,100,00
s.106 and similar contributions	£1,675,000-	£600,000
Council Capital Programmes	£300,000	£50,000
Other	-	
In-kind resources provided	Estimate required	
Outcomes		
Planned Jobs connected to the intervention	-	0
Commercial floor space constructed (square metres)	-	0
Housing unit starts	-	0
Housing units completed	-	0
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport	Cycling	
Outputs		
Total length of resurfaced roads		1.1km
Total length of newly built roads		N/A
Total length of new cycle ways		4.9 km
Type of infrastructure	Cycleway	
Type of service improvement	Cycling	
Outcomes		
Follow on investment at site	Estimate required	
Commercial floor space occupied	Estimate required	
Commercial rental values	Estimate required	

7. Further Information for Summary Reports

NCN 422 will form part of the National Cycle Network. The route runs from Theale in West Berkshire through Reading, Wokingham and Bracknell to Ascot. Started on site in January 2017, completion due in 2019. First Growth Fund payment made in March 2017, second of three due in March 2018.

Berkshire Local Transport Body – 20 July 2017

2.09.2 Sustainable Transport A4 Cycle Route with Bucks

Highlights of progress since March 2017

Main bulk of the A4 route work completed. Junction work to follow.
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1. The Scheme

1.1. This scheme will provide a safe and convenient cycle route between Slough and South Buckinghamshire. 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 areas 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 has decided not to take up this scheme and has returned the funds allocated for the Maidenhead section of the scheme.
- Bucks: Thames Bridge to Slough Borough boundary – feasibility study completed 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. SBC has designed traffic signals for the Huntercombe Lane / A4 junction - toucan crossings are proposed for both arms of the junction to tie in with the A4 Cycle scheme. The Local Access Forum has been consulted and no objections have been received. Consulted with all frontagers in February. Slough is ready to proceed with construction of their element of the scheme.
- Traffic signal design work of Huntercombe Lane/A4 has been varied, however has been recently completed. Work is planned to begin in October.

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

2.3. Main bulk of the A4 route work completed. Junction work to follow.

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”.

Source of funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	-	£483,000	-	-	-	-	£483,000
Local contributions from							
- Section 106 agreements	-	£50,000	-	-	-	-	£50,000
- Council Capital Programme	-	£397,000	-	-	-	-	£397,000
- Other sources	-	£1,728,600	-	-	-	-	£1,728,600
Total Scheme Cost		£2,658,600					£2,658,600

Notes: 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

Risk	Management of risk
Delay in coordinating cross-boundary elements.	Public consultation and close working between three authorities.
Higher than expected costs arising post-business case approval.	Manage scheme costs and benchmark against similar schemes.
Delays in procurement process.	Programme will allow adequate time for procurement.
Delays in achieving local contribution towards costs.	Submit internal funding bids in good time.
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

Task	Original Timescale	July 2017 Timescale (where changed)
Programme Entry Status	24 July 2014	
Data Collection	April 2015	June 2015
Independent Assessment of FBC	Due May 2015	October 2015
Financial Approval from LTB	Due July 2015	November 2015
Feasibility work	complete	
Acquisition of statutory powers	Unlikely to be needed	
Detailed design	Spring/summer 2015	January 2016
Public Consultation	-	February – June 2016
Procurement	Complete by December 2015	September 2016
Start of construction	Spring 2016	February 2017
Completion of construction	December 2016	October 2017
One year on evaluation	December 2017	October 2018
Five years on evaluation	December 2021	October 2022

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
	2.09.2 Sustainable Transport A4 Cycle with Bucks	July 2017
Thames Valley Berkshire LEP		
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£2,970,000	£583,000
Funding breakdown		
Local Growth Deal	£550,000	£483,000
s.106 and similar contributions	£90,000	£0
Council Capital Programmes	£630,000	£100,000
Other	£1,700,000	£0
In-kind resources provided	£50,000	£50,000
Outcomes		
Planned jobs connected to the intervention	0	-

Commercial floor space constructed (square metres)	0	-
Housing unit starts	0	-
Housing units completed	0	-
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	0	-
Total length of newly built roads	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	
Outcomes		
Follow on investment at site	0	-
Commercial floorspace occupied	0	-
Commercial rental values	0	-

* excludes section within Buckinghamshire

7. Further Information for Summary Reports

The A4 Cycle scheme is coordinated with works in South Bucks and the arrival of Crossrail services at Taplow (Bucks) and Burnham (Slough) stations. Started on site in February 2017, completion previously due June 2017, now October 2017. First Growth Fund payment was made in March 2017.

Berkshire Local Transport Body – 20 July 2017

2.10 Slough: A332 Improvements

Highlights of progress since March 2017

Main works in progress alongside ongoing utility service works.

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 20th November 2014.

2.2. Detailed design and public consultation have been completed. Approval was granted by the Cabinet on the 15th 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 development¹. 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. Utility works commenced December 2015 and main civil works started January 2017 with completion due September 2017.

2.4. In progress. Some disruptions and delays due to ongoing utility service problems.

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	£1,266,667	£1,433,333	-	-	-	-	£2,700,000
Local contributions from							
- Section 106 agreements	£250,000		-	-	-	-	£250,000
- Council Capital Programme	£2,050,000		-	-	-	-	£2,050,000
- Other sources	-		-	-	-	-	-
Total Scheme Cost	£3,566,667	£1,433,333					£5,000,000

4. Risks

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

Risk	Management of risk	Status
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

¹ This has been supported by the 27th 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.

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.	Amber
Changes to design after commencing construction.	Fully complete design prior to commencing construction/ allow for contingency provision.	Green

5. Programme

Task	Original Timescale	July 2017 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	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	September 2017
One year on evaluation	June 2017	September 2018
Five years on evaluation	June 2021	September 2022

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
	2.10 Slough: A332 Improvements	July 2017
Thames Valley Berkshire LEP		
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£5,000,000	£3,566,667
Funding breakdown		
Local Growth Deal	£2,700,000	£1,266,667
s.106 and similar contributions	£250,000	£250,000
Council Capital Programme	£2,050,000	£2,050,000
Other	-	
In-kind resources provided	£90,000	-
Outcomes		

Planned Jobs connected to the intervention	2,150	0
Commercial floorspace constructed (square metres)	79,150	0
Housing unit starts	2,995	0
Housing units completed	2,995	0
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	500m	0
Total length of newly built roads	500m of additional traffic lane	0
Total length of new cycle ways	350m	0
Type of infrastructure	Junction improvements, road widening, bus lanes	
Type of service improvement	Relieve congestion, reduce journey times, increase journey reliability	
Outcomes		
Follow on investment at site	Redevelopment for 125 housing units	0
Commercial floorspace occupied	To be determined	-
Commercial rental values	To be determined	-

7. Further Information for Summary Reports

- 7.1. The scheme includes 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. Start on site was December 2015 and it is due to finish in September 2017. The first Growth Fund payment was made in March 2016, the second and final payment was made in March 2017.

Berkshire Local Transport Body – 20 July 2017

2.11 Reading: South Reading MRT phase 1

2.12 Reading: South Reading MRT phase 2

Highlights of progress since March 2017
Construction of phase 1 of the scheme commenced in August 2016 with work on the new sections of outbound bus lane between Imperial Way and Basingstoke Road, and Basingstoke Road and M4 junction 11, completed in December.
A contractor has been appointed for the remainder of the construction for phases 1 & 2 and works commenced on-site in April 2017.

1. The Scheme

- 1.1 South Reading Mass Rapid Transit (MRT) Phases 1 and 2 will provide a series of bus priority measures on the A33 between M4 junction 11 and the A33 junction with Longwater Avenue (Green Park) (Phase 1) and Island Road (Phase 2). The scheme will 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 is complete. The scheme was granted programme entry status by the BLTB in July 2014.
- 2.2 The business case has been completed and full financial approval for the scheme was granted by the BLTB in November 2015. The business case incorporates comments received previously from WYG regarding the need to update elements of the Reading Transport Model, therefore an updated model of the A33 corridor was used to prepare the 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 Statutory consultation for the scheme has been completed with no objections received to the Traffic Regulation Orders. In addition a public exhibition was held in June 2016 to provide information about this element of the MRT scheme and proposals for future phases.
- 2.5 Construction of phase 1 of the scheme commenced in August with work on the new sections of outbound bus lane between Imperial Way and Basingstoke Road, and Basingstoke Road and M4 junction 11, completed in December.
- 2.6 A contractor has been appointed for the remainder of the construction for phases 1 & 2 and works commenced on-site in April. The programme for the construction period runs for the majority of the calendar year with completion scheduled for November 2017.
- 2.7 A revised design for phase 2 of the scheme has been prepared due to uncertainties regarding the Southside development site, with an outbound bus lane parallel to the existing carriageway to be constructed as part of the phase 2 works. In addition an inbound bus lane alongside the development site has been included within the GD3 bid for phases 3 and 4 of the scheme.
- 2.8 A phased construction programme for the overall MRT scheme has been developed, including measures to reduce disruption to the flow of traffic while the construction works take place, for instance by limiting any necessary lane closures to off peak hours only.
- 2.9 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:

Source of	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total

funding							
Amount from LEP Local Growth Deal	-	£2,970,000	£1,530,000	-	-	-	£4,500,000
Local contributions from:							
- Section 106 agreements	-	-	£1,120,000	-	-	-	£1,120,000
- Council Capital Programme	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	-
Total Scheme Cost		£2,970,000	£2,650,000				£5,620,000

4. Risks

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

Risk	Management of risk
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.	Detailed designs for the scheme are being prepared with all the relevant information from utility searches and in line with surface water drainage requirements.
Securing the required third party land where this falls outside highway land.	The MRT route has been safeguarded for this purpose and negotiations with land owners are being undertaken.

5. Programme

Task	Original Timescale	July 2017 Timescale (where changed)
Feasibility work	March 2014	
Programme Entry Status	July 2014	
Independent Assessment of FBC	September 2015	
Financial Approval from LTB	November 2015	
Acquisition of statutory powers	March 2016	June 2016
Detailed design	June 2015	Phase 1 - April 2016 Phase 2 - November 2016
Procurement	June 2016	Phase 1 - July 2016 Phase 2 - March 2017
Start of construction	August 2016	Phase 1 - August 2016 Phase 2 - April 2017
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
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Thames Valley Berkshire LEP	2.11 Reading: South Reading MRT phase 1 2.12 Reading: South Reading MRT phase 2	July 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£5,620,000	£2,970,000
Funding breakdown		
Local Growth Deal	£4,500,000	£2,970,000
s.106 and similar contributions	£1,120,000	0
Council Capital Programme	-	
Other	-	
In-kind resources provided	£350,000	0
Outcomes		
Planned Jobs connected to the intervention	2,424	0
Commercial floorspace constructed (square metres)	44,016	0
Housing unit starts	527	0
Housing units completed	527	0
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	N/A	
Total length of newly built roads	1,900m (Phase 1) 1,360m (Phase 2)	300m (phase 1a)
Total length of new cycle ways	200m (Phase 2)	0
Type of infrastructure	Bus Priority Lanes	
Type of service improvement	Reduced & consistent journey times	
Outcomes		
Follow on investment at site	N/A	
Commercial floorspace occupied	N/A	
Commercial rental values	N/A	

7. Further Information for Summary Reports

The South Reading MRT, when complete, will provide segregated bus lanes from Mere oak Park and Ride south of Junction 11 of the M4 to Reading Station. Phases 1 and 2 extend from J11 to Island Road. Started on site July 2016 and due to complete November 2017. First Growth Fund payment due March 2017.

Berkshire Local Transport Body – 20 July 2017

2.13 Wokingham: Thames Valley Park and Ride previously called 2.13 Reading: Eastern Park and Ride

Highlights of progress since March 2017
Discussions ongoing between Oracle and Wokingham Borough Council relating to transfer of land ownership. Once complete SGN Gas Main survey will be able to commence and detailed design completed.
The Planning Application was given conditional planning approval on 9 November 2016.
The Business Case is has been submitted for independent assessment and there is a report elsewhere on this agenda recommending the scheme receive full financial approval

1. The Scheme

- 1.1 Thames Valley Park and 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).
- 1.3 The scheme was originally called 2.13 Reading: Eastern Park and Ride, but has since been re-named 2.13 Wokingham: Thames Valley Park and Ride

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, including preparation of the full business case for the scheme has been completed in line with the requirements of the BLTB independent assessment. A report recommending full financial approval is elsewhere on this agenda.
- 2.3 Wokingham BC 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 Statements), has been undertaken in line with the scheme programme.
- 2.4 Meetings took place between Reading BC and Wokingham BC to ascertain the extent of work already undertaken.
- 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 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	-			£2,000,000	£900,000	-	£2,900,000
Local contributions from	-	-	-	-	-	-	-
- Section 106 agreements	-	-	£250,000	£450,000	-	-	£700,000
- Council Capital Programme	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	-
Total Scheme Cost			£250,000	£2,450,000	£900,000		£3,600,000

4. Risks

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

Risk	Management of risk
Planning permission is not granted.	Robust scheme development and planning application documentation has been 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. Ecology surveys now complete and discussions have commenced with WBC Development Management.
Securing operationally viable bus service	Liaison with possible providers including TVP underway, operational principles established. Heads of Terms agreed in principle.
Requirement for Utility Diversion	Ongoing discussions with SGN and SSE.

5. Programme

Task	Original Timescale	June 2017 Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	September 2015	October 2016 (submit first draft FBC)
Financial Approval from LTB	November 2015	July 2017
Feasibility work	March 2014	
Acquisition of statutory powers	September 2015	November 2016
Detailed design	September 2015	Autumn 2017
Procurement	March 2016	Spring 2018
Start of construction	April 2016	Summer 2018
Completion of construction	September 2017	2019
One year on evaluation	September 2018	2020
Five years on evaluation	September 2022	2024

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.13 Wokingham: Thames Valley Park and Ride previously 2.13 Reading: Eastern Park and Ride	June 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£3,600,000	0
Funding breakdown		

Local Growth Deal	£2,900,000	0
s.106 and similar contributions	£700,000	0
Council Capital Programme	-	-
Other	-	-
In-kind resources provided		
Outcomes		
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	-
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	[TBC]	-
Total length of newly built roads	[TBC]	-
Total length of new cycle ways	[TBC]	-
Type of infrastructure	[TBC]	-
Type of service improvement	[TBC]	-
Outcomes		
Follow on investment at site	[TBC]	-
Commercial floorspace occupied	[TBC]	-
Commercial rental values	[TBC]	-

7. Further Information for Summary Reports

This Park and Ride site will serve Thames Valley Park and the A329(M)/A3290. It will complement the planned East Reading MRT scheme. Awaiting consideration of recommendation of full business case approval in July 2017, if successful due on site in 2018 and completion in 2019. First Growth Fund payment due March 2019.

Berkshire Local Transport Body – 20 July 2017

2.14 Reading: East Reading Mass Rapid Transit (MRT) Phase 1

2.25 Reading: East Reading Mass Rapid Transit (MRT) Phase 2

Highlights of progress since March 2017

The planning application for the scheme was submitted in early July, following pre-application discussions with Reading BC, Wokingham BC and statutory consultees including the Environment Agency. It is anticipated that a decision on planning consent will be made before the end of the year.

Preparation of the full business case for the scheme (phases 1 and 2) is on-going following further requests for additional information from WYG. This has resulted in a delay to seeking financial approval from the BLTB, which is now anticipated for November. The business case documentation will be made available on the Council's website when it has been finalised.

1. The Scheme

- 1.1 East Reading Mass Rapid Transit (MRT) Phases 1 and 2 is a proposed public transport link between central Reading and the proposed Thames Valley Park P&R site to the east of the Reading urban area, running parallel to the Great Western mainline.
- 1.2 The scheme is being promoted by Reading Borough Council (RBC) in partnership with Wokingham Borough Council (WBC).

2. Progress with the scheme

- 2.1 Feasibility work and outline design is complete. Phase 1 of the scheme was granted programme entry status by the BLTB in July 2014, followed by phase 2 in March 2017.
- 2.2 Preparation of the full business case for the scheme (phases 1 and 2) is on-going following further requests for additional information from WYG. This has resulted in a delay to seeking financial approval from the BLTB, which is now anticipated for November. The business case documentation will be made available on the Council's website when it has been finalised.
- 2.3 The EIA scoping opinion has been agreed with both planning authorities and significant work has been undertaken in order to mitigate the environmental, flooding, landscaping and visual impact aspects of the scheme.
- 2.4 The planning application for the scheme was submitted in early July, following pre-application discussions with Reading BC, Wokingham BC and statutory consultees including the Environment Agency. It is anticipated that a decision on planning consent will be made before the end of the year.
- 2.5 Informal consultation including a public exhibition was undertaken during July 2016 which has informed development of the scheme. Statutory consultation will be undertaken through the planning process including further public exhibitions.
- 2.6 An Early Contractor Involvement (ECI) feasibility report has been completed highlighting potential areas of added value to be investigated through the detailed design of the scheme.
- 2.7 Negotiations are on-going with third party landowners in order to acquire the land needed for the scheme.
- 2.8 The scheme programme has been updated to reflect implications resulting from the delays associated with the requirement to update the Reading Transport Model prior to preparation of the full business case for the scheme, and longer than anticipated timescales required to complete the full business case and planning application.
- 2.9 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.
- 2.10 The scheme is being developed to ensure compatibility with other schemes contained within the TVB Strategic Economic Plan (SEP), particularly the Thames Valley Park P&R scheme.

2.11 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	-	-	-	£5,400,000	£10,200,000	£3,467,000	£19,067,000
Local contributions from ...							
- Section 106 agreements	-	-	-	-	£3,900,000	£900,000	£4,800,000
- Council Capital Programme	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	-
Total Scheme Cost				£5,400,000	£14,100,000	£4,367,000	£23,867,000

4. Risks

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

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

5. Programme

5.1. Delays to the original scheme programme have resulted from the need to update the Reading Transport Model, and longer than anticipated timescales required to complete the full business case and planning application.

Task	Original Timescale	July 2017 Timescale (where changed)
Programme Entry Status	July 2013	

Task	Original Timescale	July 2017 Timescale (where changed)
Feasibility work	March 2014	
Independent Assessment of FBC	September 2015	September 2017
Financial Approval from LTB	November 2015	November 2017
Acquisition of statutory powers: Planning submission	September 2015	November 2017
Procurement (Design & build contract)	March 2016	January 2018
Detailed design	September 2015	October 2018
Start of construction (including utility diversions)	April 2016	January 2019
Completion of construction	September 2017	March 2021
One year on evaluation	September 2018	March 2022
Five years on evaluation	September 2022	March 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	2.14/2.25 Reading: East Reading Mass Rapid Transit	July 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£23,867,000	
Funding breakdown		
Local Growth Deal	£19,067,000	
s.106 and similar contributions	£4,800,000	
Council Capital Programme	-	
Other	-	
In-kind resources provided	£500,000	
Outcomes		
Planned Jobs connected to the intervention	1,236	
Commercial floorspace constructed (square metres)	29,600	
Housing unit starts	356	
Housing units completed	356	
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	N/A	
Total length of newly built roads	1,870m	
Total length of new cycle ways	1,870m	
Type of infrastructure	Dedicated public transport link	
Type of service improvement	Decongestion Benefits,	

	Journey Time Savings; Reliability; Journey Ambience	
Outcomes		
Follow on investment at site	N/A	
Commercial floorspace occupied	N/A	
Commercial rental values	N/A	

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

7. Further Information for Summary Reports

When complete, the East Reading MRT scheme will create segregated bus lanes between Reading Station and Thames Valley Park and the proposed Park and Ride site. The full business case will be presented in November 2017, and it is due on site in January 2019, with completion in March 2021. The first Growth Fund payment is due in March 2019.

Berkshire Local Transport Body – 20 July 2017

2.15 Bracknell: Martins Heron Roundabout

Highlights of progress since March 2017
Enhancements made to the original scheme to deliver strategic benefits over and above the original expectations.
Scheme has started on site in March 2017.

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. The scheme started on site in April 2017 and will be completed in 2018/19.
- 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	-	£200,000	£1,800,000	£900,000	-	-	£2,900,000
Local contributions from							
- Section 106 agreements	-	-	-	£450,000	-	-	£450,000
- Council Capital Programme	-	-	-	£450,000	-	-	£450,000
- Other sources	-	-	-	-	-	-	-
Total Scheme Cost		£200,000	£1,800,000	£1,800,000			£3,800,000

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	July 2017 Timescale (where changed)
Programme Entry Status	24 July 2014	
Independent Assessment of FBC	April 2016	Nov 2016(conditional)
Financial Approval from LTB	November 2016	
Feasibility work		April 2016
Acquisition of statutory powers	Not needed	
Detailed design	October 2016	
Procurement	Term contractor	
Start of construction	June 2017	March 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	July 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£3,800,000	200,000
Funding breakdown		
Local Growth Deal	£2,900,000	200,000
s.106 and similar contributions	£450,000	0
Council Capital Programme	£450,000	0
Other	-	
In-kind resources provided	Surveys – Topographical and turning counts	£10000
Outcomes		
Planned Jobs connected to the intervention	0	
Commercial floorspace constructed (square metres)	0	
Housing unit starts	0	
Housing units completed	0	
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	Approximately 750m – 1000m	
Total length of newly built roads	Approximately 100m where the existing roundabout is to be removed.	
Total length of new cycle ways	Shared facilities already run along London Rd. Junction works will provide safer	

	controlled crossing points for peds/cyclists.	
Type of infrastructure	Replacement of existing roundabout with signalised junction	
Type of service improvement	Improvement to journey times following removal of an existing pinch point on the network.	
Outcomes		
Follow on investment at site	Not applicable	
Commercial floorspace occupied	Not applicable	
Commercial rental values	Not applicable	

7. Further Information for Summary Reports

The Martins Heron Junction is being converted from roundabout to signal controls. The start on site was achieved in March 2017 and completion is due in November 2018. The first Growth Fund payment was made in March 2017.

Berkshire Local Transport Body – 20 July 2017

2.16 Maidenhead: Station Access

Highlights of progress since March 2017
Options for the crossing have been investigated, including: <ol style="list-style-type: none">1. Banning the right turn out of Queen Street in order to achieve a widened, high-capacity crossing with larger pedestrian waiting areas on both sides.2. As per Option 1 plus two-way traffic on Broadway with Nicholson's Centre car park traffic allowed to exit onto A308 Frascati Way.3. Construction of a pedestrian / cycle bridge link between the station and the town centre. Modelling work shows that Options 1 and 2 are viable with minimal impacts on the town centre network. The results of a study on the bridge show that Option 3 could be delivered within the constraints of existing public highway and Council owned land and this is the preferred option which is being developed further as part of production of the business case. Work is progressing well.
A costed proposal for the station forecourt has been developed taking on board feedback from members and rail industry partners. Network Rail has indicated that they are supportive of the proposal. They have also indicated that the scheme should not have to go through the formal GRIP process and that they will work with the council to accelerate the processes to secure all necessary approvals.
A business case is being progressed as planned in order to secure sign-off at the November meeting of the Local Transport Body.

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 replacement and increased parking 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 the Elizabeth Line (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 have taken place with Network Rail and other landowners.
- 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 operating above capacity.
- 2.6. In 2013, a provisional scheme was developed jointly with Crossrail incorporating a transport interchange at Maidenhead Station to improve connections between rail and other forms of transport. Vehicles would 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 the Elizabeth Line. Unfortunately, the scheme was ultimately found to be unviable, but it provided a useful starting point.

- 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 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 the Elizabeth Line and other planned improvements, are likely to significantly increase the demand for parking in the vicinity of the rail station.
- 2.8. 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. Regardless of which option is pursued, additional car parking will be required to accommodate weekday demand.
- 2.9. The council adopted its Parking Strategy in October 2016, which set out the policies and principles that will govern future parking provision in the borough. A draft implementation plan has been developed and was taken to Cabinet for approval in January 2017. This included proposals to increase parking capacity in Stafferton Way as well as a range of other proposals to increase parking provision. A final investment case will go to Full Council for approval on the 25 July 2017.
- 2.10. 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.
- 2.11. 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 the King Street / Queen Street / Grenfell Road junction. A planning application has been approved for The Landing development and RBWM has provisionally secured a contribution of £250,000 towards the junction improvement scheme.
- 2.12. The Council appointed consultants to progress designs for a multi-modal interchange at the station. The constrained nature of the station site means that it is not possible to provide all of the required interchange elements within the existing station forecourt and so additional land would be needed for the bus interchange.
- 2.13. The adjacent landowners declined to enter into a joint venture, which means that compulsory purchase of all or part of the area to the north of the station will be required in order to deliver the interchange scheme.
- 2.14. Consultants have appraised numerous options and sub-options, including redevelopment of all or part of the site in order to minimise any funding gaps created by the compulsory purchase.
- 2.15. However, even the lowest cost option could not be progressed with the funding available. Also, it was found that the bus interchange would potentially limit the potential for the adjacent office buildings to be redeveloped.
- 2.16. An alternative option has been developed minus the bus interchange. A high level value for money (VfM) assessment was carried out for this scheme. This found that the scheme costs outweighed the benefits by a significant margin. Many of the scheme benefits cannot be quantified using traditional webTAG methodologies or have a low monetary value (e.g. the environmental enhancements and taxi feeder lane). Also, redesigning the King Street / Queen Street / A308 junction was found to have a negative impact on traffic congestion, while re-providing car parking off-site would have negative impacts in terms of increased walking distances.
- 2.17. A further VfM assessment has now been carried out for a 'core scheme' which provides a range of benefits. This includes the following options:

1. Banning the right-turn out of Queen Street – this would allow the existing crossing to be significantly widened with an enlarged waiting area and approach on the northern side.
 2. As per Option 1 with two-way traffic on Broadway – this would allow Nicholson's Centre car park traffic to turn right and exit onto Frascati Way.
 3. Construct a bridge link – this would remove the need for a surface level crossing over the A308.
- 2.18. Options 1 and 2 have been modelled and the results show that the impacts are minimal and localised to the town centre road network. Feasibility work has been undertaken to establish whether Option 3 can be delivered within the physical constraints of the site. The results show that a bridge link could be delivered within the constraints of public highway and Council owned land. This is now being progressed as the preferred option.
- 2.19. A costed proposal for the station forecourt has been developed taking on board feedback from members and rail industry partners. This includes:
- Landscaped pedestrian area with seating in front of the ticket office
 - Widened pedestrian route between the station and the crossing
 - New cycle hub with spaces for 300 bikes
 - Improved taxi rank layout with holding area
 - Extended disabled parking
 - Short stay parking for passenger set-down / pick up
 - Provision for business park shuttles
 - Parking spaces for rail contractors
 - Provision for servicing of the existing retail unit
 - Provision for rail replacement bus services.
- 2.20. Network Rail has indicated that they are supportive of the proposal in principle. They have also indicated that the scheme should not have to go through the formal GRIP process and that they will work with the council to accelerate the processes to secure all necessary technical approvals.
- 2.21. Great Western Railway is looking to enhancing the station's southern access to extend the ticket gate line to accommodate the additional passengers that are forecast to use this entrance.
- 2.22. Long-stay parking that is currently on the forecourt is regulated by the Office for Road and Rail and any parking that is lost must be reprovided nearby. This will be delivered in Stafferton Way as part of the Council's parking plan for the town.
- 2.23. Work is now progressing to complete the business case for submission.

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	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:						
- Section 106 agreements	-	1,250,000	-	-	-	1,250,000
- Council Capital Programme	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-
Total Scheme Cost		3,000,000	5,000,000			8,000,000

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	Compulsory purchase options being investigated.
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	June 2017 Timescale (where changed)
Programme Entry Status	24 July 2014	
Feasibility / outline design	March 2015	May 2017
Selection of preferred option		July 2017
Detailed design	January 2016	September 2017
Preparation of FBC		September 2017
Independent Assessment of FBC	March 2016	October 2017
Financial Approval from LTB	July 2016	November 2017
Acquisition of statutory powers	March 2015	December 2017
Procurement	March 2016	February 2018
Start of construction	April 2017	March 2018
Completion of construction	March 2017	October 2019
One year on evaluation	October 2018	October 2020
Five years on evaluation	October 2022	October 2024

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.16 Maidenhead: Station Access	June 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£8,000,000	£0
Funding breakdown		
Local Growth Deal	£6,750,000	£0
s.106 and similar contributions	£1,250,000	£0
Council Capital Programme	-	£5,000
Other	-	£105,000
In-kind resources provided	£150,000	£60,000
Outcomes		
Planned Jobs connected to the intervention	875	0
Commercial floor Space constructed (square metres)	15,750	0
Housing unit starts	50	0
Housing units completed	50	0

2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	0	0
Total length of newly built roads	0	0
Total length of new cycle ways	0	0
Type of infrastructure	Multi-modal transport interchange; 1,000 space multi-storey car park	
Type of service improvement	Improved connections between journeys made on foot, bicycle, bus, train, taxi and car; Increased car park capacity serving the rail station and town centre.	
Outcomes		
Follow on investment at site	tbc*	-
Commercial floor space occupied	tbc*	-
Commercial rental values	tbc*	-
3. ADDITIONAL MONITORING - for specific schemes		
Transport - to be collected for all projects/programmes involving more than £5m public funding and where these metrics and the collection points are relevant to the intervention		
Average daily traffic and by peak/non-peak periods	n/a	-
Average AM and PM peak journey time per mile on key routes (journey time measurement)	n/a	-
Average AM and PM peak journey time on key routes (journey time measurement)	n/a	-
Day-to-day travel time variability	n/a	-
Average annual CO ₂ emissions	n/a	-
Accident rate	n/a	-
Casualty rate	n/a	-
Nitrogen Oxide and particulate emissions	n/a	-
Traffic noise levels at receptor locations	n/a	-
Annual average daily and peak hour passenger boardings	tbc*	-
Bus/light rail travel time by peak period	n/a	-
Mode share (%)	tbc*	-
Pedestrians counts on new/existing routes (#)	tbc*	-
Cycle journeys on new/existing routes (#)	tbc*	-
Households with access to specific sites by mode within threshold times (#)	tbc*	-

* Numbers will be determined as part of feasibility work

7. Further Information for Summary Reports

Maidenhead Station will be served by Crossrail services from December 2019, and this scheme is designed to improve the capacity of the forecourt area to cope with the anticipated increase in pedestrian traffic. The scheme is coordinated with capacity improvements inside the station. A start on site is due in March 2018 and completion in October 2019. The first Growth Fund payment due in March 2018.

Berkshire Local Transport Body – 20 July 2017

2.17 Slough: A355 Route

Highlights of progress since March 2017
Scheme complete. Minor snagging remaining.
A case study has been published at http://thamesvalleyberkshire.co.uk/Portals/0/ENHANCING%20URBAN%20CONNECTIVITY%20IN%20SLOUGH%20CASE%20STUDY%201.pdf

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 150,000m² of office and ancillary space proposed in the Slough Trading Estate master plan and over 60,000m² of office space, 2,300 dwellings and other development to be delivered in the town centre as part of the 'Heart of Slough' project.

2. Progress with the scheme

- 2.1. The business case for this scheme was assessed by WYG in October 2014. Financial Approval was given by the BLTB on 20th November 2014.
- 2.2. Detailed design and public consultation have been completed. Approval was granted by the Cabinet on the 15th 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.
- 2.4. Civils work started mid-January 2016; the bridge repair and new parapets are on-going and about 30% complete on the east side. The formation of the cut through at the roundabout is about 40% complete. Works to the south bound carriageway are 40% complete. Switch over to commence work on the west side is July 2016 and full completion is December 2016.
- 2.5. Southbound carriageway works completed in September including bridge works, Contra-flow switched in September, Northbound bridge work underway.
- 2.6. Scheme complete. Minor snagging remaining.

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	£2,275,000	£2,125,000	-	-	-	-	£4,400,000
Local contributions from							
- Section 106 agreements	£700,000		-	-	-	-	£700,000
- Council Capital Programme	£700,000		-	-	-	-	£700,000
- Other sources	-		-	-	-	-	-
Total Scheme Cost	£3,675,000	£2,125,000					£5,800,000

4. Risks

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

Risk	Management of risk
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Unfavourable response to wider public consultation.	Public consultation and close working with Ward Members, NAGs, Parish Councils and partners, bearing in mind that the affected land lies within the approved Bath Road Widening Line. On-going dialogue with planning officers to address likely concerns.	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 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	November 2014 Timescale	July 2017 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	Completed
Detailed design	March 2015	Completed
Procurement	May 2015	Completed
Start of construction	June 2015	December 2015
Completion of construction	June 2016	February 2017
One year on evaluation	June 2017	February 2018
Five years on evaluation	June 2021	February 2022

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
	2.17 Slough: A355 Route	July 2017
Thames Valley Berkshire LEP		
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£5,800,000	£5,675,000
Funding breakdown		
Local Growth Deal	£4,400,000	£4,275,000
s.106 and similar contributions	£700,000	£700,000
Council Capital Programme	£700,000	£700,000
Other	-	
In-kind resources provided	£90,000	
Outcomes		

Planned Jobs connected to the intervention	1,260	None yet
Commercial floorspace constructed (square metres)	48,000	None yet
Housing unit starts	600	None yet
Housing units completed	600	None yet
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	550m	550m
Total length of newly built roads	500m of additional traffic lane	500m
Total length of new cycle ways	Nil	-
Type of infrastructure	Signalised roundabout, road widening and bridge improvements	
Type of service improvement	Relieve congestion, reduce journey times, increase journey reliability	
Outcomes		
Follow on investment at site	To be determined	-
Commercial floorspace occupied	To be determined	-
Commercial rental values	To be determined	-

7. Further Information for Summary Reports

The scheme will improve traffic flow on the strategic north-south A355 route that links the M4, Slough Trading Estate. The scheme involves the remodelling of the Copthorne roundabout, signal and junction upgrades and selected road widening. The start on site was in December 2015 and completion was achieved in February 2017. The first Growth Fund payment was in March 2016; the second and final payment was made in March 2017.

Berkshire Local Transport Body – 20 July 2017

2.19 Bracknell: Town Centre Regeneration Infrastructure Improvements

Highlights of progress since March 2017
LEP funded works complete. Overall Town Centre opening now set for Sept 2017
610 housing starts recorded, of which 149 now complete

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. Scheme is well under way and on all Local Growth Deal funding elements have been completed.
- 2.2. Work continues on the overall regeneration which on programme to be complete and ready for business in 2017.

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	-	-	-	-	-	-	
Total Scheme Cost	3,000,000	3,382,000	-	-	-	-	6,382,000

4. Risks

- 4.1. The scheme is complete

5. Programme

Task	Original Timescale	July 2017 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	Sept 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	July 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£6,382,000	£5,500,000
Funding breakdown		
Local Growth Deal	£2,000,000	£2,000,000
s.106 and similar contributions		
Council Capital Programme	£4,382,000	£3,500,000
Other		
In-kind resources provided		
Outcomes		
Planned Jobs connected to the intervention	3,540	
Commercial floorspace constructed (square metres)	270,000	
Housing unit starts	1,000	610
Housing units completed	1,000	149
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	Approximately 3000m of resurfaced road	Complete
Total length of newly built roads	Approximately 50m of newly built road.	Complete
Total length of new cycle ways	Approximately 650-700m of	500m

	new cycleways adjacent to proposed link road.	
Type of infrastructure	Improved accessibility to new development	
Type of service improvement	Unlocking proposed development.	
Outcomes		
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	

7. Further Information for Summary Reports

This project has funded several necessary junction modifications and other works associated with the major redevelopment of Bracknell Town Centre. The LEP funded works are complete, but the Lexicon Centre is not due to open until September 2017. The first and only Growth Fund payment was made in March 2016. 610 housing starts recorded, of which 149 now complete.

Berkshire Local Transport Body – 20 July 2017

2.21 Slough: Langley Station Access Improvements

Highlights of progress since March 2017

Detailed design in progress. Consultation has taken place previously within a wider Langley consultation.

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. Detailed design in progress.

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
Total Scheme Cost	-	-	5,050,000	-	-	-	5,050,000

4. Risks

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

Risk	Management of risk	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.	Green
2 Difficulty in coordinating the design and delivery of the scheme with the Crossrail programme.	Close working with Network Rail, Great Western Railway 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

Task	November 2014 Timescale	July 2017 Timescale (where changed)
Programme Entry Status	March 2015 BLTB	
Independent Assessment of FBC	October 2015	May 2016
Financial Approval from LTB	November 2015	November 2016
Feasibility work	September 2015	December 2015
Acquisition of statutory powers	n/a	
Cabinet approve scheme	January 2016	January 2017
Detailed design	Summer 2016	October 2017
Procurement	Autumn 2016	November 2017
Start of construction	January 2017	November 2017
Completion of construction	March 2018	March 2018
One year on evaluation	March 2019	March 2019
Five years on evaluation	March 2023	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	July 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£5,050,000	0
Funding breakdown		
Local Growth Deal	£1,500,000	0
s.106 and similar contributions	£50,000	0
Council Capital Programme	£210,000	£100,000
Other	£3,500,000	0
In-kind resources provided	To be inserted	
Outcomes		
Planned Jobs connected to the intervention	-	-
Commercial floorspace constructed (square metres)	-	-
Housing unit starts	500	0
Housing units completed	500	0

2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	-	-
Total length of newly built roads	-	-
Total length of new cycle ways	-	-
Type of infrastructure	Station enhancements and local highway and public realm improvements	
Type of service improvement	Preparations for Crossrail and better access to station	
Outcomes		
Follow on investment at site	To be determined	-
Commercial floorspace occupied	To be determined	-
Commercial rental values	To be determined	-

7. Further Information for Summary Reports

Crossrail Services are due to serve Langley station from December 2019 and this scheme is designed to improve the facilities in anticipation of an increase in pedestrian numbers. The scheme is now due to start on site in November 2017 with completion in March 2018. The first Growth Fund payment is due in March 2018.

Berkshire Local Transport Body – 20 July 2017

2.22 Slough: Burnham Station Access Improvements

Highlights of progress since March 2017

Work on the Five Points section almost complete. Burnham roundabout complete soon. Station approach works to follow. Network Rail's 'Access for All' works need to take place first.
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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 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.
- 2.2. Work on the Five Points section almost complete. Burnham roundabout complete soon. Station approach works to follow. Network Rail's 'Access for All' works need to take place first.

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
Total Scheme Cost	-	6,250,000	-	-	-	-	6,250,000

4. Risks

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

Risk	Management of risk	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.	Green
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.	Green
5 Higher than expected costs.	Financial and project management.	Amber
6 Delays in procurement process.	Programme allows sufficient time for process.	Green

5. Programme

Task	November 2014 Timescale	July 2017 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	July 2016
Procurement	Autumn 2015	September 2016
Start of construction	January 2016	January 2017
Completion of construction	March 2017	March 2018
One year on evaluation	March 2018	March 2019
Five years on evaluation	March 2022	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	2.22 Slough: Burnham Station Access Improvements	July 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£6,250,000	£1,075,000
Funding breakdown		
Local Growth Deal	£2,000,000	£975,000
s.106 and similar contributions		
Council Capital Programme	£100,000	£100,000
Other	£4,150,000	0
In-kind resources provided		
Outcomes		
Planned Jobs connected to the intervention	-	-
Commercial floorspace constructed (square metres)	-	-

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

7. Further Information for Summary Reports

Crossrail Services are due to serve Burnham station from December 2019 and this scheme is designed to improve the facilities in anticipation of an increase in pedestrian numbers. The scheme started on site in January 2017 with completion in March 2018. The first and only Growth Fund payment was made in March 2017.

Berkshire Local Transport Body – 20 July 2017

2.23 Reading: South Reading MRT Phases 3 and 4

Highlights of progress since March 2017
Programme entry status for the scheme was granted by the BLTB in March 2017.
The full business case for the scheme is being prepared and the ASR has been submitted to WYG. Financial approval will be sought from the BLTB meeting in November 2017.
Outline scheme design is complete and detailed designs are currently being developed. A programme for procurement is being developed to enable construction to commence this financial year in line with the financial profile for the scheme.

1. The Scheme

- 1.1 South Reading Mass Rapid Transit (MRT) Phases 3 and 4 will provide a series of bus priority measures on the A33 between Rose Kiln Lane and Bennett Road, and connecting routes in Reading town centre. The scheme will reduce congestion and journey times, improving public transport reliability on the main corridor into Reading.

2. Progress with the scheme

- 2.1 Feasibility work is complete and programme entry status for the scheme was granted by the BLTB in March 2017.
- 2.2 The full business case for the scheme is being prepared and financial approval will be sought from the BLTB meeting in July 2017. The methodology will be in line with the approved business case for Phases 1 and 2 of the scheme, and the recently updated Reading Transport Model will be used for preparation of the business case.
- 2.3 Outline scheme design is complete and detailed designs are currently being prepared. This work is being progressed in line with the latest land-use development proposals for the A33 corridor and discussions are on-going with the developer of the Southside site.
- 2.4 A public exhibition was held in June 2016 for the full South Reading MRT scheme and statutory consultation for Phases 3 and 4 will be undertaken through a Traffic Regulation Order.
- 2.5 A phased construction programme for the full scheme has been developed, including measures to reduce disruption to the flow of traffic while the construction works take place, for instance by limiting any necessary lane closures to off peak hours only.

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	-	-	£1,748,000	£5,300,000	£3,100,000	-	£10,148,000
Local contributions:							
- Section 106 / CIL agreements	-	-	-	£1,268,000	£1,268,000	-	£2,536,000
- Council Capital Programme	-	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-	-
Total Scheme Cost			£1,748,000	£6,568,000	£4,368,000		£12,684,000

4. Risks

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

Risk	Management of risk
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.	Detailed designs for the scheme are being prepared with all the relevant information from utility searches and in line with surface water drainage requirements.
Securing the required third party land where this falls outside of highway land.	The MRT route has been safeguarded for this purpose and negotiations with land owners are being undertaken.

5. Programme

Task	Original Timescale	July 2017 Timescale (where changed)
Feasibility work	May 2016	
Programme Entry Status	March 2017	
Independent Assessment of FBC	May 2017	September 2017
Financial Approval from LTB	July 2017	November 2017
Acquisition of statutory powers	September 2017	
Detailed design	September 2017	
Procurement	January 2018	
Start of construction	March 2018	
Completion of construction	March 2020	
One year on evaluation	March 2021	
Five years on evaluation	March 2025	

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.23 Reading: South Reading MRT phases 3 and 4	July 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£12,684,000	0
Funding breakdown		
Local Growth Deal	£10,148,000	0
s.106 and similar contributions	£2,536,000	0
Council Capital Programme	-	
Other	-	
In-kind resources provided	£300,000	0
Outcomes		
Planned Jobs connected to the intervention	[tbc]	
Commercial floorspace constructed (square metres)	[tbc]	
Housing unit starts	[tbc]	
Housing units completed	[tbc]	
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where		

relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	N/A	
Total length of newly built roads	[tbc]	
Total length of new cycle ways	N/A	
Type of infrastructure	Bus Priority Lanes	
Type of service improvement	Reduced & consistent journey times	
Outcomes		
Follow on investment at site	N/A	
Commercial floorspace occupied	N/A	
Commercial rental values	N/A	

7. Further Information for Summary Reports

The South Reading MRT, when complete, will provide segregated bus lanes from MereOak Park and Ride south of Junction 11 of the M4 to Reading Station. Phases 3 and 4 extend from Rose Kiln Lane and Bennett Road. Programme Entry awarded in March 2017. Start on site due March 2018 and due to complete March 2020. First Growth Fund payment due March 2018.

Berkshire Local Transport Body – 20 July 2017

2.24 Newbury – Railway Station Improvements

Highlights of progress since March 2017

Since receiving Programme Entry status in March, preparations have continued and the options assessment report has been submitted to WYG for comments ahead of the Full Business Case.

1. The Scheme

- 1.1 This scheme plans to enhance and improve multi-modal transport interchange at Newbury Railway station including upgrade and improvement of station buildings. This will work alongside, and help to deliver, the Market Street housing-led development. It will also help to deliver the Sandleford Park strategic housing site, through enhanced connectivity for bus passengers, rail passengers, cyclists and pedestrians. The scheme will allow Newbury Railway Station to cope with anticipated increases in passengers with corresponding increases in demand for travel and car parking.
- 1.2 The scheme is promoted jointly by West Berkshire Council and Great Western Railway. It seeks to deliver 4 to 5 start-up incubator business units within rail land to the south of Newbury Railway Station and 2 new retail outlets on the station (north and south) with an additional 8 to 10 jobs created within these retail outlets. New and enhanced cycle facilities, ticket hall and waiting areas will be created.
- 1.3 The scheme will deliver a new multi-modal interchange with rail to the south of Newbury Railway Station along with a new multi-storey car park, station forecourt, and pedestrian/cycle link to the town centre to the north of Newbury Railway Station as part of the Market Street redevelopment.
- 1.4 A new public pedestrian footbridge between Station Road in the South and the Market Street development in the north will reduce severance for existing residents of deprived areas to the south of the station and provide connectivity for residents of the Market Street redevelopment and town centre uses to the multi-modal interchange to the south of the station.
- 1.5 The proposal will complement the investment being made in delivering electrification of the Berks and Hants line from Newbury to Reading as part of the wider Great Western electrification project.

2. Progress with the scheme

- 2.1. A feasibility study was conducted by WSP / Parsons Brinckerhoff which was completed in October 2015. It examined the opportunities to provide an improved interchange at Newbury Railway Station and considered various options recommending the one that provides the most effective benefits.
- 2.2. A Project Team has been set up which consists of representatives from West Berkshire Council and Great Western Railway (both as scheme promoters) and involves Network Rail. Other organisations will be involved in the Project Team as required and as the project progresses.
- 2.3. Flooding in and around Newbury Railway Station is a significant problem. The Project Team needs to be confident that there are plans in place to reduce or solve this problem before work is commissioned to improve the Station as part of this scheme. As a result the Project Team has linked with a group which is looking to address the flooding issues and come up with short, medium and long-term proposals that will significantly improve the situation. This group is Chaired by Thames Water and involves GWR, NR and WBC.
- 2.4. An Options Assessment Report has been sent to WYG as the first stage of the Full Business Case assessment.
- 2.5. The Market Street housing development with which this scheme closely links was approved by the Council's Planning Committee in November 2016 and the S106 agreement is being finalised.

- 2.6. The scheme is gained Programme Entry status following the announcement on Growth Deal 3 and a decision from the Berkshire Local Transport Body in March.
- 2.7. Detailed design and assessment work is needed to firm up costs and other aspects needed to feed into planning applications and the business case. This work is being planned and funding of it being considered.

3. Funding

- 3.1. The following table sets out the funding for the scheme on the basis of provisional funding allocations. The profile is yet to be confirmed for expenditure for this scheme.

Source of funding	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal			3,630,000*	2,421,000*		6,051,000
Local contributions:						
GWR (SCPF)			1,890,000			1,890,000
GWR(NSIP)			125,000	125,000		250,000
Network Rail		2,500,000				2,500,000
S106 Agreements / CIL			225,000	225,000		450,000
Market St Devt (Grainger)			2,610,000	1,400,000		4,010,000
- Other sources (ATOC)		26,000				26,000
Total Scheme Cost		2,826,000	8,480,000	4,171,000		15,177,000

*Provisional profile, awaiting confirmation

4. Risks

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

Risk	Management of risk
Delay / inability to secure Network Rail maintenance depot relocation.	Network Rail has provided a letter of support for the proposal including provision of its professional services to secure the scheme. The maintenance depot area is proposed for car parking, subject to relocation of the access to this area and acceptance of reduced parking, it would be possible to implement the remainder of the scheme without this area. Network Rail is already progressing a maintenance depot rationalisation investigation for this area.
Difficulty in achieving foot bridge connectivity with proposed Market Street multi-storey and station footbridge.	Grainger (the developer for the Market Street development) has provided a letter of support. The initial WSP designs currently drawn-up consider the designed position of the multi-storey and permitted position of the new station foot bridge. These accord well and clearance to Network Rail infrastructure has been shown to be greater than that required by Network Rail for operational and maintenance purposes. All levels, clearances, tolerances, structural ability for connection etc. will be checked throughout the detailed design process and kept as an ongoing item on the Risk Register.
Changes to funding for bus services	The current design drawn up by WSP closely aligns to the current demand for bus services with relatively little spare capacity. Any reduction in bus services would simply provide more tolerance for changes in bus timings, alternative services etc.
Timing of Market Street development	A planning application for the proposed bus interchange at The Wharf has been approved and it is proposed to begin construction by Autumn 2017. The Market Street scheme has been approved by the planning committee and the S106 is being negotiated. Grainger's draft programme of works includes construction of the multi-storey car park as an early development operation, giving confidence that this will be complete by the time the footbridge is ready for construction. Grainger holds regular meetings with West Berkshire Council, Network Rail and Great Western Railway.
Withdrawal of Vodafone buses to another location.	Vodafone have Travel Plan commitments to operate their bus services and links to Newbury Station form a key part of ensuring that staff travel by sustainable modes, avoiding breaching planning conditions in relation to car parking on their site. Vodafone are currently re-committing to this bus service through Reading Buses for the next few years. In the very unlikely event that Vodafone buses were routed elsewhere, the stops anticipated for Vodafone buses could be re-used for College shuttle, taxis, parking, drop-off/pick-up on another relevant purpose for the interchange at low cost.
Cost escalation	Investigation works will continue in-house at West Berkshire Council and in conjunction with the Market Street developers (Grainger), Network Rail and Great Western Railway to ensure that as many factors as possible can be considered to reduce the likelihood and severity of cost escalation. This will include: consideration of utilities; consideration of GWR building fabric; obtaining as much detail as possible about Network Rail's proposed new footbridge and Grainger's proposed multi-storey car park; liaison will stakeholders including WBC asset

	management, WBC car parking, taxi-operators, bus operators etc. One initial element will be a detailed feasibility of the public access bridge over the railway as this is the part of the scheme which is likely to be vulnerable to escalating costs due to the complexity of design and delivery.
Buried services / utilities	A full search of utilities across the whole scheme area will be undertaken prior to detailed design work being undertaken to ensure that the design can mitigate against the need to divert or relocate services. Some initial utilities searches have already been undertaken by West Berkshire Council. These indicate that there are no significant utilities issues which are likely to prevent the project from proceeding as planned or which cannot be accommodated in the design.
GWR/NR building fabric and asbestos	The re-working, demolition and replacement of buildings and structures on the station owned and managed by GWR/NR may detect the presence of asbestos. Accordingly, all building fabric will be examined prior to undertaking works and suitable certified contractors will be used to undertake the works and remove asbestos appropriately should it be discovered.
Surface water drainage	Whilst it is accepted that Newbury station is low-lying and has flooded in the past, much of the existing area for the scheme is already hard-surfaced. Any new areas for surfacing will require SUDS principles to be applied. Any re-working of existing hard-surfaced areas may give the opportunity to introduce SUDS or other drainage improvement measures to provide an overall betterment over the existing situation. The Project Team are will also work closely with a group set up to address the flooding issues at the station.
Timing of Sandleford development	The timing of bus services for Sandleford will have negligible impact on the proposed interchange design. The timing of contributions could require West Berkshire Council to bridge the timing of contributions to ensure that the scheme can be delivered in the required time frame. The Project Team is well linked to the Council's Officers working on the Sandleford Housing Site so will be aware of the challenges of timing.

5. Programme

Task	January 2017 Timescale	July 2017 Timescale (where different)
Programme Entry Status	March 2017	
Independent Assessment of FBC	September / October 2017 (provisional)	
Financial Approval from LTB	November 2017 (provisional)	
Feasibility work	Second Phase Feb –May 2017	
Acquisition of statutory powers	Tbc	
Detailed design	Tbc	
Procurement	Tbc	
Start of construction	September 2018 (Tbc)	
Completion of construction	March 2020 (tbc)	
One year on evaluation	March 2021 (Tbc)	
Five years on evaluation	March 2025 (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	
	2.24 Newbury – Railway Station Improvement	June 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	15,177,000	0
Funding breakdown		
Local Growth Deal	6,051,000	0
s.106 and similar contributions	4,460,000	0
Council Capital Programme	-	-
Other	4,666,000	0
In-kind resources provided	-	
Outcomes		

Planned Jobs connected to the intervention		
Commercial floorspace constructed (square metres)		
Housing unit starts		
Housing units completed		
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads		
Total length of newly built roads		
Total length of new cycle ways		
Total length of new footways		
Type of infrastructure	Railway station and interchange improvement	
Type of service improvement	Public transport	
Outcomes		
Follow on investment at site		
Commercial floorspace occupied		
Commercial rental values		

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

7. Further Information for Summary Reports

The Newbury Station Improvements will enhance and improve multi-modal transport interchange at Newbury Railway station including upgrade and improvement of station buildings. Programme Entry was in March 2017. Start on site due Summer 2018 and due to complete March 2020. First Growth Fund payment due March 2019.

2.26 Wokingham: Winnersh Relief Road (Phase 2)

Highlights of progress since March 2017
Preliminary designs have been completed to assess the feasibility of the scheme More detail design work is being prepared, including access, construction methodologies and ground conditions etc. Planning process to completed during 2017

1. The Scheme

- 1.1. The full project will deliver a new relief road to the west of Winnersh, avoiding the current Winnersh Crossroads junction.
- 1.2. The work will be delivered in two phases. The first phase is currently under construction and being delivered by a Bovis / Persimmon.
- 1.3. The second phase will be delivered by Wokingham Borough Council and will provide a new junction on the A329 Reading Road and will dual the section of Lower Earley Way (B3270).

Figure 1: Location of Winnersh Relief Road (All Phases) and Lower Earley Way Widening,



- 1.4. The route requires funding to deliver new infrastructure that is essential to facilitate planned housing and economic growth locally.
- 1.5. The full scheme when joined with the Wokingham Northern Distributor Road will offer an alternative route around the centre of Wokingham and avoiding Winnersh Crossroads.

2. Progress with the scheme

- 2.1. The BCR for the FULL Winnersh Relief Road scheme is 2.2 (including the funding provide by the developer Bovis.). Considering only the elements to be funded from the LEP the BCR rises to 3.3
- 2.2. The route alignment has been agreed and features in a number Wokingham Borough Councils plans such as the Core Strategy and LTP

- 2.3. Planning permission has been granted for Phase 1 of the scheme, this includes the Lower Earley Way junction portion of the scheme as well as the section to be delivered by Bovis Persimmon (including the phase 1 junction on Kings Street Lane)
- 2.4. Lawful Development approval has been granted for phase 2a (dualling of Lower Earley Way) but full planning permission for phase 2b (King Street Lane to Reading Road) will be sort in due course, although all the land needed to deliver phase 2b is already in control of Wokingham Borough Council, this reduces the risks associated with planning applications.
- 2.5. Wokingham Borough Council do not require any further partnership working to complete the scheme and will tendering the scheme in due course to seek maximum value.

3. Funding

- 3.1. The following table sets out the funding for the full scheme (includes Phase 1 & Phase 2) on the basis of our unapproved funding profile.

Source of funding	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal			£2,848,000	£2,022,000	£1,390,418	£6,260,000
Private sector contributions(Developer delivery of Phase 1)		£6,500,000				£6,500,000
- Other sources	£438,000	-		-	-	£438,000
Total Scheme Cost	£438,000	£6,825,000	£2,848,000	£2,022,000	£1,390,418	£13,198,000

4. Risks

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

Risk	Management of risk
Design & Delivery	Project will be managed and designed by Wokingham Borough Council and this will reduce the risk of delivering the junctions as issues can be internalised.
Developer fails to finish Phase 1 to time and satisfaction	Developer's progress is being over seen by Wokingham Borough Council including the delivery against agreed plans.
Flooding	The land on which the relief road is being constructed, floods, but that has been mitigated by using flood analysis data and the associated construction techniques.
Political support	There is strong political support for the scheme as its seen as part of wider package of measures to support the growth of Wokingham Borough
Land ownership	Land constraints identified, elements of land within local authority ownership.

5. Programme

- 5.1. Design work for phase 2 has been undertaken to preliminary stage.
- 5.2. Public consultation will also take place during 2017 leading to the submission of a planning application for phase 2b
- 5.3. Planning will be secured in late 2017 to ensure that the risks to scheme delivery are minimised
- 5.4. Planning will require a number of studies such as Environmental Impact Assessment and review of the flood model.
- 5.5. Detailed design will be completed in 2018 with essential programme elements such as procurement and construction methodologies being finalised during 2018 in preparation for onsite works to commence.

5.6. Scheme should be open to the public in 2020.

Task	March 2017 Timescale	July 2017 Timescale (where changed)
Programme Entry Status	March 2017	
Independent Assessment of FBC	Spring 2018	
Financial Approval from LTB	July 2018	
Feasibility work	Complete. (2015-2016)	
Acquisition of statutory powers	November 2017	
Detailed design	May 2018	
Procurement	November 2018	
Start of construction	January 2019	
Completion of construction	August 2020	
One year on evaluation	2021	
Five years on evaluation	2025	

6. Growth Deal Reporting Framework

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

Growth Deal Schemes:	Transport scheme	
Thames Valley Berkshire LEP	2.26 Wokingham: Winnersh Relief Road	July 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	13,198,000	
Funding breakdown		
Local Growth Deal	6,260,000	
s.106 and similar contributions	6,500,000	
Council Capital Programmes		
Other	438,000	
In-kind resources provided	Estimate required	
Outcomes		
Planned Jobs connected to the intervention	-	
Commercial floor space constructed (square metres)	-	
Housing unit starts	-	
Housing units completed	-	
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	Estimate required	
Total length of newly built roads	Estimate required	
Total length of new cycle ways	Estimate required	

Type of infrastructure	Estimate required	
Type of service improvement	Estimate required	
Outcomes		
Follow on investment at site	Estimate required	
Commercial floor space occupied	Estimate required	
Commercial rental values	Estimate required	

7. Further Information for Summary Reports

A new relief road to the west of Winnersh, avoiding the current Winnersh Crossroads junction and completing the developer-funded Phase 1. Programme Entry awarded March 2017. The scheme is due on site in January 2019 with completion in August 2020. The first Growth Fund payment is due in March 2019.

Berkshire Local Transport Body – 20 July 2017

2.27 Maidenhead Town Centre: Missing Links

Highlights of progress
The Council has appointed Countryside PLC as its joint venture partner to redevelop the four major development sites at West Street, St Clouds Way, York Road and Reform Road.
The Council is also developing options for the replacement of the pedestrian bridge link between Holmanleaze and Town Moor with a shared use pedestrian / cycle bridge. The Council's consultant has provided a fee proposal for a feasibility study, which will determine if new foundations will be needed and present design options. This will be progressed independently of the joint venture proposals.

1. The Scheme

- 1.1 The purpose of this scheme is to complete the 'missing links' between planned major development areas in and around Maidenhead and to improve their connectivity to the town centre and surrounding residential areas and local facilities.
- 1.2 A new 'inner-ring' is proposed for pedestrians and cyclists, which will be tied into new / enhanced crossings over the A4, including a pedestrian / cycle bridge. The routes will tie into the infill public realm areas in the town, which will in turn trigger a review of the core town centre road network.

2. Progress with the scheme

- 2.1. The project directly supports and strengthens the regeneration plans for Maidenhead. The Maidenhead Town Centre Area Action Plan sets a clear vision for economic growth, designating six 'opportunity areas' for regeneration, including: Maidenhead Station; Broadway; West Street; Chapel Arches; York Road; and Stafferton Way. Since then, a further two major development sites have been identified, namely St Clouds Way to the north of the A4 and Reform Road to the east of the town centre.
- 2.2. Cumulatively, this regeneration will result in:
 - 2.2.1. Up to 4,870 new dwellings
 - 2.2.2. Over 65,000 m² of new office space
 - 2.2.3. An enhanced retail offer
 - 2.2.4. An improved leisure offer, with new cafes and restaurants
 - 2.2.5. Public realm enhancements
- 2.3. These will be in addition to the recent developments at Boulter's Meadow and Kidwells Park to the north of the town centre. It is important to ensure that all new development is integrated with the wider town centre and the surrounding urban area, with continuity in public realm and high quality walking and cycling networks.
- 2.4. The Maidenhead Waterways project is integral to the regeneration of the town centre – restoring and enlarging the waterways that run through the town centre. When complete, this will allow continuous navigation by small boats. It will also enhance the setting of the Chapel Arches development. In addition, the towpaths will provide a valuable recreation resource, and will improve access to the town centre for pedestrians and cyclists. In order to be effective these towpaths will need to be linked to wider walking and cycling networks.
- 2.5. Aspirations for continuous and cohesive walking and cycling networks and public realm cannot be delivered by these developments alone. If walking and cycling access is left solely to the developers of each Opportunity Area, then financial and land constraints will lead to disjointed and incomplete networks serving individual developments rather than the wider town centre and North Maidenhead area.
- 2.6. The Maidenhead Town Centre Area Action Plan identifies the need to enhance entrance points into the town centre with high quality public realm. It also includes an objective to improve the quality of existing public spaces, with a specific focus on the train station, High Street, King Street and Queen Street. Some sections will be delivered as part of the regeneration of the Opportunity Sites, but gaps will remain.

- 2.7. The Royal Borough has also developed a draft Cycling Strategy, which identifies an 'inner ring' route, which will connect the major development sites and link them to employment and retail opportunities in Maidenhead town centre and Maidenhead Station. The ring will also improve links to surrounding residential areas and the Waterway towpaths. This will help to increase the proportion of local trips made on foot and by bike, delivering congestion and air quality benefits.
- 2.8. Some sections of the 'inner ring' will be provided as part of the regeneration of the Opportunity Areas and as part of the Station Interchange Scheme. These include: remodelling of the King Street / Queen Street / A308 junction to improve pedestrian / cycle crossings; and provision of a new link through the St Clouds Way site. Additional works are required to join up these disparate links, including a new bridge link across the A4 between West Street and Kidwells Park and replacing the existing footbridge over Strand Water with a new shared use facility.
- 2.9. The regeneration activity will also impact on traffic flows around the town centre, prompting a review of the of the existing road network, including directional flow, changes in terms of one / two way operation and changes to the pedestrianised areas / public open space.
- 2.10. The project steering group has been established with the project inception meeting taking place on 13 January 2017.
- 2.11. The council invited potential joint venture partners to submit proposals for the regeneration of four major development sites, including: West Street; St Cloud Way; York Road; and Reform Road. Shortlisted developers were subsequently invited to present their proposals for the West Street and St Cloud Way sites over two dates at the end of January. The proposals included improvements to pedestrian and cycle access to and through the sites, including a new bridge link over the A4 between West Street and Kidwells Park.
- 2.12. The proposals went to Cabinet Regeneration Sub-Committee for noting on 16 March and to Council on 30 March where the decision was made to appoint Countryside PLC as the joint venture partner. Frameworks are now being developed. It is expected that proposals will be developed and consulted upon in 2017/18, with construction anticipated to start in 2018/19. The Council has recently met with Countryside PLC to advise them of the Maidenhead Missing Links Project and ensure that works are coordinated with the regeneration activities. As part of a separate exercise, suppliers have been invited to provide costed proposals for an upgraded bridge link between Holmanleaze and Town Moor, and the Council's consultant has provided a fee proposal for a feasibility study, which will determine if new foundations will be needed and to present outline designs for options to replace the existing pedestrian bridge with a shared use pedestrian / cycle bridge. This will improve cycle access to the town centre and the proposed St Cloud Way development site from North Maidenhead. This will be progressed independently of the joint venture proposals.

3. Funding

- 3.1. The following table sets out the funding for the scheme on the basis of our unapproved funding profile. The Royal Borough may wish to take the opportunity to review the profile to ensure that it is realistic given the delay in confirming the Growth Deal Settlement.

Source of funding	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	-	£313,000	£409,000	£326,000	£2,000,000	£3,048,000
Local contributions:						
- Section 106 agreements	-	-	£250,000	£250,000	£500,000	£1,000,000
- Council Capital Programme	-	-	£100,000	£200,000	£405,000	£705,000
- Other sources	-	-	-	-	-	-
Total Scheme Cost						£4,753,000

4. Risks

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

Risk	Management of risk
Construction Cost Increase	Scheme design and material specs will need to be amended to reduce project costs or the Council will need to provide additional funding
Planning Consent	If the A4 bridge scheme were to not receive planning consent then a key section of the scheme would be missing. Subject to the reasons for refusal there may be scope to resubmit a revised scheme, which will add delay and cost. Seeking consent earlier than required would limit the risk or highlight issues at a much earlier stage to allow time for mitigation.
Cost of Utilities Protection/Diversion	Early engagement with the utility companies and knowledge of their requirements and locations is key to seeking to reduce this risk
Land Ownership	Although the majority of the scheme is within public highway land or RBWM property, there is always a risk that small sections of private land may impact on the buildability of the scheme. The Council will seek records and legal deeds during design stage and clarify their impact on the scheme and redesign accordingly to limit any need for 3rd party land.
Ecological	Where the 'Inner Ring' crosses the waterways, park or moorland, the ecology of these areas may be impacted by the scheme and suitable measures may be needed to mitigate the impact. Early investigation is key to removing the need for mitigation or seeking cost effective measures to address any issues.

5. Programme

Task	Original Timescale	June 2017 Timescale (where changed)
Programme Entry Status	January 2017	-
Feasibility / outline design	April 2017	July 2017
Detailed design	July 2017	August 2017
Preparation of FBC	September 2017	-
Independent Assessment of FBC	October 2017	-
Financial Approval from LTB	November 2017	-
Procurement	December 2017	-
Start of construction	January 2018	-
Completion of construction	March 2021	-
One year on evaluation	March 2022	-
Five years on evaluation	March 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	2.27 Maidenhead Town Centre: Missing Links	June 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£4,753,000	£0
Funding breakdown		
Local Growth Deal	£3,048,000	£0
s.106 and similar contributions	£1,000,000	£0
Council Capital Programme	£705,000	£0
Other	-	-
In-kind resources provided	£150,000	£2,000
Outcomes		

Planned Jobs connected to the intervention	8,000	0
Commercial floor Space constructed (square metres)	65,404	0
Housing unit starts	1,986	0
Housing units completed	2,884	0
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	0.33	0
Total length of newly built roads	0	0
Total length of new cycle ways	0.8	0
Type of infrastructure	New pedestrian / cycle bridge across the A4	
Type of service improvement	Active travel investments	
Outcomes		
Follow on investment at site	tbc*	-
Commercial floor space occupied	3,637	-
Commercial rental values	tbc*	-

* Numbers will be determined as part of feasibility work

7. Further Information for Summary Reports

A central Maidenhead 'inner-ring' is proposed for pedestrians and cyclists, which will be tied into enhanced crossings over the A4, including a pedestrian and cycle bridge. Programme Entry achieved March 2017. The scheme is due on site in January 2018 with completion in March 2021. The first Growth Fund payment is due in March 2018.

Berkshire Local Transport Body – 20 July 2017

2.28 Bracknell – A3095 Corridor Improvements

Highlights of progress since March 2017
Concept scheme developed and economic assessment carried out in early 2016. Combined BCR for all improvements along the corridor is High

1. The Scheme

- 1.1. This project delivers significant improvements to one of the key highway corridors in the Thames Valley Berkshire. The project will significantly help in terms of accommodating movements and reducing congestion between the M4 (J8/9/10) and M3 (J4) and between Maidenhead, Reading, Wokingham, Bracknell, and Camberley/Blackwater Valley and beyond. This work would also assist in unlocking housing delivery at TRL and Broadmoor that will provide 1415 new houses and enhance urban connectivity.

2. Progress with the scheme

- 2.1. Options appraised and final designs set and assessed on economic impacts
 2.2. Initial modelling shows improved journey times and a positive BCR of 3.2, but further sensitivity and model calibration work is required before this work can be completed.
 2.3. The project will be supported by local contributions from nearby developments including TRL

3. Funding

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

Source of funding	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	-	-	-	£2,000,000	£3,518,800	£5,518,800
Local contributions from						
- Section 106 agreements	-	-	-	-	£2,500,000	£2,500,000
- Council Capital Programme	-	-	-	-	-	-
- Other sources	-	-	-	-	-	-
Total Scheme Cost				£2,000,000	£6,018,800	£8,018,800

4. Risks

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

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

5. Programme

Task	January 2017 Timescale	July 2017 timescale (where changed)
Programme Entry Status	March 2017	
Independent Assessment of FBC	April 2017	September 2017
Financial Approval from LTB	July 2017	November 2017
Feasibility work	April 2016	
Acquisition of statutory powers	None required	
Detailed design		
Procurement	Term contractor	
Start of construction	April 2019	
Completion of construction	November 2021	
One year on evaluation	November 2022	
Five years on evaluation	November 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	2.28 Bracknell A3095 Corridor improvements	June 2017
1. Core Metrics	Planning Numbers	Actual to date
Inputs		
Expenditure	£8,018,800	0
Funding breakdown		
Local Growth Deal	£5,518,800	0
s.106 and similar contributions	£2,500,000	0
Council Capital Programme		
Other	-	
In-kind resources provided		£15,000
Outcomes		
Planned Jobs connected to the intervention	0	
Commercial floorspace constructed (square metres)	0	
Housing unit starts	1000	0
Housing units completed	1000	0
2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to the intervention		
Transport		
Outputs		
Total length of resurfaced roads	Approximately 2500 m of resurfacing	0
Total length of newly built roads	Approximately 5700m following removal of the roundabout and realignment of the carriageway.	0

Total length of new cycle ways	Existing cycleway network runs adjacent to the junction and is unaffected by the works	0
Type of infrastructure	Replacement of existing roundabout with new signalised junction	
Type of service improvement	Improvement to journey times following removal of an existing pinch point on the network.	
Outcomes		
Follow on investment at site	0	
Commercial floorspace occupied	0	
Commercial rental values	0	

7. Further Information for Summary Reports

This project will support the development of 1,415 new houses along the A3095 south of Bracknell. An outline case has been prepared, and the full business case is due in November 2017. The first Growth Fund payment is due in March 2019.

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BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB

DATE: 20 July 2017

CONTACT OFFICER: Roger Parkin, Interim Chief Executive Slough Borough Council, lead Chief Executive to the BLTB

PART I

Item 7: Response to Mayor of London's Draft Transport Strategy

Purpose of Report

1. To consider a formal response to the Mayor of London's draft Transport Strategy.
2. The draft Strategy is relevant to Thames Valley Berkshire in two main respects: its policies towards Heathrow expansion and the proposals for transport links which cross the GLA boundary into Thames Valley Berkshire, and the Transport of the South East area.

Recommendation

3. You are recommended to approve the detailed response set out in Appendix 1.

Other Implications

Financial

4. There are no direct financial implications for BLTB.

Risk Management

5. There are no significant risks for BLTB arising from this report

Human Rights Act and Other Legal Implications

6. Slough Borough Council will provide legal support for the BLTB, should any questions arise.

Supporting Information

7. The Mayor of London published his draft Transport Strategy for consultation on 21 June 2017. The consultation period runs for 14 weeks and closes on 2 October 2017.
8. This report sets out the LEP's approach to responding to the consultation and invites further contributions from members of the Berkshire Local Transport Body.
9. The Mayor has published four separate documents:

- a. an [Executive Summary](#)¹
- b. the full (300 pages) [Draft Mayor's Transport Strategy](#)²
- c. [Evidence base](#)³ (47-page summary with further detailed documents to come)
- d. the [Integrated Impact Assessment](#)⁴ which incorporates
 - i. Strategic Environmental Assessment
 - ii. Habitats Regulations Assessment
 - iii. Equality Impact Assessment
 - iv. Health Impact Assessment
 - v. Assessment of Economic Impacts
 - vi. Community Safety Impact Assessment

10. The Executive Summary sets out the vision and aims of the Strategy as follows:
“This draft strategy is the start of an ambitious plan that will reshape London over the next 25 years. The Mayor’s vision is to create a future London that is not only home to more people, but is a better place for all those people to live in. At the heart of this vision is the aim that, by 2041, 80 per cent of Londoners’ trips will be made on foot, by cycle or using public transport.” (pp22-23)

It goes on to set out the following high-level statements:

Vision	Aims	Outcomes
Healthy Streets and healthy people	• All Londoners to do at least the 20 minutes of active travel they need to stay healthy each day	• London’s streets will be healthy and more Londoners will travel actively
	• No one to be killed in or by a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041	• London’s transport system will be safe and secure
	• All taxis and private hire vehicles to be zero emission capable by 2033, for all buses to be zero emission by 2037, for all new road vehicles driven in London to be zero emission by 2040, and for London’s entire transport system to be zero emission by 2050	• London’s streets will be clean and green
	• Reduce freight traffic in the central London morning peak by 10 per cent on current levels by 2026, and to reduce total London traffic by 10-15 per cent by 2041	• London’s streets will be used more efficiently and have less traffic on them
A good public transport experience	• Open Crossrail 2 by 2033	• More people will travel on an expanded public transport network
	• Create a London suburban metro by the late 2020s with local train services devolved to the Mayor	• Public transport will be affordable and accessible to all
	• Improve the overall accessibility of the transport system including halving the average additional time taken to make a public transport journey on the step-free network compared to the full network	• Journeys by public transport will be pleasant, fast and reliable
New homes	• Incorporate the transport principles of	• Sustainable travel will be the

¹ https://consultations.tfl.gov.uk/policy/mayors-transport-strategy/user_uploads/mts-exec-summary.pdf

² https://consultations.tfl.gov.uk/policy/mayors-transport-strategy/user_uploads/mts_main-1.pdf

³ <https://consultations.tfl.gov.uk/policy/9b28c200>

⁴ <https://consultations.tfl.gov.uk/policy/19e4ca4f>

and jobs	'good growth' in regeneration and new developments	best option in new developments • Transport investment will unlock the delivery of new homes and jobs
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11. The Mayor of London's draft Transport Strategy is ambitious document and should be welcomed for its focus on promoting health, improving facilities for public transport and active travel and for its focus on using transport investment to support new homes and new jobs.
12. There are large sections of the draft Strategy which do not concern TVB LEP, mainly because there is no interaction between the Mayor's ambitions and those of the LEP.
13. There are two specific areas where the agendas of the two organisations overlap. They are in respect of the future of Heathrow Airport, and the concerns of what the documents calls the "Wider South East" of which TVB is one small part.

Heathrow

14. The LEP supports Heathrow expansion subject to suitable mitigation of the adverse impacts: the Mayor's draft Strategy opposes Heathrow expansion unless suitable mitigation of the adverse impacts can be secured.
15. The difference between the two positions is one of emphasis: there is enough common ground to allow cooperation on identifying the adverse impacts and assessing what would be appropriate mitigation.
16. In respect of Western Rail Link to Heathrow and Southern Rail Access to Heathrow, the LEP holds (as did the Davies Commission) that both schemes are justified on the basis of a two-runway airport. The Mayor's draft strategy does not include either scheme in its list of enhanced surface access projects initiated to meet current demand; instead it mentions them in connection with the expansion proposals.
17. There is no mention of a further scheme which has been supported by the LEP, which is Slough MRT, which has ambitions to extend its bus-based project over the Slough boundary and terminating at the main central terminal area on the airport.
18. The consultation response suggested in Appendix 1 below includes references to all these points.

Wider South East

19. The Mayor's draft Strategy refers to the need to work with other public bodies in order to coordinate transport proposals in the "Wider South East". However, there is not yet a strong and consistent strain of language through the strategy that refers to partnership or cooperation.

20. Further the draft Strategy's support for the need to acknowledge the impact of London's transport provision on its neighbours could be much stronger throughout. For example, there are many references to the benefits that the Elizabeth Line services will bring within London, but no references to its impact on commuters, nor the Transport Strategies of authorities outside London.

21. The consultation response suggested in Appendix 1 below includes references to these points.

Conclusion

22. The detailed response proposed at Appendix 1 sets out an appropriate response to the Mayor of London's draft Transport Strategy

Background Papers

All the relevant background papers have been referenced in the text of this report.

Appendix 1

The 24 questions set out in the full consultation are reproduced below, with an outline of the planned LEP responses, where a response is appropriate. No response is offered to questions on which TVB LEP has no standing or no reason to offer detailed comments.

Heading	Question	Response
CHAPTER 1 – THE CHALLENGE (pp 9-16)	<p>1) London faces a number of growing challenges to the sustainability of its transport system. To re-examine the way people move about the city in the context of these challenges, it is important that they have been correctly identified.</p> <p>– Please provide your views on the challenges outlined in the strategy, and describe any others you think should be considered.</p>	<p>London is a world-class city, and both its influence and economic impact are felt well beyond its electoral boundary. In common with other Local Enterprise Partnerships that border London, Thames Valley Berkshire acknowledges the advantages of being located close to London.</p> <p>We agree that the challenges identified are all relevant; in addition we suggest that the themes that are covered in the section: “LONDON’S LINKS WITH THE WIDER SOUTH EAST AND BEYOND” (pp 178-181) should be brought into the “Challenges” chapter, with particular emphasis on the idea expressed in Proposal 70 “<i>The Mayor, through the GLA and TfL, will work with relevant stakeholders to seek to ensure that transport investment on corridors in the Wider South East supports the realisation of any associated economic and housing growth potential.</i>”</p>
CHAPTER 2 – THE VISION (pp 17-38)	<p>2) The Mayor’s vision is to create a future London that is not only home to more people, but is a better place for all of those people to live and work in. The aim is that, by 2041, 80 per cent of Londoners’ trips will be made on foot, by cycle or using public transport.</p> <p>– To what extent do you support or oppose this proposed vision and its central aim?</p>	<p>We support this statement of the vision</p>
CHAPTER 2 – THE VISION (pp 17-38)	<p>3) To support this vision, the strategy proposes to pursue the following further aims:</p> <ul style="list-style-type: none"> • by 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day • for no one to be killed in, or by, a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from our streets by 2041 • for all buses to be zero emission by 2037, for all new road vehicles driven in London to be zero emission by 2040, and for London’s entire transport system to be zero emission by 2050 • by 2041, to reduce traffic volumes by about 6 million vehicle kilometres per day, including reductions in freight 	<p>We support these aims</p>

Heading	Question	Response
	<p>traffic at peak times, to help keep streets operating efficiently for essential business and the public</p> <ul style="list-style-type: none"> • to open Crossrail 2 by 2033 • to create a London suburban metro by the late 2020s, with suburban rail services being devolved to the Mayor • to improve the overall accessibility of the transport system including, by 2041, halving the average additional time taken to make a public transport journey on the step-free network compared with the full network • to apply the principles of good growth <p>– To what extent do you agree or disagree with the aims set out in this chapter?</p>	
CHAPTER 3 – HEALTHY STREETS AND HEALTHY PEOPLE (pp 39-114)	<p>4) Policy 1 and proposals 1-8 set out the Mayor’s draft plans for improving walking and cycling environments (see pages 46 to 58).</p> <p>– To what extent do you agree or disagree that these plans would achieve an improved environment for walking and cycling?</p>	No comment
CHAPTER 3 – HEALTHY STREETS AND HEALTHY PEOPLE (pp 39-114)	<p>5) Policy 2 and proposals 9-11 set out the Mayor’s draft plans to reduce road danger and improve personal safety and security (see pages 62 to 67).</p> <p>– To what extent do you agree or disagree that these plans would reduce road danger and improve personal safety and security?</p>	No comment
CHAPTER 3 – HEALTHY STREETS AND HEALTHY PEOPLE (pp 39-114)	<p>6) Policy 3 and proposals 12-14 set out the Mayor’s draft plans to ensure that crime and the fear of crime remain low on London’s streets and transport system (see pages 68 to 69).</p> <p>– To what extent do you agree or disagree that these plans would ensure that crime and the fear of crime remain low on London’s streets and transport system?</p>	No comment
CHAPTER 3 – HEALTHY STREETS AND HEALTHY PEOPLE (pp 39-114)	<p>7) Policy 4 and proposals 15-17 set out the Mayor’s draft plans to prioritise space-efficient modes of transport to tackle congestion and improve the efficiency of streets for essential traffic, including freight (see pages 70 to 78).</p> <p>– To what extent do you agree or disagree that these plans would tackle congestion and improve the efficiency of streets?</p>	No comment
CHAPTER 3 – HEALTHY STREETS AND HEALTHY PEOPLE (pp 39-114)	<p>8) Proposals 18 and 19 set out the Mayor’s proposed approach to road user charging (see pages 81 to 83).</p> <p>– To what extent do you agree or disagree with this proposed approach to road user charges?</p>	No comment

Heading	Question	Response
39-114)		
CHAPTER 3 – HEALTHY STREETS AND HEALTHY PEOPLE (pp 39-114)	9) Proposals 20 and 21 set out the Mayor's proposed approach to localised traffic reduction strategies (see page 83). – To what extent do you agree or disagree with this approach?	No comment
CHAPTER 3 – HEALTHY STREETS AND HEALTHY PEOPLE (pp 39-114)	10) Policies 5 and 6 and proposals 22-40 set out the Mayor's draft plans to reduce emissions from road and rail transport, and other sources, to help London become a zero-carbon city (see pages 86 to 103). – To what extent do you agree or disagree that these plans would help London become a zero-carbon city?	No comment
CHAPTER 3 – HEALTHY STREETS AND HEALTHY PEOPLE (pp 39-114)	11) Policies 7 and 8 and proposals 41-47 set out the Mayor's draft plans to protect the natural and built environment, to ensure transport resilience to climate change, and to minimise transport-related noise and vibration (see pages 104 to 111). – To what extent do you agree or disagree that these plans would achieve this?	No comment
CHAPTER 4 – A GOOD PUBLIC TRANSPORT EXPERIENCE (pp 115-190)	12) Policy 9 and proposal 48 set out the Mayor's draft plans to provide an attractive whole-journey experience that will encourage greater use of public transport, walking and cycling (see pages 118 to 119). – To what extent do you agree or disagree that these plans would provide an attractive whole journey experience?	No comment
CHAPTER 4 – A GOOD PUBLIC TRANSPORT EXPERIENCE (pp 115-190)	13) Policies 10 and 11 and proposals 49 and 50 set out the Mayor's draft plans to ensure public transport is affordable and to improve customer service (see pages 121 to 125). – To what extent do you agree or disagree that these plans would improve customer service and affordability of public transport?	No comment
CHAPTER 4 – A GOOD PUBLIC TRANSPORT EXPERIENCE (pp 115-190)	14) Policy 12 and proposals 51 and 52 set out the Mayor's draft plans to improve the accessibility of the transport system, including an Accessibility Implementation Plan (see pages 127 to 129). – To what extent do you agree or disagree that these plans would improve accessibility of the transport system?	No comment
CHAPTER 4 – A GOOD PUBLIC	15) Policy 13 and proposals 53 and 54 set out the Mayor's draft plans to transform the bus network; to ensure it	No comment

Heading	Question	Response
TRANSPORT EXPERIENCE (pp 115-190)	offers faster, more reliable, comfortable and convenient travel where it is needed (see pages 133 to 137). – To what extent do you agree or disagree that these plans would achieve this?	
CHAPTER 4 – A GOOD PUBLIC TRANSPORT EXPERIENCE (pp 115-190)	16) Policy 14 and proposals 55 to 67 set out the Mayor’s draft plans to improve rail services by improving journey times and tackling crowding (see pages 140 to 166).. – To what extent do you agree or disagree that these plans would achieve this?	<p>We support Policy 14 and the associated proposals.</p> <p>We suggest that appropriate recognition should be given to the need to develop partnership and cooperation with transport authorities and other relevant bodies outside London where rail services also serve areas outside London.</p> <p>Proposal 56 refers specifically to Crossrail 2, including to “<i>finalising the route alignment and stations.</i>” There is an opportunity to revisit the extreme south-western alignment, including giving further consideration to using Crossrail 2 to deliver Southern Rail Access to Heathrow Airport. Figure 52 on page 251 shows a possible alignment for Southern Rail Access to Heathrow running alongside Crossrail 2 at Kingston and again on the South West mainline to the south-west of Wimbledon.</p> <p>Proposal 57 refers to “<i>opening the Elizabeth Line in 2019</i>”. We strongly support this proposal, as this service will provide important local services in Thames Valley Berkshire (serving Reading, Twyford, Maidenhead, Burnham, Slough and Langley in Berkshire as well as Taplow and Iver in Buckinghamshire).</p> <p>We suggest further commitments should be made to exploring the opportunities for coordinating Elizabeth Line services with the proposed Western Rail Link to Heathrow services in order to eliminate turn-back services and promote through running at Heathrow.</p> <p>We further suggest that consideration be given to allowing outer-suburban services on the Great Western Line (originating in, say Newbury, Didcot or Oxford) access to the Elizabeth Line tunnels, thus allowing more commuting journeys to be completed without the need for interchange at Paddington, Old Oak Common or other intermediate stations.</p>

Heading	Question	Response
		<p>Proposal 59 refers to “<i>encourage the DfT to increase the capacity of the national rail network in London to manage crowding on both local and longer distance services.</i>”</p> <p>We suggest that this be amended to include a reference to undertaking this task in partnership and cooperation with transport authorities and other relevant bodies outside London.</p> <p>Proposal 61 refers to “<i>devolution from DfT to the Mayor/TfL of the responsibility for local stopping rail services</i>”. In effect the decision to operate the Elizabeth Line as a TfL concession has already achieved this proposal for a large number of local stopping services on the Great West Mainline. The logic of the service means that the concession includes services outside London. We suggest that it is important to develop further proposals for devolution in partnership and cooperation with transport authorities and other relevant bodies outside London.</p> <p>Proposal 64 refers to the upgrade of “<i>rail freight routes outside London</i>”. We suggest that this be amended to include a reference to undertaking this task in partnership and cooperation with transport authorities and other relevant bodies outside London.</p>
<p>CHAPTER 4 – A GOOD PUBLIC TRANSPORT EXPERIENCE (pp 115-190)</p>	<p>17) Policies 15 to 18 and proposals 68 to 74 set out the Mayor’s draft plans to ensure river services, regional and national rail connections, coaches, and taxi and private hire contribute to the delivery of a fully inclusive and well-connected public transport system. The Mayor’s policy to support the growing night-time economy is also set out in this section (see pages 176 to 187). – To what extent do you agree or disagree that these plans would deliver a well-connected public transport system?</p>	<p>Policy 16 says “<i>The Mayor, through TfL, will support improvements to public transport to enhance travel between London and the rest of the UK, and require regional and national public transport schemes to be integrated into London’s public transport system wherever practical.</i>”</p> <p>We welcome the Mayor’s support for transport improvements outside London.</p> <p>We suggest that this Policy should be amended to include words reflecting the spirit of “partnership and cooperation with transport authorities and other relevant bodies outside London”.</p> <p>We welcome Proposal 70 “<i>The Mayor, through the GLA and TfL, will work with relevant stakeholders to seek to ensure that transport investment on corridors in</i></p>

Heading	Question	Response
		<p><i>the Wider South East supports the realisation of any associated economic and housing growth potential.</i>” In particular we welcome the commitment to working with relevant stakeholders, and we acknowledge that dialogue already established in the Wider South East Group.</p> <p>We suggest that Local Enterprise Partnerships should continue to be considered as relevant stakeholders, and that your engagement with us and our partners could usefully be directed via the emerging sub-national transport body, “Transport for the South East”.</p> <p>Proposal 71 refers to the development of a “<i>new gateway station at Old Oak Common</i>” which will be served by the Great Western Mainline, Elizabeth Line, HS2 and Overground services. While the main impact of this will be local to West London, the full potential of this new interchange will have an impact far beyond London. We look forward to the development of “partnership and cooperation with transport authorities and other relevant bodies outside London” in order to realise the full potential of this investment.</p> <p>Proposal 72 refers to working “<i>with stakeholders</i>” in connection with long distance coach services.</p> <p>We suggest that Local Enterprise Partnerships should be considered as relevant stakeholders, and that your engagement with us and our partners could usefully be directed via the emerging sub-national transport body, “Transport for the South East”.</p>
CHAPTER 5 – NEW HOMES AND JOBS (pp 191-254)	18) Policy 19 and proposals 75 to 77 set out the Mayor’s draft plans to ensure that new homes and jobs are delivered in line with the transport principles of ‘good growth’ (see pages 193 to 200). – To what extent do you agree or disagree that these plans would achieve this?	We support Policy 19 and the associated proposals 75 to 77.
CHAPTER 5 – NEW HOMES AND JOBS (pp 191-254)	19) Proposals 78 to 95 set out the Mayor’s draft plans to use transport to support and direct good growth, including delivering new rail links, extensions and new stations, improving existing public transport services, providing new river crossings, decking	We welcome Proposal 86 “ <i>The Mayor, through TfL and the boroughs, will pilot bus transit networks in outer London Opportunity Areas with the aim of bringing forward development, either ahead of rail investment or to support growth in places without planned rail</i> ”

Heading	Question	Response
	<p>over roads and transport infrastructure and building homes on TfL land (see pages 202 to 246).</p> <p>– To what extent do you agree or disagree that these plans would ensure that transport is used to support and direct good growth?</p>	<p>access.”</p> <p>We suggest that reference be made to extension of such networks outside the GLA boundary where appropriate. We draw attention to the ambition of the Slough MRT system to better connect Heathrow Airport with Slough, which is promoted by Slough BC and supported by Thames Valley Berkshire LEP.</p> <p>There is a reference on p203 to <i>“working with willing partners to support development along the strategic corridors”</i> in the Wider South East.</p> <p>We welcome the commitment to partnership working contained in Proposal 94 and look forward to specific proposals for how this might be achieved.</p> <p>We welcome Proposal 95 <i>“The Mayor will promote the improvement of surface links to London’s airports, with airport operators contributing a fair share of the funding required.”</i></p> <p>We suggest that the accompanying text make specific reference to three new routes currently proposed for improving public transport access to Heathrow: Western Rail Link to Heathrow; Southern Rail Access to Heathrow; and Slough MRT (referred to at Proposal 86 above). We believe that investment in these three schemes is justified on the basis of a two-runway airport. We do not regard any or all of them as appropriate mitigation for any expansion proposals.</p>
<p>CHAPTER 5 – NEW HOMES AND JOBS (pp 191-254)</p>	<p>20) Policy 20 and proposal 96 set out the Mayor’s proposed position on the expansion of Heathrow Airport (see pages 248 to 249).</p> <p>– To what extent do you agree or disagree with this position?</p>	<p>Thames Valley Berkshire LEP supports the expansion of the airport subject to appropriate mitigation measures in respect of noise, pollution, surface access and other adverse impacts⁵. Therefore, we support Policy 20 which allows for the Strategy to support expansion as long as robust safeguards about mitigation of adverse impacts are secured.</p> <p>We regard both the Western Rail Link and the Southern Rail Access schemes</p>

⁵ “The strength of feeling against Heathrow expansion cannot be ignored by the LEP. The current operational environment at Heathrow causes considerable impact in respect of noise, pollution and local congestion. Any proposals for expansion will need to be accompanied by a full range of mitigation measures that acknowledge and respond to these issues.” TVB LEP 20 September 2012

Heading	Question	Response
		<p>to be justified on the basis of a two-runway airport. This position was also adopted by the Davies Commission. We suggest that Proposal 96 is amended to reflect this position.</p> <p>We suggest that the possible alignment of Southern Rail Access to Heathrow is amended to show other potential alignments which have been reviewed by Network Rail and others.</p>
CHAPTER 6 – DELIVERING THE VISION (pp 255-285)	21) Policy 21 and proposals 97 to 101 set out the Mayor’s proposed approach to responding to changing technology, including new transport services, such connected and autonomous vehicles (see pages 258 to 262). – To what extent do you agree or disagree with this proposed approach?	No comment
CHAPTER 6 – DELIVERING THE VISION (pp 255-285)	22) Policy 22 and proposal 102 set out the Mayor’s proposed approach to ensuring that London’s transport system is adequately and fairly funded to deliver the aims of the strategy (see pages 265 to 269). – To what extent do you agree or disagree with this proposed approach?	No comment
CHAPTER 6 – DELIVERING THE VISION (pp 255-285)	23) Policies 23 and 24 and proposal 103 set out the proposed approach the boroughs will take to deliver the strategy locally, and the Mayor’s approach to monitoring and reporting the outcomes of the strategy (see pages 275 to 283). – To what extent do you agree or disagree with this proposed approach?	No comment
GENERAL	24) Are there any other comments you would like to make on the draft Mayor’s Transport Strategy?	No comment

BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**REPORT TO:** BLTB**DATE:** 20 July 2017**CONTACT OFFICER:** Roger Parkin, Interim Chief Executive Slough Borough Council, lead Chief Executive to the BLTB**PART I****Item 8: Transport for the South East – Progress Report*****Purpose of Report***

1. This report sets out the progress that has been made since your meeting on 16 March, including the main decisions of the inaugural meeting of the Shadow Board held on 26 June 2017.
2. To appoint one of the Councillor members of the BLTB as alternate delegate to Transport for the South East should Cllr Page be unable to attend.

Recommendation

3. You are recommended to
 - 3.1. Note the key decisions of the Shadow Board of Transport for the South East, including the appointment of Cllr Page as Vice-Chair
 - 3.2. Nominate a councillor member of the BLTB as an alternate representative should Cllr Page be unable to attend Shadow Board meetings of Transport for the South East
 - 3.3. Ask for further reports on the details of the governance, financing and proposed strategy for Transport for the South East in due course

Other Implications***Financial***

4. The operating costs of the proposed sub-national transport body will be shared between the participating members. The detail of the proposed budget and its allocated shares is one of the details that will be discussed at the next meeting of the shadow board. There are ongoing discussions with the Department for Transport about obtaining match funding for the contributions that are raised locally. Once the extent of the contribution expected from BLTB is known, there will have to be a further determination of how the costs will be apportioned in Berkshire.

Risk Management

5. In November 2015, the DfT published [proposals as part of its devolution agenda](#)¹ to establish sub-national transport bodies on a statutory basis. It gave [Transport for the North](#)² and [Midlands Connect](#)³ as examples.
6. The risk for the Thames Valley Berkshire area is that by not engaging with the government's policy to promote sub-national transport bodies, it will be harder to fund infrastructure proposals that are significant at the sub-national scale.
7. The risk associated with participating in these arrangements is that time, resources and energy will be devoted to the new arrangements which fail to deliver any tangible benefits.
8. At the March 2017 meeting you agreed that the BLTB should join the new arrangements, as opposed to the six individual unitary authorities, as a response to these risks. The logic of the proposal is that the six unitary councils have a shared interest at the sub-national scale, and that our participation can be safely streamlined through joint participation.

Human Rights Act and Other Legal Implications

9. [Section 21\(1\) of the Cities and Local Government Devolution Act 2016](#)⁴ amended Part 5 of the Local Transport Act 2008 as follows,
"The Secretary of State may by regulations establish a sub-national transport body for any area in England outside Greater London."
The Act goes on to describe further the regulations for a sub-national transport body should be made.
10. Slough Borough Council will provide legal support for the BLTB should any questions arise on the application of this enabling legislation to the arrangements for the proposed Transport for the South East.

Supporting Information

1. At the March 2017 meeting of the BLTB, you received a presentation from Mark Valleley of East Sussex County Council, currently working in the programme office of TfSE.
2. The inaugural meeting of the shadow board of TfSE was held on 26 June 2017, and, with a few amendments and changes, the proposals outlined by Mark Valleley were adopted by the meeting. A list of delegates present at the meeting is given at Appendix 1.

¹ <https://www.gov.uk/government/news/regions-to-be-offered-legal-powers-to-transform-transport>

² <http://www.transportforthenorth.com/>

³ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/482247/midlands-engine-for-growth.pdf

⁴ <http://www.legislation.gov.uk/ukpga/2016/1/section/21/enacted>

3. It is the intention to operate the Shadow Board with the same level of transparency and accountability that applies to bodies regulated by the Local Government (Access to Information) Act. The agenda, papers and minutes are available from East Sussex County Council acting as the accountable body and will also be available on the TfSE website www.transportforthesoutheast.org.uk
4. The key decisions of the meeting were:
 - 4.1. To adopt the proposed constitution for TfSE and to operate as a “shadow” partnership until such time as the Secretary of State confirms the formal creation of Transport for the South East
 - 4.2. To appoint Cllr Glazier (Leader, East Sussex CC) as Chair and Cllr Page (Reading, Berkshire Local Transport Body) as Vice-Chair
 - 4.3. To appoint East Sussex County Council as Accountable Body
 - 4.4. To co-opt two LEP Board Members (Dave Lees, Solent and Steve Allen, Coast to Capital), with votes, on behalf of the 5 LEPs in the TfSE area
 - 4.5. To co-opt the chair of the Transport Forum, with a vote, and to appoint Geoff French as Interim Chair, pending a full recruitment
 - 4.6. To co-opt someone representing the National Parks and other designated landscape areas, without a vote. Person to be identified in due course
 - 4.7. To co-opt someone representing the Boroughs and Districts in two-tier areas, without a vote. Person to be identified in due course
 - 4.8. To invite DfT, Highways England, Network Rail and Transport for London to attend as observers
 - 4.9. To develop the work on a Transport Strategy for the South East as set out in the report
 - 4.10. To agree the proposed communications and engagement plan as set out in the report
 - 4.11. To agree the priorities for submission to DfT as part of RIS2 as recommended in the report.
 - 4.12. To ask for a report on proposed budget and subscriptions to the next meeting of the Shadow Board.

5. The geographical coverage of Transport for the South East is:

Upper Tier Local Authorities

- Kent
- Medway
- East Sussex
- West Sussex
- Brighton and Hove
- Surrey
- Hampshire
- Portsmouth and Southampton (working together)
- Isle of Wight
- Berkshire Local Transport Body on behalf of Bracknell Forest, Reading, Slough, West Berkshire, Windsor and Maidenhead and Wokingham.

Local Enterprise Partnerships

- South East (part)
- Coast to Capital (part)
- Solent
- Enterprise M3
- Thames Valley Berkshire

Conclusion

6. The Shadow Board for 'Transport for the South East' is now established and a programme of activity has been set out with aim of converting to properly designated sub-national transport body during 2019.

Background Papers

7. Correspondence between LEPs and briefing notes supplied by the TfSE shadow project team.

Appendix 1

List of Delegates present at the inaugural meeting of the Shadow Board for Transport for the South East

Cllr Keith Glazier	Leader	East Sussex County Council	Present
Cllr Paul Carter CBE	Leader	Kent County Council	Apologies sent
Cllr Michael Payne	Deputy Cabinet Member for Planning, Highways , Transport and Waste	Kent County Council	On behalf of Cllr Carter
Cllr Tony Page	Cabinet Member for Strategic Environment, Planning and Transport and Deputy Leader, Reading Borough Council	representing Berkshire Local Transport Body	Present
Cllr David Hodge CBE	Leader	Surrey County Council	Present
Cllr Warren Morgan	Leader	Brighton and Hove City Council	Present
Cllr Alan Jarrett	Leader	Medway Council	Present
Cllr Louise Goldsmith	Leader	West Sussex County Council	Apologies sent
Cllr Bob Lanzer	Cabinet Member for Infrastructure and Highways	West Sussex County Council	On behalf of Cllr Goldsmith
Cllr Rob Humby	Executive Member for Environment and Transport	Hampshire County Council	Present
Cllr David Stewart	Leader	Isle of Wight Council	Apologies sent
Cllr Ian Ward	Cabinet Member for Infrastructure and Transport	Isle of Wight Council	On behalf of Cllr Stewart
Cllr Jacqui Rayment	Cabinet Member for Environment and Transport and Deputy Leader, Southampton City Council	(representing Southampton and Portsmouth City Councils)	Present
Steve Allen	Board Member, Coast to Capital LEP	Jointly representing 5 LEPs	Present
Dave Lees	Board Member, Solent LEP		Present
Geoff French	Interim Chair, TfSE Transport Forum		Apologies sent
Observers:			
Andy Rhind	Deputy Director, Regional Strategies: London and South Division	Department for Transport	Present

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BLTB Forward Plan 2017/18

16th November 2017	
<i>Deadline for final reports:</i> 6 th November	<ul style="list-style-type: none">• Financial approval for 2.14 and 2.25 Reading East Reading Mass Rapid Transit Phases 1 and 2• Financial approval for 2.23 Reading South Reading MRT Phases 3 and 4• Financial approval for 2.24 Newbury Station Improvements• Financial approval for 2.26 Maidenhead Town Centre: Missing Links• Financial approval for 2.28 Bracknell: A3095 Corridor Improvements• One year on implementation report: 2.07 Bracknell Coral Reef• Progress reports• Forward Plan
<i>Agenda published:</i> 8 th November	

15th March 2018	
<i>Deadline for final reports:</i> 5 th March	<ul style="list-style-type: none">• Financial approval for 2.27 Wokingham Winnersh Relief Road Phase 2• Progress reports• Forward Plan
<i>Agenda published:</i> 7 th March	

Other items

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

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