

BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB **DATE:** 13 March 2014

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Chief Executive to the BLTB

PART I

PROGRESS ON THE SCHEMES PRIORITISED ON 18 JULY 2013

Purpose of Report

1. To provide a progress report for each of the eight schemes given Programme Entry status by the decision of the LTB on 18 July 2013.
2. To give the LTB an opportunity to review each of these schemes and to ask questions of the council promoting the schemes.

Recommendation

3. You are requested to:
 - Urge scheme promoters to seek out and secure further contributions from non-LTB sources in order to maximise the number of schemes that can be supported
 - Note the progress of each of the schemes
 - Confirm its continued support for each of the eight schemes

Other Implications

Financial

4. The DfT has confirmed the allocation of Local Majors Capital Funding for Berkshire LTB as £14.5m over four years, commencing April 2015. This confirmation needs to be understood in the context of other Government announcements in relation to the preparation of Strategic Economic Plans, Growth Deals and the allocation of the Local Growth Fund.
5. The DfT have confirmed that the financial allocation of £14.5m to TVB LEP as part of the emerging Growth Deal is guaranteed, and that this element of the settlement will be exempt from the competition for Local Growth Fund allocations. The funding is equally split between the four financial years:

Table 1 – Available Finance

	2015-16	2016-17	2017-18	2018-19	Total
£m	3.625	3.625	3.625	3.625	14.5

6. The table below sets out the implications for the sequence of implementing the prioritised schemes. It assumes that:
 - the schemes are taken in strict priority order
 - that financial allocations for individual schemes are limited in each year by both the promoters planned programme of works, and

- the availability of funds set out in paragraph 5 above.

Table 2 – Scheduling of Schemes

		2015-16	2016-17	2017-18	2018-19	Balance	Total
A	Kings Rd Link Road	1.335	1.000	0	0	0	2.335
B	Green Park Station	2.290	2.625	1.485	0	0	6.400
C	Reading- Eastern MRT	0	0	2.140	3.625	12.535	18.300
D	Coral Reef Roundabout	0	0	0	0	2.100	2.100
E	Slough-West and Central MRT	0	0	0	0	5.560	5.560
F	South Wokingham Distributor Road	0	0	0	0	14.000	14.000
G	North Wokingham Distributor Road	0	0	0	0	14.439	14.439
	Total Asked for	3.625	3.625	3.625	3.625	48.634	63.134
£m	Total Available	3.625	3.625	3.625	3.625	0	14.500
	Gap	0	0	0	0	-48.634	-48.634

7. Table 2 is presented for illustrative purposes only. The following factors are still not finalised:
- The allocation of the DfT money between the financial years
 - The promoters' allocation of money to financial years
 - The promoters' ability to attract other funds towards their schemes thus upping the "own contribution" amount and reducing the call on the DfT money
 - The Growth Deal settlement, due in July, which may or may not add further funds
8. The issue of maximising resources from non-LTB sources has been raised, and it is expected that when scheme promoters present their full business case, including their value-for-money statement, they will specifically address this issue, and that this an aspect to which the independent assessors will be asked to pay particular attention.
9. A further question has been raised about the treatment of any savings that the scheme can achieve at either the tender or implementation stages. We are proposing that the any savings achieved will be returned to the LTB or "other sources" in proportion to the budgeted commitments.
10. The government has further said that while the financial allocation is confirmed, there is local discretion available to the LEP to rescind the LTB prioritisation in favour of other priorities identified for the Strategic Economic Plan.
11. In Thames Valley Berkshire, there is no intention of using this discretion. The LEP has confirmed its support for the work of the LTB, and for the conclusions of the prioritisation process conducted earlier in 2013. Further, the LEP intends to promote not only the 8 schemes with programme entry status within the Strategic Economic

Plan, but a range of other proposals, including transport schemes previously considered by the LTB.(See detailed report elsewhere on this agenda).

12. Each scheme promoter is continuing to develop the scheme proposals at their own cost and their own risk. Recommendations for financial approval will only be brought to the LTB after the promoter has submitted a full business case proposal, and after that has been subjected to an independent assessment.
13. Slough Borough Council is the Accountable Body responsible for BLTB and has thus agreed to take on the responsibilities including legal advice, appropriate use of funds through Section 151 Officer, adherence to the Assurance Framework, maintaining official records of BLTB proceedings and overall responsibility for decisions taken in the case of legal challenge. Slough Borough Council will incur additional costs for some of these activities. Whilst the Council is able to accommodate some of the costs in kind, where there are significant cash costs, notably if there are costs to commission project bid evaluations, these costs will be shared.

Risk Management

Table 3 – Risk Management

<i>Risk</i>	<i>Mitigating action</i>	<i>Opportunities</i>
<u>Legal</u> BLTB decisions or schemes challenged	Accountable Authority ensures decisions adhere to Assurance Framework, and maintains records	Ensure good value for money and transparent decision making
<u>Financial</u> Approved Assurance Framework will govern the progress of schemes to approval	Procurement of Independent assessors in hand and due end March 2014	Major scheme funding pooled across Berkshire to support transport schemes which deliver regional benefits
<u>Timetable for delivery</u> The funds are not available until April 2015 at the earliest, and then payments are spread over four financial years	Scheme Promoters continue to develop strong business and transport cases.	Release of devolved funds to BLTB and allocation to a number of prioritised schemes
<u>Timetable for delivery</u> Projects are not brought forward and completed in the delivery window	Scheme promoters progress development delivery to timetable and provide progress reports to the BLTB. BLTB monitors, challenges and, if necessary re-prioritises schemes	Opportunity via access to greater funds for more schemes to progress if prioritised schemes pursued to time.
<u>Project Capacity</u> Meetings not constituted according the Framework, evaluation not thorough, legal challenge	Slough BC will provide professional and secretariat support to ensure meetings correctly run, records kept, and ensure due diligence throughout scheme evaluation and prioritisation BST(O)F continues to monitor the programme of activity	Schemes with greatest benefit according to the principles set out in the Assurance Framework will be funded and delivered in a transparent process

Human Rights Act and Other Legal Implications

14. The Scheme Promoters are all themselves local authorities and they have to act within the law. Slough Borough Council will provide legal support for the BLTB, should any questions arise.

Supporting Information

15. The [prioritised list of schemes as agreed, including links to individual scheme proformas is available from this link¹](#). This report concerns progress made by the eight schemes that were given Programme Entry status on 18 July 2013. They are:

Table 4 – Summary of Schemes with Programme Entry Status

Scheme Promoter	Short Title	Short Description	Scheme Cost	BLTB Contribution Sought	Total Points	Rank
			£k	£k		
West Berkshire - 1	Kings Road Link Road: Supporting successful industry – enabling Newbury's growth	New direct link between the Hambridge Road industrial area and the A339 in Newbury to support housing delivery and significantly improve access to a key employment area	2,935	2,335	28	1
Reading - 1	Reading GreenPark Railway Station	Reading GreenPark Railway Station on the Reading to Basingstoke railway line	8,000	6,400	27	2
Reading - 3 (with Wokingham)	Eastern Thames Valley Mass Rapid Transit	Thames Valley Mass Rapid Transit (TVMRT) system between Reading and Thames Valley Park (and TVP Park & Ride)	22,900	18,300	23.5	3
Bracknell Forest - 1	Coral Reef Roundabout	Junction improvements at Coral Reef roundabout forming part of the overall improvements to the A322/A329 corridor and improving links between M3 and M4	3,000	2,100	23	4
Slough -1	Slough to Heathrow Mass Rapid Transit: Western Section (Slough Trading Estate to Three Tuns)	Provision of segregated bus lanes along the A4 corridor to serve Slough Trading Estate and support the development of a mass rapid transit connection between Slough and Heathrow	4,750	3,250	22.5	5=
Slough - 2	Slough to Heathrow Mass Rapid Transit: Central Section	Scheme to provide a series of bus priority measures along the A4 corridor in central Slough to support the	4,290	2,310	22.5	5=

¹<http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Berkshire-LTB-Prioritised-list-of-schemes-as-agreed-on-18-July-2013.pdf>

			Scheme Cost	BLTB Contribution Sought	Total Points	Rank
	(Three Tuns to Brands Hill)	development of a mass rapid transit connection between Slough and Heathrow				
Wokingham - 4	South Wokingham Distributor Road	Provision of a new road south of Wokingham Town Centre to function as a distributor road for the South Wokingham Strategic Development Area and provide an alternative route around the Town Centre to the south	20,000	14,000	22.5	5=
Wokingham - 2	North Wokingham Full Northern Distributor Road	Provision of a new road north of Wokingham Town Centre to function as a distributor road for the North Wokingham Strategic Development Area and provide an alternative route around the Town Centre	20,627	14,439	22.5	5=

Progress to date

16. There are seven Appendixes, covering each of the Programme Entry schemes (the two Slough schemes are covered together), prepared by the scheme promoters. In the table below I have summarised the main points.

Table 5 – Programme Entry Schemes – Progress to Date

App		Comments	Included in Strategic Economic Plan?	Projected Completion of Full Business Case	Projected Date for Financial Approval
A	Kings Road Link Road: Supporting successful industry – enabling Newbury's growth – West Berkshire	Proceeding well Possible start on site Summer 2015	Yes Package Dii 2015-16	May 2014	July 2014
B	Reading GreenPark Railway Station – Reading	Proceeding well Need for coordination with Network Rail; timetable for Electrification works Possible start on site October 2015	Yes Package D-iii 2015-16	August 2014	November 2014
C	Eastern Thames Valley Mass Rapid Transit - Reading (with Wokingham)	Funding for this scheme still not resolved. BLTB funds are insufficient, and additional commitments are required.	Yes Package D-iii 2016 +	March 2015	July 2015

App		Comments	Included in Strategic Economic Plan?	Projected Completion of Full Business Case	Projected Date for Financial Approval
D	Coral Reef Roundabout - Bracknell Forest	Proceeding well Possible start on site April 2015 for utility diversions with main construction work to follow in October 2015	Yes Package D-iii 2015-16	May 2014	July 2014
E	Slough to Heathrow Mass Rapid Transit: Western Section (Slough Trading Estate to Three Tuns) and Central Section (Three Tuns to Brands Hill) - Slough	Western and Central sections now combined Proceeding Possible start on site after completion of procurement in October 2015	Yes Package D-iii 2015-16	September 2014	November 2014
F	South Wokingham Distributor Road - Wokingham	Funding for this scheme still not resolved. BLTB funds are insufficient, and additional commitments are required.	Yes Package D-iii 2016 +	No date available Not before March 2015	No date available
G	North Wokingham Full Northern Distributor Road - Wokingham	Funding for this scheme still not resolved. BLTB funds are insufficient, and additional commitments are required.	Yes Package D-iii 2016 +	No date available Not before March 2015	No date available

Conclusion

17. The scheme promoters are all making good progress with the preparations for delivering their schemes, with five of the eight promoters expressing confidence that they could be ready for financial approval in 2014.

18. The problem presented by the gap in available funds (£14.5m) and the funds requested by the eight schemes (£63.1m) may be resolved if the LEP is able to secure further funds through the Strategic Economic Plan (SEP) process.

Appendices Attached

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

Background Papers

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

West Berkshire - Kings Road Link Road: Supporting successful industry – enabling Newbury's growth

Update 20th February 2014

Highlights of progress since November 2013
Planning application has been submitted for consideration by the Local Planning Authority
Successful negotiation (in principle) of the purchase of the additional parcel of land needed to deliver the scheme (CPO process avoided).
New base year transport model developed to help update scheme assessment.
The Council's Executive approved an exception to the Contract Rules of Procedure allowing the negotiations to proceed with the developer without a tender process. (Removing risk of challenge over procurement).

Outline of scheme

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.

Progress with securing planning permission

Since the last progress report, a planning application has been submitted for the link road and the redevelopment of the site through which the link road passes. The site which is currently occupied by industrial units is proposed to be redeveloped for housing. Prior to the planning application being submitted the applicant gave a presentation to Council Members regarding the residential scheme and how this will work with the link road through the site.

The line of the link road goes through a highly contaminated site (the Sterling Cables Industrial Estate) which has been the subject of previous planning applications seeking approval for its redevelopment (including decontamination).

Progress with land purchase

Since the last progress report the Council has successfully negotiated the purchase of the additional land required and this is currently with the legal teams to draw up an agreement and complete the purchase arrangements. The need to compulsory purchase this land has therefore been avoided.

Updated modelling

The scheme has been subject to a TUBA assessment yielding a high BCR of 2.7. The transport model used for this assessment is due to be significantly updated and data collection is underway to inform this update. The updated model is scheduled to be complete in time to provide a refresh of the assessment for this scheme ready for the submission of the full business case.

Network Rail – Bridge replacement scheme through Electrification Project

Network Rail is due to replace the Boundary Road rail bridge adjacent to the redevelopment site. Work is currently timetabled to start in September 2014. This provides an opportunity to convert a single lane bridge (operating a give way / priority system) into a two way bridge when it is replaced. The approach to the bridge would need to be widened to achieve this which involves the use of a small part of the land involved in

the residential redevelopment scheme. The land owner / developer has agreed to accommodate this and has made provision for this benefit to the transport network in the recently submitted planning application

Political support for the scheme

The Members of the Council's Transport Policy Task Group are being kept informed of the scheme's progress through their monthly meetings. There is widespread support for the fact that a solution may have been found to redevelop this highly contaminated site and also deliver the link road. Care is being taken to ensure that Members are informed but not involved in any details that could cause concerns regarding predetermination of a planning application.

Risks

The key risks to this project and how they are being managed are set out in the following table.

Risk	Management of risk
Planning permission not being granted for the scheme	Officers had detailed pre-application discussions to address any issues of concern early on. Committee and Local Members were briefed during the pre-application stages and a developer presentation took place in December 2013 prior to the planning application being submitted.
Planning permission not being granted in time for submission of full business case in May 2014	The Local Authority will deal with the application thoroughly and according to due process. If there has been no determination of the planning application by May 2014, there is likely to be an indication whether or not it will be recommended for approval. The business case could be assessed on the assumption that planning permission will be granted and, if it is granted, this would be in place by the time the Local Transport Body meets in July 2014.
Part 1 Claims increasing overall cost of scheme	The Council has heard back from the District Valuer in relation to the likely level of claims associated with the new road. This will be updated in the overall scheme costs.
Challenge over procurement	An exception to the Contract Rules of Procedure of the Council's Constitution was granted on 28th November by the Council's Executive. This allows the negotiations to proceed with the developer of the Sterling Cables Industrial Site without a tender process.

Scheme costs

The following table sets out the range of costs associated with the scheme. This will be updated as further details become available.

Source of funding or type of contribution	Cost
Amount sought from BLTB	£2,335,000
Provisional profiling of BLTB drawdown	2015-16: £1,335,000 2016-17: £1,000,000 NB these are best estimates and subject to change
Local contributions from.....	
- Section 106 agreements	£500,000
- WBC Capital Programme	£100,000
- Preparation of and fees associated with the planning application (costs to the land owner / WBC)	Exact costs not yet known
- Officer time	Exact costs not yet known
Total Scheme Cost	In excess of £2.935 million

Proposed Timetable

March 2014	Update to BLTB on scheme progress
April/May 2014	Determination of Planning Application
May 2014	Submission of full business case for independent assessment
July 2014	Submission of full business case to the BLTB for approval of funding

Timetable for delivery of the scheme and milestones for BLTB funding - to be developed.

Recommendation

The scheme should remain in the LTB priority list.

Reading - Green Park Station

Update 20th February 2014

Highlights of progress since November 2013
Network Rail has undertaken a capacity analysis study which has identified the preferred options to accommodate the new station on the railway network
FGW is working with RBC to undertake a refresh of the economic assessment as part of the update to the financial and commercial case aspects of the overall scheme business case.
Preparation work for planning application in hand
A refresh of the design is being undertaken to ensure it has the capacity to cope with the anticipated future demand.

Background

Reading Green Park Station is a proposed new railway station on the Reading - Basingstoke line in south Reading. The station and multi-modal interchange 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 regeneration scheme.

The scheme is being promoted by Reading Borough Council (RBC) and was granted programme entry status by the Berkshire Local Transport Body (BLTB) in July 2013.

The purpose of this report is to provide an update on progress with scheme development and to outline next steps for the project.

Progress

RBC is progressing scheme development for Green Park Station in order to refresh the substantial work that has previously been undertaken for the scheme, including an update of the business case and renewal of the planning permission.

Network Rail has undertaken a capacity analysis study which has identified the preferred options (both pre and post electrification of the Reading - Basingstoke line) to accommodate the new station on the railway network. RBC is working with Network Rail and First Great Western (FGW) to further investigate these options.

FGW is working with RBC to undertake a refresh of the economic assessment as part of the update to the financial and commercial case aspects of the overall scheme business case. This will assess the viability of serving the station by considering the cost impact of stopping trains against the forecast passenger revenue.

A revised planning application for the station and multi-modal interchange is currently being prepared by RBC, including updated ecology surveys and traffic assessment. The ecology surveys carried out in January have identified the need to carry out a further survey in the summer period. The earliest this can be undertaken is May 2014. This will not affect the overall programme but will delay the planning submission to June 2014.

A refresh of the outline and detailed design for the station and multi modal interchange is being undertaken to ensure it has the capacity to cope with the anticipated future demand. Any changes will be reflected in the updated planning submission.

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).

Next steps

Scheme development will be progressed with submission of the planning application anticipated in June 2014, following the completion of the ecology surveys in May. Preparation of the scheme business case will continue for submission to the DfT and subsequently the BLTB in autumn 2014.

Operational discussions with the adjacent business park and Madejski Stadium will be initiated at the appropriate time to ensure maximum accessibility for the station and connectivity with other public transport services.

Finance

The funding package for the scheme is set out below:

Activity	Funder	Cost (approx)
Scheme development	Reading Borough Council	£0.5m
Commercial case	First Great Western	£tba
Enabling works	PRUPIM	£1m
Major scheme funding	Berkshire Local Transport Body	£6.4m
S106 contributions	Various	£1.6m
Total		£9.5m

In order to progress the scheme in line with the programme set out below it is anticipated that 50% of the BLTB funding (£3.2m) would be required in 2015/16 with the remainder (£3.2m) in 2016/17.

Risks

The key risks to the project are set out below:

Risk	Mitigation
Planning permission is not granted.	The existing planning application is being updated to reflect the latest situation.
It is not viable to stop trains at the new station.	Discussions have been progressed with Network Rail and a timetable capability assessment is underway.
TOC does not agree to stop trains at the new station.	Discussions have been progressed with FGW and the commercial case will be developed in partnership.
Business case does not meet DfT requirements for new stations.	The business case is being updated in partnership with Network Rail and First Great Western.

Risk	Mitigation
	Patronage/revenue forecasting will be progressed as soon as timetable capability assessment has been completed.
Scheme costs significantly increase.	Costs are being reviewed and cost savings sought, contingency has been built into the overall scheme cost.

Programme

The key tasks for the project are set out below:

Task	Timescale
Planning documentation	July 2013 - May 2014
Submit planning applications	June 2014
Business case development	July 2013 - May 2014
DfT business case review	June 2014 - August 2014
BLTB independent assessment	August 2014 - October 2014
Outline design	May 2014 - November 2014
BLTB financial approval	November 2014
Detailed design complete	November 2014 - June 2015
Procurement	June 2015 - September 2015
Contractor appointed	September 2015
Construction	October 2015 - September 2016
Open to public	October 2016

Recommendation

It is recommended that the Green Park Station scheme should retain Programme Entry Status within the BLTB's Prioritised List.

Reading (with Wokingham) - Eastern Thames Valley MRT

Update 20th February 2014

Highlights of progress since November 2013
Dialogue begun with potential private sector partners at Thames Valley Park

Background

Eastern Thames Valley Mass Rapid Transit (MRT) is a proposed public transport link between central Reading and Thames Valley Park to the east of the Reading urban area, running parallel to the Great Western mainline. This eastern section could form part of a longer term MRT network for the Thames Valley or operate as a standalone MRT route.

The scheme is being jointly promoted by Reading Borough Council and Wokingham Borough Council.

The purpose of this report is to provide an update on progress with scheme development and to outline next steps for the project.

Progress

RBC is progressing scheme development for a Thames Valley MRT network through an update of the work that has previously been undertaken, including option development and preliminary design work for the eastern section as a logical first phase of the implementation of a wider network.

The previous work provided a strong case for implementation of MRT and the associated economic benefits, with the eastern section providing substantial value for money with a BCR of 10.47 for the standalone scheme.

Dialogue has been initiated with potential private sector partners for the scheme at Thames Valley Park (TVP). It has been agreed that a refresh of the economic benefits that the scheme would deliver to the existing TVP shuttle service (running from central Reading to TVP) will be progressed in advance of a recommendation for match funding to be presented to the TVP Board.

The scheme is being developed to ensure compatibility with other schemes contained within the TVB Strategic Economic Plan (SEP), including East Reading Park & Ride and Southern Thames Valley MRT.

Next Steps

Scheme development will be progressed including an update of the preliminary design work and scheme business case. Subsequent progression of a public consultation, planning application, including an Environmental Impact Assessment (EIA), and detailed design will be undertaken in line with the scheme programme.

Finance

The funding package for the scheme is currently being reviewed in light of the commentary above.

Activity	Funder	Cost (approx)
Scheme development	Reading Borough Council	£0.5m
Major scheme funding	Berkshire Local Transport Body and/or Single Growth Fund	£18.3m
Private sector funding	Various	£4.6m
Total		£23.4m

In order to progress the scheme in line with the programme set out below it is anticipated that BLTB funding of £8m would be required in 2016/17 with the remainder (£10.3m) in 2017/18.

It is acknowledged that the funding contribution sought from BLTB is unaffordable at the current time. However, the scheme is prioritised within the TVB SEP and the relationship between BLTB funding and the Single Growth Fund is evolving, therefore the joint scheme promoters wish to retain BLTB Programme Entry Status at this time.

Risks

The key risks to the project are set out below:

Risk	Mitigation
Planning permission is not granted.	Robust scheme development and planning application documentation will be prepared.
Local concerns and objection.	Consultation will be undertaken to help address any local concerns.
A Public Inquiry is called by the Planning Inspectorate.	Robust scheme development and planning application documentation will be prepared.
Scheme costs significantly increase.	Costs are being reviewed and cost savings sought, contingency has been built into the overall scheme cost.

Programme

The key tasks for the project are set out below:

Task	Timescale
Business case development	February 2014 - December 2014
Preliminary design updated	February 2014 - December 2014
Planning documentation (including EIA)	February 2014 - December 2014
Public consultation	January 2015 - March 2015
Submit planning application	April 2015

Task	Timescale
Outline design complete	March 2015 - June 2015
BLTB independent assessment	June 2015 - July 2015
BLTB financial approval	July 2015
Detailed design complete	April 2015 - January 2016
Procurement	December 2015 - March 2016
Contractor appointed	March 2016
Construction	March 2016 - June 2017
Open to public	July 2017

Please note that the programme above assumes that a Public Inquiry will not be required.

Recommendation

It is recommended that the Eastern Thames Valley MRT scheme should retain Programme Entry Status within the BLTB's Prioritised List

Bracknell Forest - Coral Reef Roundabout

Update 20th February 2014

Highlights of progress since November 2013
BFC funds to complete detailed design, prepare signal tender specification and finalise the utility diversions have been approved

The Scheme

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

Progress

A business case is being developed reflecting the benefits of the proposed scheme. Due to the project being small in scale with a limited scope of works there is no complexity in terms of construction tasks, site access etc. and some of the work can be undertaken off-line, simplifying the traffic management issues.

Overall, the risks associated with delivering the project are considered to be straightforward and amenable to well-understood management practices. The scheme is also to be carried out within adopted highway and therefore does not require planning permission.

The main works of the Coral Reef project will be delivered through the Highways Term Contract, however the traffic signals and associated equipment would be procured through Bracknell Forest Council's procurement processes as set out in the BFC Procurement Manual.

Further funds have been included in the 2014/15 Capital Programme to complete detail design, prepare signal tender specification and finalise the utility diversions.

Next Steps

The business case will be prepared for independent assessment following the March meeting of the LTB.

Programme

Task	Timescale
Business case development	October 2013 - March 2014
BLTB independent assessment	April 2014 - June 2014
BLTB financial approval	July 2014
Detailed design complete	July 2014 – September 2015

Order utility diversions	April 2015
Utility diversion designs and lead in time	April 2015 – July 2015
Utility diversion works	July 2015 – October 2015
Construction	October 2015 – August 2016

Funding

The Council has funded the feasibility work so far through the Capital programme. Work undertaken includes topographical survey, C2-C3 statutory undertakers enquiries, Manual classified turning counts and localised modelling totalling £30k.

Risks

The overall risks attached to the project are considered low and detailed 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	Liaise with statutory undertakers and early commission of C4 estimates
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 cost

Recommendation

The scheme should remain in the LTB priority list.

Slough to Heathrow Mass Rapid Transit: Western Section (Slough Trading Estate to Three Tuns)

Slough to Heathrow Mass Rapid Transit: Central Section (Three Tuns to Brands Hill)

Update 20th February 2014

Highlights of progress since November 2013
Outline programme reviewed and revised

The Schemes

Two of the Borough Council's schemes have been accepted for Programme Entry:

- Western section of Slough Mass Rapid Transport (SMaRT) project; and
- Central section of SMaRT.

Slough Borough Council's Position

Slough Borough Council wishes to make progress with both schemes but recognises that this is currently constrained by their ranking (equal 5th) and the BLTB £14.5m allocation.

Nevertheless the Council is beginning the technical work necessary to support a Transport Business Case for each of the schemes. The technical work is broken down into two phases and will build on the *Initial Business Case Analysis* and *Strategic Fit Analysis* carried out by Atkins in 2010. Outline engineering drawings have been prepared for both schemes.

Tasks being undertaken in Phase 1 include:

- Assessing the impact of SMaRT proposals on other transport users along the A4 corridor (i.e. journey times/ congestion/committed land use and highway changes etc);
- Review/ refinement of costs identified in submissions to the BLTB (any revision of construction costs in light of outline engineering drawings/infrastructure renewal costs/possible implications of vehicle fleet purchase and service operating costs);
- Review/ update *Initial Business Case Analysis* (area context/ scheme objectives/ scenario and scheme definition/forecasting/value for money appraisal/ sensitivity tests/ option comparisons).

Phase 2 of the Business Case development will update the *Strategic Fit Analysis* and incorporate all the additional tasks needed to complete the submission to the independent assessor.

SMaRT Eastern Section

The BLTB ranked the Eastern section lower in the priority list and this scheme was therefore not approved for Programme Entry. Nevertheless the Borough Council considers it sensible to develop the business case for this scheme at the same time as work on the other two sections. This is particularly important as this third section forms part of the overall SMaRT project which has been given high priority in the selection of infrastructure scheme for inclusion in the TVBLEP Strategic Economic Plan.

Managing Risks

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

Risk	Management of risk
Planning permission not being granted for elements that are not Permitted Development	Public consultation and close working with Ward Members, NAGs, Parish Councils and partners. 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 will allow time for CPO process to be carried out and time for land transfer
Higher than expected costs arising since BLTB bid stage	Manage scheme costs and benchmark against similar schemes
Delays in procurement process	Programme will allow adequate time for procurement
Delays in achieving local contribution towards costs	Ensure SBC funding in place and on-going dialogue with partners
Unexpected land compensation claims	Address any claims in accordance with current legislation
Unexpected lead in time and duration for Statutory Authority Works	Discuss and place orders early on and allow adequate lead in time in Project Plan
Utilities alterations greater than expected	Early consultations with Statutory Authorities
Changes to design after commencing construction	Fully complete design prior to commencing construction/ allow for contingency provision

Programme

Task	Timescale
Business case development	October 2013 - September 2014
BLTB independent assessment	September 2014
BLTB financial approval	November 2014
Tendering complete	September 2015
Construction	October 2015 – March 2019

Recommendation

The schemes should remain in the LTB priority list.

North Wokingham Distributor Road

Update 20th February 2014

Highlights of progress since November 2013
Public consultation on the alignment of the route has been completed. Council Executive now considering amendments.

The Scheme

A new road that will form a link around the north of Wokingham town providing access to 1,500 new homes, community facilities and commercial development. The development cannot come forward without the road.

Progress

Feasibility work has been undertaken on a number of route options. The options have all been out to full public consultation and the responses have been analysed. A report has been prepared for the executive to consider which details the public's preferred route and also requests approval to undertake further analysis of suggested 'tweaks' to the preferred route.

Planning permission has been granted for the first development site (Kentwood Farm) on the route and works have begun on site. The developer has agreed to deliver the section of road that runs through their site.

Discussions are ongoing with developers for the remainder of the development sites along the route of the distributor road.

Next Steps

Work at Kentwood Farm will continue. The site is expected to be built out (274 houses) by 2018. Discussions with developers on other sites in North Wokingham continue and planning applications are expected for these sites early in 2014.

The results of the consultation will be presented to the Council's executive at the end of March 2014. Following this work will progress on more detailed route analysis and costings. This will lead to a business case for submission to LTB in the autumn. A planning application for the road is anticipated in early 2015.

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.

Subject to planning permissions the scheme can be delivered in full by 2018.

Funding

The Council has funded the feasibility work and consultation so far. Costs are approximately £150,000. A further £150,000 has been allocated to progressing detailed study works on the preferred route once a decision has been made by executive in spring. S106 contributions relating to the road from the Kentwood Farm development amount to £2m.

Risks

The key risks to this project and how they are being managed are set out in the following table.

Risk	Management of risk
Proposed route is not agreed.	Comprehensive consultation has been

Risk	Management of risk
	completed. The consultation results along with an officer recommendation for the optimal route will be presented to the Council's executive in March 2014
Planning permission not being granted for the scheme.	Officers will have detailed pre-application discussions to address any issues of concern early on as part of the detailed design process.
Developments in North Wokingham SDL not progressing as planned	The programme for delivery is phased as it is dependent upon development coming forward. Early delivery of the road would encourage developers to bring sites forward and funding for the scheme could potentially then be repaid from s106 / CIL contributions.

Recommendation

The scheme should remain in the LTB priority list.

South Wokingham Distributor Road

Update 20th February 2014

Highlights of progress since November 2013
Route feasibility work completed; preparation for public consultation underway

The Scheme

The road will form a new link around the south of Wokingham town as well as providing access to 2,500 new homes, a primary school, community facilities and retail development. The development cannot come forward without the road.

Progress

Feasibility work has been completed on a number of route options. Preparation for a Public consultation is proceeding.

Planning permission has been granted for the first development site on the route (Montague Park 650 houses) and works have begun on site. The developer has agreed to deliver the section of road that runs through their site.

Discussions have been had with developers for the remainder of the development sites.

Next Steps

Work at Montague Park will continue. The site is expected to be built out by 2020.

Discussions with developers on other site in South Wokingham continue.

The results of the feasibility study consultation along with an officer recommendation for the optimal route will be presented to the Council's executive mid-2014. The business case for the optimal route will then proceed and will be complete by the autumn.

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.

Funding

The Council has funded the feasibility work so far. Costs are approximately £150,000. A further £150,000 has been allocated to progressing detailed study works on the preferred route once a decision has been made by executive.

S106 contributions relating to the road from Montague Park amount to (TBC)

Risks

The key risks to this project and how they are being managed are set out in the following table.

Risk	Management of risk
Proposed route is not agreed.	Comprehensive consultation will be undertaken in early 2014. The consultation along with an officer recommendation for the optimal route will be presented to the Council's executive in Autumn 2014
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

Risk	Management of risk
	design process.
Developments in South Wokingham SDL not progressing as planned	The programme for delivery is phased as it is dependent upon development coming forward. Early delivery of the road would encourage developers to bring sites forward and funding for the scheme could potentially then be repaid from s106 / CIL contributions.
Developers failing to reach an agreement with Network Rail on the delivery of a new bridge over the railway.	Officers are meeting with the development consortium to maintain momentum and to be aware of issues arising.

Recommendation

The scheme should remain in the LTB priority list.