

Date of issue: Wednesday, 5 July 2023

MEETING	BERKSHIRE LOCAL TRANSPORT BODY	
	Member	Authority
	Councillor Bedi	Slough Borough Council
	Councillor Brock	Reading Borough Council
	Councillor Fishwick	Wokingham Borough Council
	Councillor Gillbe	Bracknell Forest Council
	Councillor Hill	The Royal Borough of Windsor and Maidenhead
	Councillor Somner	West Berkshire Council
	Stuart Atkinson	Berkshire LEP
	Laura Fitzgerald	Berkshire LEP
	Nigel Nawacki	Berkshire LEP
	Simon Ratcliffe	Berkshire LEP
DATE AND TIME:	THURSDAY, 13TH JULY, 2023 AT 4.00 PM	
VENUE:	VIRTUAL MEETING	
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	NICHOLAS PONTONE 07749 709 868	

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.



STEPHEN BROWN
Chief Executive

AGENDA

PART 1

AGENDA
ITEM

REPORT TITLE

PAGE

Apologies for absence.



sustainable
forest

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
1.	Declarations of Interest <i>It is a principle of the BLTB that the interests of the Thames Valley Berkshire area will take precedence over a member's own interests or those of their nominating authority.</i> <i>All members must declare, and take relevant action, if they believe they have a pecuniary or other interest on a matter to be considered at the meeting in accordance with the Code of Conduct of the nominating authority or LEP.</i> <i>The Chair will invite any member representing a local authority seeking financial approval for a scheme to declare that interest.</i>		-
2.	Introduction to Berkshire Local Transport Body - Its Role and Purpose		1 - 4
3.	Election of Chair for 2023/24 <i>To elect the Chair of BLTB for 2023/24 from amongst the Local Authority Members.</i>		-
4.	Election of Vice Chair for 2023/24 <i>To elect the Vice-Chair of BLTB for 2023/24 from amongst the Berkshire LEP Members.</i>		-
5.	Minutes of the Meeting held on 9th March 2023		5 - 10
6.	Thames Valley Berkshire Capital Programme Update		11 - 22
7.	Five Year and One Year Evaluation Reports <ul style="list-style-type: none"> • Scheme 2.07 – Bracknell: Coral Reef Roundabout • Scheme 2.37 – Bracknell: A322 A329 Corridor Improvements 		23 - 42
8.	Transport for the South East - Representation on Partnership Board and Intra-Authority Agreement		43 - 44
9.	Provisional Dates of future meetings <ul style="list-style-type: none"> • 9th November 2023 • 7th March 2024 		-

Press and Public

Attendance and accessibility: You are welcome to attend this meeting which is open to the press and public via the live stream. Please contact the Democratic Services Officer if you have any problems accessing the live stream.

Webcasting and recording: The public part of the meeting will be filmed by the Council for live and/or subsequent broadcast on the Council's website. The footage will remain on our website for 12 months. A copy of the recording will also be retained in accordance with the Council's data retention policy. By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings.



MEETING OF THE BERKSHIRE LOCAL TRANSPORT BODY (BLTB) – THURSDAY 13 JULY 2023

CONTACT OFFICER: Stephen Brown, Chief Executive Officer, Slough Borough Council

Item 2: Introduction to Berkshire Local Transport Body – Its Role and Purpose

Context – Berkshire Local Enterprise Partnership Role.

1. (Thames Valley) Berkshire Local Enterprise Partnership (LEP) is a business-led, public-private partnership entrusted with public funds to play a central role in determining local economic priorities and undertaking activities to drive economic growth and job creation, improve infrastructure and raise workforce skills in Berkshire. It has been tasked by government to focus on five key activities:

Develop Economic Strategy

2. Most recently the development of Berkshire economic Recovery and Renewal Plan to 2025-6 (BRRP) agreed by Berkshire Leaders’ Group (BLG) in February 2021, superseding the previously agreed Berkshire Local Industrial Strategy (adopted by BLG in November 2019) and the Strategic Economic Plan (adopted by BLG in 2016). The LEP also develops Berkshire Skills Reports (most recent published in 2022), Business in Berkshire Reports (most recent published in autumn 2022 for 2021/22), Sector Propositions and Economic Briefings.

Coordination

3. To bring together partners from the private, public and third sectors to implement the BRRP Implementation Plan and to identify and support activity pan-Berkshire which secures economic benefits.

Allocation of Funds

4. To identify and develop investment opportunities, prioritising the award of capital funding (Local Growth and Getting Building Funds and Rates Retention Pilot capital schemes), and monitor and evaluate the impacts of activities to improve productivity across the local economy.

Advocacy

5. To collaborate with a wide range of local partners, stakeholders, local and national government to act as an informed and independent voice for Berkshire to advocate for and promote the area.

Economic Growth

6. To support businesses (primarily SMEs) and skills. For businesses this is to offer government funded, impartial support services and expert advice to entrepreneurs, start-ups, and established businesses in Berkshire, and driving mutually beneficial collaboration between entities. The LEP delivers the government Growth Hub contract to support SME business across the area and has UKSPF funds from the six local authorities to provide pre-start-up, accelerator and scale-up support to SMEs. For skills, this is to deliver Skills Bootcamps funded by DfE and the Careers Enterprise Company contract for Berkshire.
7. Berkshire LEP behaves in accordance with an Assurance Framework, which details the arrangements that ensure public money is being managed effectively. The Seven Principles of Public Life (the Nolan Principles) underpin the Framework.

Berkshire Local Transport Body

8. The Berkshire Local Transport Body (BLTB) was formally established in March 2013, so has now been in existence for over 10 years. Throughout that time, it has been chaired by Councillor Tony Page, from Reading Borough Council.
9. It was established in response to a request from the Department for Transport to oversee funding for major transport schemes that was devolved to LTBs from April 2015. The Department for Transport (DfT) provided comprehensive guidance that LTBs would be voluntary partnerships between Local Authorities, LEPs and other optional organisations. To comply with this guidance the Berkshire LTB is coterminous with the boundaries of Berkshire LEP, which in turn is coterminous with the six Berkshire unitary authorities. The structure and membership of the LTB used the Berkshire Strategic Transport Forum's model as its foundation.
10. An Assurance Framework for transport schemes, which is separate but complementary to the LEPs own Assurance Framework, was signed off by the DfT in November 2017 and is kept under review as part of the formal relationship between the LEP and the BLTB.
11. BLTB Membership consists of six elected members (usually the lead member for transport or related portfolio), and up to six private sector representatives recruited and appointed by the LEP. The work of the BLTB is itself informed by the Berkshire Strategic Transport Forum (BSTF).
12. The BLTB and the BSTF have the same membership, which deploys either as a publicly accountable Joint Committee (the BLTB) or as the transport policy arm of the LEP acting for the six local authorities (the BSTF). The BLTB and BSTF run consecutively and meet up to four times a year (in 2022 they met three times).
13. The BLTB is chaired by a local authority representative Councillor agreed by the BLTB and is a public meeting which is hosted by Slough Borough Council (SBC) Democratic Services although the Secretariat function, other than production of formal minutes for BLTB, is undertaken by the LEP, including agreement of agendas with BLTB Chair and the six local authority lead Officers and production of papers.
14. The vice chair of the BLTB is a LEP appointed private sector representative, who also serves as the BSTF Chair. By virtue of this role, they are also appointed as a non-executive director to the LEP Board. The LEP undertakes all Secretariat duties for BSTF although the meeting is hosted on the SBC Democratic Services Teams system.
15. The BLTB has evolved over the past 10 years in response to the changing roles of both local authorities and LEPs in delivering major transport infrastructure in Berkshire. There has been an increasing role in the advocacy and the development of strategic transport and infrastructure schemes with a range of strategic partners, including Department for Transport and other central Government Departments, Network Rail, Train Operating Companies and National Highways. This has enabled BLTB to demonstrate the ongoing need to represent and lobby for investment in Berkshire in major transport infrastructure as well as maintaining the Major Transport Scheme Pipeline.

BLTB Investment Achievements

16. The LEP has received Government Core Grant funding to provide a strategic economic view on transport and infrastructure. As a result, Berkshire LEP has played a strategic role in advocacy and promotion of infrastructure interventions that enhance connectivity and support the Berkshire economy.
17. The BLTB was initially designated as the competent body to prioritise, invest in, and oversee transport capital schemes on behalf of the LEP. This has enabled the LEP to invest £135m of delegated Local Growth Fund (LGF) and locally secured Business Rates Retention Pilot (BRRP) monies in transport projects across Berkshire. This has contributed to the leverage of additional 60% private investment of £125m and major investment in all of Berkshire's main towns to enable development and regeneration. 46% of the funding available has been spent on Sustainable infrastructure including:
 - Active travel £6.9m (4% of capital investment by the LEP)
 - Regeneration £7.5m (4% of capital investment by the LEP)
 - Mass Rapid Transit/ Park & Ride/Buses £39.9m (21% of capital investment by the LEP)
 - Railway £30.7m (17% of capital investment by the LEP)
 - Highway Improvements £27.7m (15% of capital investment by the LEP)
18. This has included seven rail station upgrades, a new rail station (Reading Green Park) three park & ride sites, mass rapid transit routes in Reading and Slough, bus systems and active travel initiatives.

BLTB Changing Role

19. A change of policy direction in Government in 2020/21 saw the move to centrally held funding for future infrastructure and transport projects which are open to local authorities to bid for in competitions such as the Levelling Up Fund. As such the requirement for Berkshire LEP to provide infrastructure and transport strategic support has been wound down and at the end of 2021/22 Government reduced the level of Core Grant and ceased requiring LEPs to deliver on this activity other than oversight and monitoring of LGF/GBF projects to completion.
20. For financial year 2022/23 the local authorities agreed to make an additional one-off voluntary contribution to the LEP to cover the reduction in Core Grant so that it could maintain support at the same level as previously. The Core Grant provided to LEPs has further for 2023/24, reflecting that there are fewer capital projects left to complete by end March 2024 and the change in policy direction from local determination and allocation to national competitions to secure public funds for capital investment.
21. Following a review by the Berkshire Place Making Board (an Officer Group) it was decided to locally fund the LEP to provide a pared down Transport & Infrastructure support function primarily focussing on maintaining the BLTB and BSTF plus attendance a new Senior Officers Highways Group.
22. BLTB is required to continue to monitor within budgetary constraints strategically important developments via DfT, National Highways, the rail companies, Transport for the South East and the Heathrow Strategic Planning Group. BLTB will also continue to work with its partners to identify and prioritise suitable schemes to build a future investment pipeline for the area.

This page is intentionally left blank

Berkshire Local Transport Body – Meeting held on Thursday, 9th March, 2023.

Present:-

Councillor Page (Chair)	Reading Borough Council
Councillor Brunel-Walker (from 4.36pm)	Bracknell Forest Council
Councillor Fishwick	Wokingham Borough Council
Councillor Haseler	RBWM
Councillor Nazir	Slough Borough Council
Councillor Somner	West Berkshire Council
Stuart Atkinson	Berkshire LEP
Laura Fitzgerald	Berkshire LEP

Also present:- Councillor Atkinson (Bracknell Forest Council)
Andrew Vallance (RBWM, LEP accountable body)

Apologies for Absence:- None received.

PART 1

20. Declarations of Interest

No declarations were made.

21. Minutes of the Meeting held on 10th November 2022

Resolved – That the minutes of the meeting held on 10th November 2022 be approved as a correct record.

22. Briefing Note - TVB/BLTB 'How We Work'

Members noted a briefing note that summarised the process by which Berkshire LEP and the Berkshire Local Transport Body operated in investing in local transport schemes.

Resolved – That the BLTB 'How We Work' briefing note be noted.

23. Thames Valley Berkshire Capital Programme Update

A report was considered on the progress of schemes funded through the Growth Deals, Business Rates Retention Pilot (BRRP) and the transport element of the Getting Building Fund (GBF).

In addition to the detailed report, scheme promoters provided verbal updates on the live schemes:

Business Rates Retention Pilot funded schemes:

- 2.32 Maidenhead: Housing Sites Enabling Works Phase 1 – designs were progressing for the new junctions and the scheme was moving closer to delivery, which was due to be completed by December 2023.

Berkshire Local Transport Body - 09.03.23

- 2.34 Slough: MRT Phase 2 – designs for the final elements of the scheme were being prepared with the commencement of works a few months away. Completion was due by March 2024 and the LEP Chief Executive highlighted that this was the final date for LEPs to complete delivery of their capital programmes and it was vital that schemes were delivered by then as funding would not be available after that date.

Local Growth Fund schemes:

- 2.01 Newbury: King's Road Link Road – the highways works had been disrupted by a fractured gas pipe but work was now back on site and due to complete later in March 2023.
- 2.24 Newbury: Railway Station Improvements – good progress had been made with the business growth units nearing completion and scheme was due for completion in March 2023.
- 2.29 Wokingham: Winnersh Triangle Park & Ride – work was progressing well and the scheme was nearing completion. Delivery was not contingent on the diversion of the water main and it was likely the scheme would be completed ahead of the scheduled date of July 2023.
- 2.31 Slough: Stoke Road Area Regeneration – the railway station element was nearly complete and junction works were on site, with completion due in May 2023.
- 2.35 Reading West Station Upgrade – there had been some delays due to utility works and additional railway approval processes. The scheme promoter indicated that it was not likely to complete by May 2023 and it was agreed to amend the completion date to July 2023.
- 2.38 Theale Station Park and Rail Upgrade – the schemes risk rating was Amber Red. The new footbridge was due to complete in the summer and the contract for the car park and forecourt was yet to be procured. The completion date was currently expected to be December 2024, after the March 2024 deadline. West Berkshire Council as the scheme promoter along with GWR and Network Rail had been asked to review the programme to ascertain if an earlier completion date could be achieved and to prioritise the LGF spend against other sources, as it was not possible to extend the spend deadline. It was agreed that contact be made with the local Members of Parliament who had taken an interest in the scheme to make representations to seek to bring greater clarity to the delivery timescale.
- 2.40 Windsor: Town Centre Package – the retendering exercise had been completed with a new contractor due to start work imminently. The scheme as due for completion in December 2023.

The report was noted.

Resolved – That the progress made on the schemes previously given programme entry status be noted.

24. One Year Evaluation Reports - Status Update

A report was considered the summarised the future programme of one-year and five-year impact reports.

It had been agreed by BLTB in July 2022 that a less intensive approach be taken towards the impact reports to reflect the reduction in reporting requirements from government whilst still demonstrating the value of investment in infrastructure.

The table in paragraph 9 of the report detailed the reports received to date; those overdue and the due dates for future impact reports. At the request of the Chair, it was agreed that an update be provided via email or at the next meeting on the position regarding the overdue impact reports:

- 2.03 Newbury: London Road Industrial Estate (five year)
- 2.05 Newbury: Sandford Park (one year)
- 2.07 Bracknell: Coral Reed Roundabout (five year)
- 2.16 Maidenhead: Station Access (one year)
- 2.17 Slough: A355 route (five year)
- 2.19 Bracknell: Town Centre Regeneration Infrastructure (five year)

The one-year impact report for scheme 2.36 Wokingham: Coppid Beech Park and Ride was listed as being due in July 2023, but Councillor Fishwick highlighted that the park and ride had not opened and the impact report should therefore be rescheduled.

The LEP Chief Executive commented that the one-year impact reports were not a government requirement but were good practice to help identify issues and learn lessons for future schemes in the programme. As there was no further government funding allocated, BLTB may wish to reconsider whether to carry out one-year impact reports for every scheme as part of its review of future activity.

Resolved –

- (a) That the future schedule of one and five-year impact reports be noted.
- (b) That Members be updated via email or a report to the next meeting on the position regarding the overdue impact reports.

25. BRRP fund - Transport related expressions of interest - Process

A report was considered that outlined the process that had been used to develop a programme of projects to be considered for delivery in 2023/24 utilising the remaining Business Rates Retention Pilot (BRRP) funding.

The background and the assessment process undertaken was summarised. Schemes would need to be delivered by March 2024. The schemes submitted following the issuing of the capital prospectus in December 2022

Berkshire Local Transport Body - 09.03.23

had been assessed by staff from the LEP and the scores moderated and finalised.

The moderated list would be reviewed by the Berkshire Strategic Transport (Members) Forum that immediately followed the BLTB and the views expressed would be passed to local authority Chief Executives who would take the final decision as the funding was from rate retained monies. The update was noted.

Resolved – That the report be noted.

26. Response to the APPG for South East Call for Evidence - Transport Infrastructure

A report was received that enclosed a submission to the All-Party Parliamentary Group (APPG) for the South East call for evidence on transport infrastructure.

The APPG had launched an inquiry into transport infrastructure on 1st February 2023 and it was considered to be a good opportunity to advocate for investment in infrastructure in the Thames Valley to support the local economy. A joint Berkshire submission from the LEP, local authorities and BLTB was considered to be the best approach and the response set out in the Appendix to the report was agreed by the local authorities and BLTB Chair and submitted by the 24th February deadline. The key issues raised in the submission were outlined.

Meetings would be held as part of the inquiry which would provide an opportunity to present the evidence in person. The submission was noted and endorsed.

Resolved – That the submission to the APPG inquiry into transport infrastructure be noted and endorsed.

27. Transport for the South East - Strategic Investment Plan

A report was considered that recommended BLTB to formally approve Transport for the South East's (TfSE) final draft Strategic Investment Plan (SIP).

BLTB had approved a response to the consultation on the draft SIP in November 2022 and had agreed to receive a further report to consider formal approval of the final draft of the SIP. The main changes to the SIP following the consultation were set out in paragraph 14 of the report. BLTB was recommended to continue to support the SIP and formal endorsement was being sought prior to the submission to Government later in March 2023. If agreed, the LEP would write to TfSE to confirm support.

(Councillor Brunel-Walker joined the meeting)

Berkshire Local Transport Body - 09.03.23

Individual local authorities could also endorse the SIP and some Berkshire authorities had taken reports through their decision making processes to agree their support.

Councillor Page declared for the record that he was Berkshire nominated representative on TfSE and he was deputy chair of the TfSE Board.

Several members commented on the SIP and all were supportive of the document, which was aligned to local authorities own local transport plans. One of the specific schemes raised during the discussion was the Third Thames Bridge and Councillors Page and Fishwick agreed to discuss this matter further outside of the meeting.

At the conclusion of the discussion, BLTB agreed to formally support the TfSE Strategic Investment Plan.

Resolved – That the final draft of Transport for the South East's Strategic Investment Plan be supported.

28. Future role and format of BLTB and BSTF

The LEP Chief Executive introduced a report that outlined the way in which the role and function of BLTB might evolve and set out the options that had been considered by the Place Making Board as to how BLTB might operate and be resourced from April 2023.

The background to the current position was summarised. For 2022/23 the six Berkshire authorities had agreed to provide additional funding for Berkshire LEP in order to continue its activity, including strategic transport and infrastructure support. This followed reductions in the core grant from government to LEPs that had previously supported this work and the shift toward central funding pots with bidding processes, rather than sub-regional allocation for Berkshire to administer. Berkshire LEP had worked with the Berkshire Place Making Board, comprised of local authorities Place Director equivalents, on the future options including support for pan-Berkshire strategic transport liaison.

The LEP had been advised on 24th February that the Place Directors had decided that delivery of transport support would be picked up by local authorities from April 2023. Slough Borough Council would continue to provide the secretariat for BLTB meetings and consider the options for BSTF meetings. The detailed arrangements were still being developed. After further discussion the Place Directors agreed that some funding of £25,000 be offered to the LEP to continue to provide some transport support, and whilst this was being considered it was recognised that, if accepted, it would only provide limited support. Members were asked to provide a steer on future arrangements.

Several members commented and the views expressed are summarised as follows:

Berkshire Local Transport Body - 09.03.23

- The work of BLTB – the LEP, local authorities and private sector members – had been very successful since the current arrangements had been established in 2013.
- The government's change of approach towards transport funding and LEPs was recognised. The potential availability of future funding was uncertain. They were continuing priorities to have a united voice for Berkshire on transport issues, engage with TfSE and other transport stakeholders.
- The contribution of private sector members had been very valuable and BLTB supported the continued involvement of business representatives.

In conclusion, it was agreed that continuing pan-Berkshire collaboration through the BLTB/BSTF arrangements or similar, albeit at a reduced level, was agreed to be important. Discussions between the LEP and local authorities would continue as the new arrangements were put in place.

Resolved – That the options for future support to the BLTB and BSTF be noted and that the views expressed during the course of the discussion be considered in finalising the future arrangements.

29. Vote of Thanks

It was noted that whatever the future arrangements for BLTB/BSTF this would be the final meeting for Councillor Brunel-Walker who was retiring as a Bracknell Forest Council Member at the forthcoming elections. Councillor Brunel-Walker had been a member of BLTB for many years and in recognition of the significant contribution that he had made the Chair proposed a vote of thanks. This was agreed by BTLB.

Resolved – That a vote of thanks be recorded for Councillor Brunel-Walker for his contribution to BLTB.

30. Provisional Dates of future meetings

The next scheduled meeting would be held on 13th July 2023 and then on 9th November 2023.

Chair

(Note: The Meeting opened at 4.00 pm and closed at 5.03 pm)

MEETING OF THE BERKSHIRE LOCAL TRANSPORT BODY (BLTB) – THURSDAY 13 JULY 2023**CONTACT OFFICER: Stephen Brown, Chief Executive, Slough Borough Council****Item 6: Thames Valley Berkshire Capital Programme Update*****Purpose of Report***

1. To report on the progress of the [Thames Valley Berkshire Local Growth Dealⁱ](#), as amended by Growth Deal 2 ([£10.2 million further support to Thames Valley Berkshireⁱⁱ](#)) and Growth Deal 3 ([Factsheet GD3ⁱⁱⁱ](#)) with particular reference to the schemes included in the Transport Packages of the [Strategic Economic Plan^{iv}](#); and on the progress of schemes funded by the Business Rates Retention Pilots (BRRP) of 2018/19 and 2019/20. This report also reports on the transport element of the [Getting Building Fund](#) (GBF) released in September 2020.

Recommendations

2. That you note the progress made on the schemes previously given programme entry status, as set out in the accompanying summary report.

Background

3. The headline figure for transport scheme grants under the three Local Growth Deals is £135.98m. This includes £24m of “DfT retained” allocation relating to the Wokingham Distributor Roads.
4. A further £25m has been released through BRRP1 (2018/19) and £11m from BRRP2 (2019/20).
5. Berkshire LEP has received £7.5m through the GBF, of which £2,093,000 has been allocated to two transport projects. GBF investment decisions were taken by the LEP through the Place Making Board (PMB) in consultation with senior officers from the six local authorities. The transport investments are reported to BLTB for information whilst the remaining GBF projects are reported to PMB. All projects are reported to the LEP Board.
6. £1.1m of BRRP has been allocated to two digital projects, including the TVB Smart City Cluster scheme, which was previously reported to BLTB. Digital projects are now governed by the Digital Infrastructure Group and not reported here.

Other Implications**Risk Management**

7. The delegation of programme management responsibilities to the LEP/BLTB brings risks. The well-established scrutiny of the transport projects given by both BST(O)F and BLTB meetings is designed to mitigate that risk.
8. 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.

9. The risks associated with each scheme are monitored locally. Appendix A shows the current risk rating of each of the live schemes, along with a comment relating to the status.
10. There is currently one transport project rated with a red risk score:
- 10.1. Scheme 2.38 - Theale Station Upgrade: Work is underway for the DfT Access for All funded footbridge. The bridge span is due to be installed this month, with the lift and footbridge coming into service in January 2024. A design & build contract for the LGF car park and forecourt is being procured at present and intrusive surveys have also been commissions to reduce risk in the construction phase. Design work should start in early 2024, with construction due to start in July 24 with completion expected by December 2024. GWR have stated that they expect to only be in a position to spend £600,000 LGF by March 2024, with the remaining £3.18m LGF to be spent by September 2024. The LEP have previously advised GWR that this does not fit with the current requirement from the Department of Levelling Up, Housing and Communities to spend all of the LGF by March 2024. However despite asking GWR to investigate if it is possible to prioritise the LGF over other funds, this has not proven possible and so the funding remains at risk. The LEP has sought discussion with the DLUHC contact ahead of the BLTB meeting for clarity on the status regarding the remaining LGF given the requirement for these funds to be spent by end March 2024 (see paragraph 16 below). A verbal update will be provided at the meeting.

Financial

11. Berkshire LEP has been granted freedoms and flexibilities by Government in managing Local Growth Funds. This means that RBWM, as the LEP’s Accountable Body, received an annual allocation and it was the LEP’s responsibility, via BLTB, to manage the award of LGF to individual schemes.

Table 1: Available Finance for Transport Schemes in TVB Local Growth Deal, BRRP and GBF

£m	2015/16 – 2022/23
Growth Deal 1 “DfT Major Schemes”	24.00
Local Growth Deal	111.98
BRRP 2018/19 and 2019/20*	34.88
Getting Building Fund	2.10
Grand Total	172.96

*Digital infrastructure projects have been removed from the totals above as these are governed by the Digital Infrastructure Group.

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

Table 2: Local Growth Deal, BRRP and GBF Financial Allocations for Transport Schemes by Financial Year

£m	2015 /16	2016 /17	2017 /18	2018 /19	2019 /20	2020 /21	2021 /22	2022 /23	2023 /24	Total
Combined Growth Deal 1, 2, 3 & LTB Allocation	14.74	16.55	15.06	8.81	12.44	44.38	-	-	-	111.98
Growth Deal 1 (DfT Major Schemes)	-	-	-	0.87	22.13	1.0	-	-	-	24.0
Local Growth Deal Total	14.74	16.55	15.06	9.68	34.57	45.38	-	-	-	135.98
Business Rates Retention Pilot	-	-	-	11.45	9.31	1.07	2.60	2.97	7.48	34.88
Getting Building Fund	-	-	-	-	-	0.60	1.50	-	-	2.10
Grand Total	14.74	16.55	15.06	21.13	43.88	47.05	4.10	2.97	7.48	172.96

13. The breakdown of types of projects with allocated LGF, BRRP and GBF monies is shown in Appendix B.

14. The LGF programme closed on 31 March 2021. Where a project did not complete by this date and there was still outstanding expenditure, the LEP was allowed to use freedoms and flexibilities to temporarily allocate the funding to an alternative capital project that took place within the local authority during 2020/21. Once the original projects complete, the LGF will be reallocated back to the original project. This process is known as a capital swap and is an accounting process to ensure that capital grants are defrayed within the correct financial period. Delivery partners confirmed that by the end of March 2021, expenditure was at roughly £79m, against the £112m paid over the LGF period, with c.£33m reallocated as a capital swap.

15. The following table shows the outstanding amount of capital swap, as reported by transport officers for each local authority:

Table 3: LGF Capital Swap by Local Authority

Local Authority	Amount
West Berkshire Council	£6.5m
Slough Borough Council	£2.6m
Royal Borough of Windsor and Maidenhead	£1.4m
Wokingham Borough Council	-
Reading Borough Council	£0.5m
Bracknell Forest Council	-
Total	£10.99m

16. Government expectations are that LEPs should complete their capital programme of investments by the end of financial year 2023/24. Berkshire LEP will write to the scheme promoters with

outstanding projects to outline that this is an immovable deadline, and that funding is at risk and may be recovered if projects are delayed beyond March 2024.

Human Rights Act and Other Legal Implications

17. The [Assurance Framework](#)^{vi} 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.

Monitoring and Evaluation

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

19. 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 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.

20. 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

APPENDIX A Summary of all Transport Projects (funding in £m)

LEP Capital Infrastructure Programme Summary

03/07/2023

Ref.	Scheme Name	Growth Deal	RAG	Notes	*LTB Funding Approval	Start on Site	Completion date	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21		Total
LOCAL GROWTH FUND															
2.01	Newbury: King's Road Link Road	GD1	AG	Work back on site.	Mar-15	Oct-16	Due Aug 23	0.000	1.335	1.000	0.000	0.000	0.000		2.335
2.02	Bracknell: Warfield Link Road	GD1	C	1-yr impact report published Mar 20	Jan-15	Feb-15	Apr 17; open Oct 18	3.500	0.000	0.000	0.000	0.000	0.000		3.500
2.03	Newbury: London Road Industrial Estate	GD1	C	1-yr impact report published Jul 18 Delays to linked housing	Mar-15	Feb-16	Mar-17	0.500	1.400	0.000	0.000	0.000	0.000		1.900
2.04	Wokingham Roads -Arborfield Cross Relief Rd	DfT major	C	1-yr impact report due March 2023	Jul & Aug 19 via DfT	Aug 19 enabling	Nov-20	0.000	0.000	0.000	0.874	22.126	1.000		24.000
2.05	Newbury: Sandford Park	GD2	C	Final works underway	Jul-16	Aug-18	Dec-21	0.000	0.000	0.000	2.000	0.000	0.000		2.000
2.06	Reading Green Park Railway Station	GD1	C	Station opened to public in June 23	Nov 14 & Jul 19	Mar-18	Dec-22	0.000	0.000	4.575	0.000	4.575	0.550		9.700
2.07	Bracknell: Coral Reef Roundabout	GD1	C	1-yr impact report published Nov 17, 5 yr report due Nov 2023	Jan-15	Apr-15	Apr-16	2.100	0.000	0.000	0.000	0.000	0.000		2.100
2.08	Slough Rapid Transit Phase 1	GD1	C	1-yr impact report published Mar 20	Jul-14	Dec-15	Dec 17; buses Mar 19	3.100	2.500	0.000	0.000	0.000	0.000		5.600
2.09.01	Sustainable Transport: NCN 422	GD1	C	1-yr impact report due Nov 2022	Nov-15	Jan-17	Dec-20	0.000	2.100	1.500	0.200	0.400	0.000		4.200
2.09.02	Sustainable Transport: A4 Cycle (with Bucks)	GD1	C	1-yr impact report published July 2021	Nov-15	Feb-17	Sep-18	0.000	0.483	0.000	0.000	0.000	0.000		0.483
2.10	Slough A332 Improvements	GD1	C	1-yr impact report published Nov 2021	Nov-14	Dec-15	Sep-19	1.267	1.433	0.000	0.000	0.000	0.000		2.700

2.11	South Reading Mass Rapid Transit Phase 1	GD1	C	1-yr impact report published Nov 21	Nov-15	Aug-16	Jan-00	0.000	2.970	0.000	0.000	0.000	0.000	0.000	2.970
2.12	South Reading Mass Rapid Transit Phase 2						Jan-00	0.000	0.000	1.530	0.000	0.000	0.000	0.000	1.530
2.13	Wokingham Thames Valley Park and Ride	GD1	C	1-yr impact report published Nov 2022	Jul-17	Feb-18	Nov-20	0.000	0.000	0.000	2.000	0.900	0.000	2.900	
2.14	East Reading MRT Phase 1	GD1	Project withdrawn												
2.25	East Reading MRT Phase 2	GD3	Project withdrawn												
2.15	Bracknell: Martins Heron	GD1	C	1-yr impact report due published Nov 2021	Apr-17	Apr-17	Apr-19	0.000	0.200	2.700	0.000	0.000	0.000	2.900	
2.16	Maidenhead: Station Access	GD 1	C		Nov-17	Jan-19	Oct-21	0.000	0.000	0.000	0.690	1.666	1.394	3.750	
2.17	Slough: A355 route	GD 1	C	1-yr impact report published Jul 18	Nov-14	Dec-15	Feb-17	2.275	2.125	0.000	0.000	0.000	0.000	4.400	
2.18	Not used														
2.19	Bracknell: Town Centre Regeneration Infrastructure	GD 2	C	1-yr impact report published Mar 19	Nov-15	Apr-15	Sep-17	2.000	0.000	0.000	0.000	0.000	0.000	2.000	
2.20	Not used														
2.21	Slough: Langley Station Access	GD 2	C	1-yr impact report published Nov 2021	Nov-16	Mar-18	Feb-20	0.000	0.000	1.500	0.000	0.000	0.000	1.500	
2.22	Slough: Burnham Station Access	GD 2	C	1-yr impact report published Jul 20	Mar-16	Jan-17	Apr-19	0.000	2.000	0.000	0.000	0.000	0.000	2.000	
2.23	Reading: South Reading MRT Ph 3-4	GD 3	C	1-yr impact report due Nov 2023	Nov-17	Mar-18	Due Mar 22	0.000	0.000	2.250	0.090	0.000	0.000	2.340	
2.24	Newbury: Railway Station	GD 3	G	Final works underway to complete business units	Cond Jul 18, lifted Feb 19	Jan-19	Due July 23	0.000	0.000	0.000	3.630	0.000	3.061	6.691	
2.25	East Reading MRT Phase 2 - See 2.14 above														
2.26	Wokingham: Winnersh Relief Road Phase 2 - See BRRP below														
2.27	Maidenhead Town Centre: Missing Links	GD 3	C	1-yr impact report due March 2024	Cond Nov 18, lifted Sep 19	Nov-20	Dec-22	0.000	0.000	0.000	0.000	0.000	2.242	2.242	
2.28	Bracknell: A3095 Corridor	GD 3	C	1-yr impact report published Nov 2022	Jul-18	Oct 18 enabling	Nov-21	0.000	0.000	0.000	0.200	1.800	3.519	5.519	

2.29	Wokingham: Winnersh Triangle Park & Ride	GD 3 resrv.	A	Work Complete	Cond Mar 19, lifted May 19	Apr-21	Mar-23	0.000	0.000	0.000	0.000	0.000	4.240		4.240	
2.31	Slough: Stoke Road Area Regeneration	GD 3 resrv.	A	Railway forecourt complete. Traffic signals at TVU junction to complete Aug 23, Mill Street Junction due Jan 24	Jul-19	Aug 19 enabling	Due Jan 24	0.000	0.000	0.000	0.000	1.000	6.650		7.650	
2.32	Maidenhead: Housing Sites Enabling Work Ph. 1	GD 3 resrv.	A	St Cloud Way Crossing to start late summer. M'head Town Centre works in consultation, phased install to follow	Cond Jan 19, lifted Jul 20	Nov-20	Due Dec 23	0.000	0.000	0.000	0.000	0.000	4.271		4.271	
2.33	GWR: Maidenhead to Marlow Branch Line Upgrade	GD 3 resrv.	Project withdrawn													
2.34	Slough MRT Phase 2 – see BRRP below															
Page 17	2.35	Reading: Reading West Station Upgrade	GD 3 resrv.	AG	Work underway on station building. Tilehurst Road entrance re-opened.	Nov-19	Feb-21	Due July 23	0.000	0.000	0.000	0.000	0.000	3.100		3.100
	2.36	Wokingham: Coppid Beech Park and Ride	GD 3 resrv.	C	1-yr impact report published Jul 18 Delays to linked housing	Mar-20	Feb-21	Mar-22	0.000	0.000	0.000	0.000	0.000	2.400		2.400
2.37	Bracknell: A322 A329 Corridor Improvements	GD 3 resrv.	C	Work back on site.	Nov-19, amended Jun 20	Nov-20	Nov-21	0.000	0.000	0.000	0.000	0.000	0.400		0.400	
2.38	Theale Station Upgrade	GD 3 resrv.	R	Work progressing well on footbridge. Procurement underway for LEP funded car park / forecourt. Waiting confirmation of LGF spend by March 24	Cond June 20, lifted Dec 20	Mar-21	Due Dec 24	0.000	0.000	0.000	0.000	0.000	4.000		4.000	
2.39	Wokingham: Coppid Beech northbound on-slip widening	GD 3 resrv.	Project withdrawn													

2.40	Windsor: Town Centre Package	GD 3 resrv.	AG	Significant progress on Castle Hill with planned break over summer.	Jul-20	Mar-21	Due Jan 24	0.000	0.000	0.000	0.000	0.000	1.563		1.563
2.41 Not used															
2.42 South Wokingham Distributor Road – Eastern Gateway – see BRRP below															
2.43	Wokingham: Barkham Bridge	GD 3 resrv.	C	1-yr impact report published July 2022	Nov-19	Nov-19	Feb-21	0.000	0.000	0.000	0.000	2.100	2.136		4.236
2.44	Reading Buses: Completing the Connection	GD 3 resrv.	C	1-yr impact report published July 2022	Cond July 20 lifted Nov 20	Nov-20	Mar-21	0.000	0.000	0.000	0.000	0.000	1.541		1.541
2.45	Slough Langley High Street phase 1	GD 3 resrv.	C	1-yr impact report due March 2024	Cond June 20 lifted Oct 20	Feb-21	Dec-22	0.000	0.000	0.000	0.000	0.000	1.324		1.324
2.46	Slough Langley High Street phase 2	GD 3 resrv.	C	1-yr impact report due March 2024	Cond Jul 20 lifted Oct 20	Feb-21	Dec-22	0.000	0.000	0.000	0.000	0.000	1.033		1.033
2.47	Bracknell Town Centre The Deck	GD 3 resrv.	C	1-yr impact report published Nov 2022	Cond Nov 20, lifted Dec 20	Feb-21	Aug-21	0.000	0.000	0.000	0.000	0.000	0.956		0.956
N/a	Independent assessment costs	GD 3 resrv.	N/a					0.000	0.000	0.000	0.000	0.000	0.004		0.004
								14.742	16.546	15.055	9.684	34.567	45.384		135.978
															0.000
	BUSINESS RATES RETENTION PILOT														
Ref.	Scheme Name	Growth Deal	RAG	Notes	LTB Funding Approval	Start on Site	Completion date			2018/19	2019/20	2020/21	2021/22	2022/23	Total
	Capital Projects														
2.23	Reading: South Reading MRT Ph 3-4	BRRP	C	n/a	Nov-17	Mar-18	Due Mar 22			7.808	0.000	0.000	0.000	0.000	7.808

2.26	Wokingham: Winnersh Relief Road Phase 2	BRRP	C	1-yr impact report published July 2022	Conds. Nov 18, lifted Feb 19	Jan-19	May-21			3.000	3.260	0.000	0.000	0.000	6.260
2.32	Maidenhead: Housing Sites Enabling Work Ph. 1	BRRP	A	St Cloud Way Crossing to start late summer. M'head Town Centre works in consultation, phased install to follow	Conds. Jan 19, lifted Jul 20	Nov-20	Due Dec 23			0.000	0.000	0.000	0.000	1.010	1.010
2.34	Slough MRT Phase 2	BRRP	A	Cycle route work to start shortly	Jan-19	Aug-19	Due Mar 24			0.000	1.000	1.000	2.600	4.003	8.603
2.42	South Wokingham Distributor Road – Eastern Gateway	BRRP	C		Nov-19	Oct-19	Mar-22			0.000	5.000	0.000	0.000		5.000
	New BRRP Capital Projects													2023/24	Total
2.48	M3-M4 Smarter Corridors	BRRP	G		Mar-23	Sep-23	Due Dec 23							0.200	0.200
2.49	The Avenue Multi-Storey Car Park	BRRP	G		Mar-23	Sep-23	Due Feb 24							0.600	0.600
2.50	Toutley Depot Refurbishment	BRRP	G		Mar-23	Sep-23	Due Mar 24							0.800	0.800
2.51	Newbury - London Road Industrial Estate Regeneration	BRRP	G		Mar-23	Sep-23	Due Mar 24							0.375	0.375
2.52	Civic Centre Decarbonisation	BRRP	G		Mar-23	Sep-23	Due Mar 24							0.825	0.825
2.53	Parlaunt Road Traffic Signals and Highways Improvement	BRRP	G		Mar-23	Sep-23	Due Mar 24							0.750	0.750
2.54	Windsor Welcome	BRRP	G		Mar-23	Sep-23	Due Mar 24							0.785	0.785
2.55	Newbury - Newbury Wharf	BRRP	G		Mar-23	Sep-23	Due Mar 24							0.375	0.375
					Tot. BRRP Spend – Capital					10.808	9.260	1.000	2.600	9.723	33.391

Revenue Projects															
N/a	BLIS development	BRRP	N/a	Work completed							0.044	0.046	0.000	0.000	0.090
N/a	Business Case Preparation	BRRP	N/a	6 proposals approved							0.600	0.000	0.000	0.000	0.600
N/a	Forward Plans Team	BRRP	N/a	Proposals being developed	Mar-20	Oct-20	Mar-21				0.000	0.000	0.065	0.685	0.750
N/a	Independent assessment of 1 & 5 year evaluations	BRRP	N/a	Transferred from LGF by adjusting LGF / BRRP proportions for project 2.32	Due Jul 21	Due Nov 21	Due Mar 27				0.000	0.000	0.000	0.041	0.041
					Tot. BRRP Spend – Revenue						0.644	0.046	0.065	0.726	1.481
					Tot. BRRP Spend						11.452	9.306	1.065	3.326	34.872
					Unallocated BRRP										0.000
Page 20	GETTING BUILDING FUND												2020/21	2021/22	Total
GBF1	Slough Langley High Street phase 3	GBF	C	n/a	Cond. Nov 20; lifted May 21	Oct-21	Dec-22						0.593	1.050	1.643
GBF1 5	Bracknell A322 A329 Corridor Improvements	GBF	C			Jul-21	Nov-21	Mar-22					0.000	0.450	0.450
					Total GBF Spend								0.593	1.500	2.093

**Funding has on occasions been granted with conditions, which have subsequently been lifted*

Appendix B: Breakdown of schemes by type by funding allocated

£m	LGF	BRRP	GBF	Total
MRT / P&R projects	23.5	16.4	-	44.6
Railway projects	30.7	-	-	30.7
Highway improvements	24.6	-	2.1	26.7
Unlocking direct housing	21.7	12.3	-	33.9
Regeneration	4.5			4.5
Active travel	6.9			6.9
Revenue projects	0.004	1.5	-	1.5
DfT retained	24.0	-	-	24.0
Unallocated	0	4.7	0	4.7
Total funding	135.8	34.9	2.1	172.9

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

ⁱⁱhttps://www.gov.uk/government/uploads/system/uploads/attachment_data/file/399438/Thames_Valley_Berkshire_Factsheet.pdf

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

^{iv}<http://www.thamesvalleyberkshire.co.uk/documents?page=1&folder=192&view=files>

^v<http://www.thamesvalleyberkshire.co.uk/berkshire-strategic-transport-forum>

^{vi}<http://www.thamesvalleyberkshire.co.uk/berkshire-strategic-transport-forum>

This page is intentionally left blank

MEETING OF THE BERKSHIRE LOCAL TRANSPORT BODY (BLTB) – THURSDAY 13 JULY 2023

CONTACT OFFICER: Stephen Brown, Chief Executive Officer, Slough Borough Council

Item 7: Five Year and One Year Evaluation Reports

Purpose of Report

1. At your meeting in July 2022, you approved a less intensive approach towards the impact reports being considered at this meeting to reflect the reduction in reporting requirements from government whilst still demonstrating the value of investment in infrastructure.
2. This report introduces the five-year impact report for the following scheme.
 - Scheme 2.07 – Bracknell: Coral Reef Roundabout

and the one-year impact report for the following scheme

 - Scheme 2.37 – Bracknell: A322 A329 Corridor Improvements
 - Sports Centre Roundabout
 - Birch Hill Junction Upgrade
3. In addition, one-year impact reports were also due for the following schemes, but have not yet been prepared:
 - Scheme 2.36 – Wokingham: Coppid Beech Park and Ride
 - Scheme 2.42 – South Wokingham Distributor Road – Eastern Gateway

Recommendation

4. You are recommended to note the reports from the scheme promoter and the LEP conclusions together for the schemes in Bracknell and the deferred status of the two schemes in Wokingham.

Supporting Information

5. The LEP has a well-established and agreed process for the monitoring and evaluation of BLTB funded local transport schemes, which requires scheme promoters to produce one- and five-year-on post completion monitoring reports for each of their schemes. It has been agreed that the LEP will continue to carry out reviewing these evaluations, utilising a small amount of the funding from within the capital programme for monitoring and evaluation purposes. However, given the limited amount of funding, these reviews will continue to be light touch and proportionate and fit for purpose, whilst continuing to demonstrate the value of our investment and to inform future priorities.
6. With the reduction in reporting requirements from Central Government, the format and detail of the reports are now less prescriptive and enable the scheme promoter to tailor the reports to their own needs and make them directly relevant to supporting investment decisions going forwards.
7. The reports submitted by each of the scheme promoters continue to summarise the outcomes of the monitoring and evaluation undertaken following the completion of the schemes. The analysis gives an initial indication whether a scheme has been successful in achieving the related aims and objectives set and agreed at the start of the scheme development. It also seeks to demonstrate

that the funding obtained has provided value for money and that any lessons learnt are captured as evidence to inform future decision making. In particular the assessments focus on:

- Scheme build;
- Delivered scheme;
- Costs;
- Scheme objectives; and
- Impacts on the economy

Bracknell: Coral Reef Roundabout

8. Bracknell Forest Council received £2.1m in DfT grant towards the cost of this £3m scheme, which was completed in 2016. BLTB received the 1-year evaluation report for the scheme in November 2017; this evaluation focussing on whether the scheme was delivered to time and budget and highlighting any lessons learned. There was also an initial assessment of the impact of the scheme on traffic flows and travel times, whilst acknowledging that the scheme was still bedding in and there were also a number of other infrastructure schemes in the area that were having a wider impact upon traffic flows.
9. The Coral Reef junction is located on the busy A322 / A329 corridor. This route provides a key strategic link between the M3 and M4 motorways, and its efficient operation is therefore very important to the Berkshire economy. The scheme focused on improving capacity at this junction together with the application of Intelligent Transport Systems. It involved the complete removal of a large roundabout and replacing it with a signalised 4-way junction.
10. The 5-year evaluation focusses on traffic flows, travel time and congestion and is able to consider the longer-term impact of the scheme. It should be noted that the report and evaluation has been slightly delayed because of the residual impacts of COVID on travel demand during 2021 and 2022 and wanting to ensure the assessment was based on traffic conditions once they had returned to normal.
11. In the 1-year evaluation report whilst it was too early to report on the real impact of the scheme, but it was clear that whilst the overall junction was carrying similar levels of traffic, there had been improvements in terms of queuing and delay. The 5-year evaluation considers whether there have been further sustained improvements and encompass improvements along the length of the A329 corridor.
12. Looking at journey time there have been significant improvement because of the scheme, with southbound journey times reducing by up to 7.7% in the morning peak and 31.4% in the evening peak. Whilst the traffic flows are marginally lower in 2023, they are not low enough to explain the significant improvements in journey time along the corridor.
13. Since the upgrade to the junction, it has operated efficiently, providing resilience to the network. The improvements allowed all movements at the junction to proceed equally with minimal queuing and delay as well as offering route flexibility particularly when improvements were being made to an adjacent corridor that required diversions through this junction.
14. The five-year on impact report of the Coral Reef Roundabout project is attached at Appendix 1.

Bracknell: A322 A329 Corridor Improvements

15. The A322 A329 project consisted of a number of significant linked improvements to one of the key highway corridors in Thames Valley Berkshire. This report covers the evaluation of two elements of the overall programme.
16. The first element was a scheme which built on previous improvements at the Sports Centre, increasing the number of circulatory lanes to enhance capacity and reduce queuing and delay.
17. Construction was programmed to commence at the end of June 2021 and to run for four months to the end of October 2021. There were minor delays on one section due to encountering unexpected utilities, which resulted in the works being delayed until mid-November.
18. In terms of funding Bracknell Forest Council received £400,000 LEP funding through the Local Growth Fund towards the cost of this £518,000 scheme. The remaining £118,000 coming from a local contribution, including developer funding of £59,000. Modifications to the design and unforeseen additional requirements resulted in an increased cost estimate of £667,763. Upon completion, the final cost of the project totalled £738,602. The additional costs were due to upgrading the CCTV at the junction along with additional statutory undertakers and traffic management costs due to the unexpected presence of a utility through the works area. All additional costs were covered by Bracknell Forest Council.
19. The one-year on impact report of the Sports Centre Roundabout project is attached at Appendix 2.
20. The intersection at Birch Hill was the last major junction along the corridor within Bracknell that required refurbishment and improvement, with the specific works consisting of replacing obsolete, and failing, signalling technology at the junction, to ensure greater resilience to this strategically important corridor, as well as provide day-to-day operational benefits. The project was delivered over a three-and-a-half-month period December 2021 and March 2022 and was delivered on time with an extension of only 2 days for the commissioning of the signals.
21. In terms of funding Bracknell Forest Council received £400,000 LEP funding through the Local Growth Fund towards the cost of this £450,000 scheme. The remaining £50,000 coming from a local contribution. The final cost of the scheme was £454,000, with a small overspend, incurred by the need to clear blocked ducts, being covered by Bracknell Forest Council.
22. The one-year on impact report of the Birch Hill Junction project is attached at Appendix 3.
23. For both projects, the upgraded signal infrastructure has been proven to operate well and has provided resilience for any fault or collision occurring. This resilience has provided improved safety through the lights continuing to operate in the event of an incident.
24. Overall, the projects have been successful in accommodating additional traffic movements and reducing congestion between the M4 and M3 and between Reading, Wokingham, Bracknell, Bagshot and beyond, as well as improving North-South links between the M3 and M4. A full assessment of the traffic impacts will be carried out as part of the 5-year evaluation in due course.

Wokingham: Coppid Beech Park and Ride

South Wokingham Distributor Road – Eastern Gateway

25. It is proposed to defer the production of the one-year evaluation report for the Coppid Beech Park and Ride in Wokingham. Whilst construction was complete in March 2022 the site is not yet open. There was a drastic decline in the demand for Park and Ride bus services during the Covid-19 pandemic, both nationally and locally, and unlike with other bus services, there has not been a significant recovery. By way of comparison the MereOak Park and Ride is currently operating with around 40% of the pre-pandemic number of passengers. Given this, a decision has been made by the Borough Council not to open the Coppid Beech Park and Ride car park and provide a bus service until the situation improves. It is very difficult to predict when bus usage will recover enough to enable this to happen. However, potential demand is continually monitored but it is considered that the Evaluation Report should be paused until 12-months after the site becomes operational.
26. For the South Wokingham Distributor Road – Eastern Gateway production of the report has been delayed as Wokingham Borough Council is still pulling together a lot of the information that is needed to inform the conclusions. It is therefore that the evaluation will be carried out over the Summer with the final report available for consideration at the next BLTB Meeting in November.

Coral Reef Signalised Junction

Five Year Evaluation Report



1.0 Introduction

1.1 Background

1.1.1 The Coral Reef junction is located on the busy A322 / A329 corridor. This route provides a key strategic link between the M3 and M4 motorways, and runs through the centre of Bracknell, linking Surrey and Hampshire in the South, to Berkshire and Oxfordshire in the North.

1.1.2 This report builds on the analysis undertaken in 2017 that informed the 12-month evaluation report and discusses the performance of the junction five years post-implementation.

1.1.3 Section 2 of this report summarises the findings of the 12-month evaluation report, whilst section 3 outlines the five-year findings at the junction.

1.1.4 It is noted that the journey times recorded below encompass improvements along the length of the corridor. The improvements along the corridor were as follows.

- Jennett's Park Roundabout
- Twin Bridges Roundabout
- Downshire Way dualling
- Horse and Groom Roundabout
- Sports Centre Roundabout
- Birch Hill Roundabout
- Coral Reef Roundabout

1.1.5 Note that this report had been delayed by the residual impacts of COVID on travel demand during 2021 and 2022.

2.0 12 Month Evaluation Report Summary

2.1 Introduction

2.1.1 This section summarises the findings of the 12-month evaluation report published in 2016.

2.2 Analysis of Journey Times

2.2.1 Journey times were recorded along the A329 / A322 corridor in 2013 during the AM and PM peak periods (0700 – 1000 and 1600 – 1900) as part of the Bracknell Multi Modal Transport Model refresh that year. These were then repeated in June 2016 as part of the post implementation assessment of this junction.

2.2.2 Tables 2.1 and 2.2 summarise the journey times recorded in the listed time periods for both the AM and PM peaks. They also show the percentage improvements between 2013 and the one year post-implementation survey undertaken in 2016.

Table 2.1 – AM peak Journey Time Comparison

AM Peak	Northbound	Southbound
2013	00:14:29	00:15:52
2016 June	00:13:48	00:12:15
change from 2013	-4.7%	-22.8%

2.2.3 Table 2.1 shows the improvements resulted in a significant improvement in journey times in both the northbound and southbound directions during the AM peak period. This was particularly noticeable in the southbound direction, resulting in an improvement of almost 23%.

Table 2.2 – PM peak Journey Time Comparison

PM Peak	Northbound	Southbound
2013	00:14:27	00:15:46
2016 June	00:13:53	00:14:20
change from 2013	-3.9%	-9.1%

2.2.4 Again, the journey times recorded post-implementation demonstrate how these were reduced by the improvements to the corridor in both the northbound and southbound directions.

2.3 Analysis of Traffic Flows

- 2.3.1 Analysis of the A329 / A322 corridor was undertaken, specifically looking at Automatic Traffic Count (ATC) site 180 which is situated just to the south of the Coral Reef junction. This showed that between 2013 and 2017 there was a 5.1% decline in Annual Average Daily Traffic (AADT) over the time period.

- 2.3.2 Counts undertaken at the Coral Reef junction during the peak periods also indicated that the overall junction was carrying similar levels of traffic, but with significant improvements on the Nine Mile Ride and New Forest Ride arms in terms of queuing and delay.

3.0 Five Year Evaluation

3.1 Introduction

3.1.1 This section details the five-year evaluation of the Coral Reef junction Improvements.

3.2 Analysis of Journey Times

3.2.1 This junction was the location for the first in a series of improvements along the A322 / A329 corridor, so metrics such as journey times now encompass the completed programme of improvements across the corridor.

Table 3.1 – AM peak Journey Time Comparison

AM Peak	Northbound	Southbound
2016	00:13:48	00:12:15
2023 April	00:13:33	00:11:18
change from 2016	-1.81%	-7.69%

Table 3.2 – PM peak Journey Time Comparison

PM Peak	Northbound	Southbound
2016	00:13:53	00:14:20
2023 April	00:13:02	00:09:49
change from 2016	-6.12%	-31.45%

3.2.2 It is noted that the average journey times across the corridor as a whole show a significant improvement because of the modifications, particularly those at the Coral Reef junction.

3.3 Analysis of Traffic Flows

3.3.1 ATC site 180 was again interrogated to identify the level of traffic travelling in the vicinity of the Coral Reef junction as noted in section 2.3

3.3.2 Data from the 12-month evaluation report in 2017 were compared to figures retrieved in 2023 to understand how flow levels currently associated with the corridor have changed.

Table 3.1 – AM peak Traffic Flow Comparison

	AM Peak	PM Peak	AADF
2017	10286	11071	47156
2023	9937	9201	45985
change from 2017	-349	-1870	-1171

3.3.3 It is noted that whilst the traffic flows are marginally lower in 2023, they are not low enough to explain the significant improvements in journey time along the corridor.

3.4 Observations

3.4.1 Since the upgrade to the junction, it has operated efficiently, providing resilience to the network. The improvements allowed all movements at the junction to proceed equally with minimal queuing and delay. In contrast, the previous junction form naturally generated queueing on the minor arms of the roundabout due to the dominant north / south and south / north movements along the A322.

3.4.2 The upgrade of the junction allowed route flexibility to be provided, particularly when improvements were being made to an adjacent corridor that required diversions through this junction. It would not have been possible with the junction in its previous form.

4.0 Summary

- 4.1.1 This analysis has shown that despite similar levels of traffic throughput, the junction now performs more efficiently in terms of queuing and delay on the side arms of the junction.
- 4.1.2 Journey times on the corridor have continued to improve because of the modifications to the junctions.
- 4.1.3 It has been observed that the improvements have added resilience to the network, particularly when diversions are required due to works being undertaken on adjacent corridors.

This page is intentionally left blank



A322 / A329 Corridor Improvements

Birch Hill Junction Upgrade

12-Month Evaluation Report

1. Introduction

- 1.1 This document presents the 12-month evaluation of the improvements to the Birch Hill junction on the A329/A322 corridor.
- 1.2 This scheme improves a key junction on the A329/A322 corridor which provides a major strategic link between the M3 and the M4. The intersection at Birch Hill was the last major junction along the corridor within Bracknell that required refurbishment and improvement.
- 1.3 Bringing these much-needed upgrades to the junction provided greater reliability and resilience by using the latest available technology, known as PLUS+ (Plus Plus). This reduced the required number of new duct-runs and therefore minimised the civils cost element of the project.
- 1.4 This technology reduces the large number of cables that are normally associated with signal installations and is being adopted by other local authorities. This reflects this civils cost saving as well as a simplified damage repair process following road traffic collisions, as the time vs road-space requirements upon works are reduced accordingly. This is a significant consideration on major high-speed junctions, where lane closures for works can impact heavily on the surrounding traffic network.
- 1.5 Plus+ has been designed with dedicated failsafe signal heads as well as new smart loop modules to ensure that the overall system is tolerant of individual component and cable damage. This results in higher intersection availability and most significantly, reduced disruption to road users.
- 1.6 As per the requirements of the Berkshire Local Transport Board, this report assesses the cost and delivery of the project.

2. Scheme Build

- 2.1 The project was programmed to be undertaken over the course of a three-and-a-half-month period between 8th December 2021 and 22nd March 2022
- 2.2 Commencing in December 2021, vegetation clearance was undertaken on the western side of the roundabout linked to the installation of the new controller box.
- 2.3 After a short break at the end of December due to the construction contractors closing over the Christmas period, the works recommenced in January 2022 with the installation

of temporary traffic signals to allow the junction to continue operating for the duration of the upgrade.

- 2.4 Following the introduction of the temporary signals, the phased installation of the cable ducts and the construction of the cable join chambers were undertaken during January and February, starting with the junction approaches before progressing to the islands, the central area and finishing on the central reservation.
- 2.5 The installation of permanent traffic signals completed the junction upgrade with their final commissioning taking place on 24th March 2022. The delay to the original programme was only two days.

3. Scheme Costs

- 3.1 The project commenced in 2021 with an estimated cost based on a contribution of £450,000 of LGF funding, and a local contribution from Bracknell Forest Council of £50,000.
- 3.2 Upon completion, the project came in just over £454,000, with the small overspend covered by BFC.
- 3.3 During the construction of the improvements, several ducts were found to be blocked, with the subsequent clearance of the blockages resulting in the minor overspend.

4. Summary

- 4.1 The improvements to the Birch Hill Roundabout was the final upgrade in the corridor improvements to the A322 / A329 corridor.
- 4.2 Programmed initially for a period of three and a half months, the project was undertaken to programme with an extension of only 2 days for the commissioning of the signals.
- 4.3 The improvements came in marginally over budget by approximately £4,000, with the additional cost covered by BFC.
- 4.4 The upgraded signal infrastructure has been proven to operate well under MOVA and has provided resilience for any fault or collision occurring.
- 4.5 This resilience has provided improved safety through the lights continuing to operate in the event of an incident.

This page is intentionally left blank



A322 / A329 Corridor Improvements

12 Month Evaluation Report – Sports Centre Roundabout

1. Introduction

- 1.1 This report has been prepared to detail the 12-month evaluation of the improvements undertaken to the Sports Centre Roundabout as part of the A329 / A322 Corridor Improvements Programme.
- 1.2 The scheme was an expansion to previous improvements undertaken on the roundabout, increasing the number circulatory lanes to enhance capacity and reduce queuing and delay there.
- 1.3 The number of lanes exiting the roundabout towards Nightingale Crescent was also increased to two.
- 1.4 As per the requirements of the Berkshire Local Transport Board, this report assesses the cost and delivery of the project.

2. Project Plan

- 2.1 Construction was programmed to commence at the end of June 2021 and to run for four months to the end of October 2021.
- 2.2 Preliminaries and site preparation were undertaken with traffic management being subsequently set out at the start of July 2021 on the full roundabout for approximately three weeks.
- 2.3 This progressed to partial lane closures around the roundabout for the remainder of the works. The Nightingale Crescent arm of the junction was under traffic management for the duration of the construction period.
- 2.4 Both sides of the roundabout were modified concurrently between July and September 2021, with the additional circulatory lanes being introduced during this period whilst the Nightingale Crescent arm was programmed to be constructed from the start of the project to late September.
- 2.5 Minor delays were encountered on the Harmanwater Road / Nightingale Crescent section of the construction due to an unexpected utility being discovered through this area.
- 2.6 As a result of this, the surfacing date for Nightingale Crescent was pushed back to 9th November 2021 with the lining and loop cutting finalising the job on 12th November 2021.

3. Scheme Costs

- 3.1 The scheme is part of a corridor-wide improvement plan over a seven-year period to deliver incremental improvement to journey times without needing heavy investment on major infrastructure projects to achieve a similar or desired outcome.
- 3.2 When initially assessed for submission to the LEP for funding, the scheme cost was £517,658, which was comprised of £400,000 Local Government Finance (LGF) contribution along with a local contribution from BFC of £118,000. This local contribution included developer funding of £59,000. This amount did not include optimism bias in accordance with HM Treasury guidance document “Early financial cost estimates of infrastructure programmes and projects and the treatment of uncertainty and risk – March 2015”.
- 3.3 When the work was programmed to be undertaken, modifications to the design and unforeseen additional requirements had to be accommodated, resulting in an increase to the pre-construction estimate to £667,763.
- 3.4 The modifications included;
- Design fees and surveys
 - Ducting and electrical work including a new electrical supply by SSE
 - Resurfacing the whole roundabout (excluding the new carriageway areas that had already been accounted for)
 - Modifications to the traffic management arrangements to employ a propriety barrier system for the safety of the workers due to traffic volumes and speeds
- 3.5 Upon completion, the final cost of the project totalled £738,602.
- 3.6 Along with the items above, the additional costs on the project were due to upgrading the CCTV at the junction along with additional statutory undertakers and traffic management costs due to the unexpected presence of a utility through the works area.
- 3.7 All additional costs were covered by Bracknell Forest Council.

4. Summary

- 4.1 Programmed initially for a period of three months, the duration had to be extended by approximately two weeks to accommodate unforeseen issues relating to stats on the Nightingale Crescent arm of the junction.
- 4.2 Whilst the costs of the project increased from the initial estimate when first bidding for funding for the modifications to the junction, all additional costs were covered by Bracknell Forest Council.
- 4.3 The improved layout of the junction has been proven to operate well with the signal timings being optimised to facilitate additional capacity at the junction and allow even greater throughput.
- 4.4 Improved safety for vehicles queuing on the circulatory carriageway has been provided by removing them from the path of the northbound and southbound vehicle movements.

MEETING OF THE BERKSHIRE LOCAL TRANSPORT BODY (BLTB) – THURSDAY 13 JULY 2023

CONTACT OFFICER: Stephen Brown, Chief Executive Officer, Slough Borough Council

Item 8: Transport for the South East – Representation on Partnership Board and Intra-Authority Agreement

Purpose of Report

1. To summarise the work of Transport for the South East, ask BLTB Members to agree the representation from Berkshire on the Transport for the South East Partnership Board and to agree an amendment to the Intra-Authority Agreement.

Purpose of Transport for the South East

2. The South East is a vital motor for the UK’s economy, contributing more than any other region outside London, and is the UK’s principal international gateway for people and goods. Transport for the South East (TfSE) was established in 2016 has enabled us to provide a coordinated view of transport needs for the South East and support more effective economic development, working at a strategic level and embracing a wide geography. It provides a single voice for the area’s strategic transport needs, planning investment where it will have the greatest benefit: TfSE, provides advice to Government and is able to directly influence the decisions of national and regional infrastructure providers and operators including Network Rail, National Highways, ports, and airports.
3. By working strategically with local enterprise partnerships, local highway authorities, local planning authorities, transport operators, delivery bodies and government, TfSE is uniquely positioned to influence how and where money is invested for the benefit of people and businesses in our region and across the entire country.
4. Transport for the South East’s area covers Berkshire, Brighton and Hove, East Sussex, Hampshire, Isle of Wight, Kent, Medway, Portsmouth, Southampton, Surrey, and West Sussex. All the 16 transport authorities in these areas are partners, along with the South East’s five Local Enterprise Partnerships.

Berkshire Representation on the Transport for the South East Partnership Board

5. The Partnership Board is TfSEs principal decision-making body. It is made up of a mix of democratically elected representatives from local authorities in the south east as well representatives from business groups, protected landscapes and national delivery partners. Board meetings are held quarterly and are open to the public.
6. Since the inception of TfSE, Berkshire local authorities, have been closely involved with TfSEs work, enabling it to bring forward a vision at the heart of the transport strategy, helping boost our economy, improving quality of life and delivering a net-zero carbon future for our region. In March 2017 BLTB agreed that Berkshire representation on the TfSE Partnership Board, would be a single member, and nominated deputy, who would represent interests across the whole of Berkshire. As such Berkshire authorities are only required to pay a single joint membership subscription to TfSE. Individual authorities would be welcome to attend and participate in the TfSE Partnership Board in their own right but would be required to pay a full unitary authority subscription.

7. Since the inauguration of the TfSE Partnership Board, Councillor Tony Page has been the Berkshire representative and has also been vice chair of the whole of TfSE. With Tony's retirement BLTB members are asked to consider nominating a replacement, together with an agreed deputy, who would represent Berkshire should the main nominee not be available. It is considered that pan-Berkshire representation works well and therefore that the existing arrangements should continue. It will be for TfSE to decide who takes on the role of vice chair of the Partnership.

Transport for the South East Intra Authority Agreement

8. TfSE's Intra Authority Agreement (IAA) was put in place in 2019, with a view to TfSE obtaining statutory status in 2020. It set out arrangements to formalise the partnership and share the risks across the 16 constituent authorities. As part of a general governance review, the IAA has been reviewed to ensure that the arrangements remain appropriate in light of the ongoing partnership arrangements and the changed landscape from what had been anticipated in 2019/20. As a result of this TfSE wishes to include a new Hold Harmless clause in the IAA. This new clause asks all constituent authorities to agree to hold harmless the Lead Authority, East Sussex County Council, in respect of any liabilities that could arise, either under a Third Party Contract, 66 or otherwise. For example, a number of authorities are currently undertaking work on behalf of TfSE through the local capability work stream. These entail the use of consultancy advice and the outputs of the work will be shared more widely across the TfSE partnership. Under the proposed clause, any authority undertaking work on behalf of TfSE would be protected from legal challenge from another authority within the partnership.
9. The TfSE Partnership Board has agreed, in principle, this proposed change and is now seeking legal sign off from all 16 constituent authorities, including the Berkshire Unitary Authorities. The original IAA was considered and approved by BLTB in July 2018, with the lead officer from Slough Borough Council being authorised to sign the agreement on behalf of the BLTB. Within this, the six Berkshire Unitary Authorities are identified separately as individual constituent authorities; that they have chosen to manage those memberships through the Berkshire Local Transport Body.
10. It is considered that the proposed amendment to the IAA is reasonable and that it is an important agreement in continuing the formal arrangements for managing the Transport for the South East Shadow Partnership Board.

Recommendation

11. To agree to the BLTB Representation on the Transport for the South East Partnership Board.
12. To authorise herefore, it is recommended that you authorise Stephen Brown, Chief Executive Officer, Slough Borough Council and lead officer for the BLTB), to sign the amended TfSE's Intra Authority Agreement on behalf of the BLTB..