

MEETING OF THE BERKSHIRE LOCAL TRANSPORT BODY (BLTB) – THURSDAY 14 JULY 2022

CONTACT OFFICER: Alison Webster, Chief Executive, Berkshire Local Enterprise Partnership

Item 6: Thames Valley Berkshire Local Growth Deal 2015/16 to 2020/21

Purpose of Report

1. To report on the progress of the [Thames Valley Berkshire Local Growth 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.
2. The headline figure for transport scheme grants under the three Local Growth Deals is £135.96m. This includes £24m of “DfT retained” allocation relating to the Wokingham Distributor Roads. This report no longer includes detail for the TVB Smart City Cluster scheme, as this is reported separately to Berkshire’s Digital Infrastructure Group. A further £25m has been released through BRRP1 2018/19 and £11m from BRRP2 2019/20, with £1.1m being allocated to two digital projects. Thames Valley Berkshire has received £7.5m through the GBF, of which £2,093,000 has been allocated to two transport projects.
3. £14.742m LGF was spent on transport schemes in 2015/16, £16.546m in 2016/17, £15.055m in 2017/18, £8.810m in 2018/19 and £12.441m 2019/20; £44.366m in 2020/21. In addition, £25.547m was spent from BRRP and £2.093 from the GBF.
4. To note a change to the current programme of LGF schemes:

Scheme 2.34 Slough MRT Phase 2 – note the change in focus for the park and ride facility.

Recommendations

5. That you note the progress made on the schemes previously given programme entry status, as set out in the accompanying summary report.
6. That you note the proposed changes to scheme 2.34.

Other Implications

Risk Management

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

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. Table 4 has been adapted to show the current risk rating of each of the schemes. Completed schemes are shown in blue.

Financial

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

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

£m	2015/16 – 2022/23
Growth Deal 1 “DfT Major Schemes”	24.0
Local Growth Deal	112.0
BRRP 2018/19 and 2019/20	34.9
Getting Building Fund 2020/21 and 2021/22	2.1
Grand Total	172.9

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

11. 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	Total
Combined Growth Deal 1, 2, 3 & LTB Allocation	14.74	16.55	15.06	8.81	12.44	44.37	-	-	111.96
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	34.37	45.37	-	-	135.96
Business Rates Retention Pilot	-	-	-	11.45	9.31	1.07	2.60	10.45	34.88
Getting Building Fund	-	-	-	-	-	0.60	1.50	-	2.10
Grand Total	14.74	16.55	15.06	21.13	43.88	47.04	4.10	10.45	172.95

12. The breakdown of types of projects with allocated LGF, BRRP and GBF monies is shown below:

Table 3: Breakdown of schemes by type by funding allocated

£m	LGF	BRRP	GBF	Total
MRT / P&R projects	23.5	21.1	-	44.6
Railway projects	30.7	-	-	30.7
Highway improvements	24.6	-	2.1	26.7
Unlocking direct housing	21.6	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 funds	n/a	n/a	n/a	n/a
Total funding	135.8	34.9	2.1	172.9

13. 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 completes, 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. Roughly £33m was reallocated as a capital swap at March 2021, which was reduced to £22.1m at June 2022. The following table shows the amount of capital swap that was required by each local authority:

Table 4: LGF Capital Swap by Local Authority

Local Authority	Amount
West Berkshire Council	£9.6m
Slough Borough Council	£4.6m
Royal Borough of Windsor and Maidenhead	£3.8m
Wokingham Borough Council	£1.6m
Reading Borough Council	£2.4m
Bracknell Forest Council	-
Total	£22.1m

14. Table 5 has been amended to present all project data previously shown across several tables. It shows the final award of scheme finance for 2015/16, 2016/17, 2017/18, 2018/19, 2019/20 and 2020/21. The provisional allocation for 2021/22 is shown for the BRRP and GBF. It also shows Red Amber Green (RAG) risk rating and completed projects in blue, the data that LTB approval was granted or sought and any notes including when future evaluations are due

15. *Table 5 – Local Growth Deal, BRRP and GBF Scheme Funding Profiles*

LEP Capital Infrastructure Programme Summary

05/07/2022

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	Worked stopped until planning issues are resolved.	Mar-15	Oct-16	Due Sep 22	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	AG	Final construction work before handing over to rail industry for safety testing. Opening expected late 2022	Nov 14 & Jul 19	Mar-18	Due Sep 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 due Nov 2022	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	Jul-19	0.000	2.970	0.000	0.000	0.000	0.000	2.970
2.12	South Reading Mass Rapid Transit Phase 2						Jul-19	0.000	0.000	1.530	0.000	0.000	0.000	1.530
2.13	Wokingham Thames Valley Park and Ride	GD1	C	Bus service tender is on hold	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												
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 due 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	Final works underway. See BRRP below.	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	AG	Issues with station building resolved. Working to updated programme.	Conditional Jul 18, lifted Feb 19	Jan-19	Due Mar 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													
2.26	Wokingham: Winnersh Relief Road Phase 2 - See BRRP													
2.27	Maidenhead Town Centre: Missing Links	GD 3	AG	Final stage of bridge installation, due on site in July.	Conditional Nov 18, lifted Sep 19	Nov-20	Due Nov 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 due - date TBC	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 reserv.	A	Turning head close to completion. Car park water main issue resolved, work underway	Conditional Mar 19, lifted May 19	Apr-21	Due Feb 23	0.000	0.000	0.000	0.000	0.000	4.240	4.240
2.31	Slough: Stoke Road Area Regeneration	GD 3 reserv.	AG	TVU sites work outstanding, railway station work near completion. Canal Bridge element removed.	Jul-19	Aug 19 enabling	Due Sep 22	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 reserv.	AR	Concerns over ability of final roundabout start. May lead to underspend / reallocation. See BRRP	Conditional Jan 19, lifted Jul 20	Nov-20	Due Mar 23	0.000	0.000	0.000	0.000	0.000	4.254	4.254
2.33	GWR: Maidenhead to Marlow Branch Line Upgrade	GD 3 reserv.		Project withdrawn										
2.34	Slough MRT Phase 2 – see BRRP below													
2.35	Reading: Reading West Station Upgrade	GD 3 reserv.	A	GWR contractor to begin work on station building in July.	Nov-19	Feb-21	Due Feb 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 reserv.	C		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		Nov-19, amendment 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.	AR	Water main issue resolved, awaiting new works programme. Access for all footbridge funding released, installation at Christmas	Conditional June 20, lifted Dec 20	Mar-21	Due Oct 23	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.	AR	Main contractor re-tender ongoing due to increased costs, but design is complete.	Jul-20	Mar-21	Due Mar 23	0.000	0.000	0.000	0.000	0.000	1.563	1.563
2.41	Not used													
2.42	South Wokingham Distributor Rd – Eastern Gateway – see BRRP													
2.43	Wokingham: Barkham Bridge	GD 3 resrv.	C	1-yr impact report due 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 due July 2022	Conditional 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.	G	Some resurfacing work remaining, completion delay to May.	Conditional June 20 lifted Oct 20	Feb-21	Due May 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.	G	Some resurfacing work remaining, completion delay to May.	Conditional Jul 20 lifted Oct 20	Feb-21	Due May 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 due Nov 2022	Conditional 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	45.367	135.961
															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	Total	
	Capital Projects														
2.23	Reading: South Reading MRT Ph 3-4	BRRP	C		Nov-17	Mar-18	Due Mar 22			7.808	0.000	0.000	0.000	7.808	
2.26	Wokingham: Winnersh Relief Road Phase 2	BRRP	C	Phase 1 privately funded Moved from LGF. 1-yr impact report due Nov 2022	Conditional Nov 18, lifted Feb 19	Jan-19	May-21			3.000	3.260	0.000	0.000	6.260	
2.32	Maidenhead: Housing Sites Enabling Work Ph. 1	BRRP	AR	Concerns over ability of final roundabout start. May lead to underspend / reallocation. See BRRP	Conditional Jan 19, lifted Jul 20	Nov-20	Due Mar 23			0.000	0.000	0.000	1.027	1.027	
2.34	Slough MRT Phase 2	BRRP	R	Delay to start of final section. P&R under review	Jan-19	Aug-19	Due Sep 22			0.000	1.000	3.000	9.300	13.300	
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	
					Total BRRP spend – cap						10.808	9.260	3.000	10.327	33.395
	Revenue Projects														
N/a	BLIS development	BRRP	N/a	Work completed			#N/A			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 split for project 2.32	Due Jul 21	Due Nov 21	Due Mar 27			0.000	0.000	0.000	0.041	0.041
					Total BRRP Spend - Rev					0.644	0.046	0.065	0.726	1.481
					Total BRRP Spend					11.452	9.306	3.065	11.053	34.876
					Unallocated BRRP									0.000
	GETTING BUILDING FUND											2020 /21	2021 /22	Total
GBF1	Slough Langley High Street phase 3	GBF	AG	Re-designed layout expected to complete in Sep. Timings need to avoid Langley College enrolment period.	Cond. Nov 20; lifted May 21	Oct-21	Due Sep 22					0.593	1.050	1.643
GBF15	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

16. **Scheme 2.34 Slough MRT Phase 2 Update** – this project consisted of two elements: a new mass rapid transit (MRT) route and a park and ride facility. Whilst the MRT route is currently being delivered, Slough Borough Council has approached the LEP seeking to re-focus the park and ride element, due to anticipated changing demand for this facility. Since the full business case was submitted, planned land use within Slough town centre has changed from commercial and business to higher proportions of residential. In addition, with Heathrow Airport being unable to secure a third runway and reduced passenger usage since the pandemic, expected footfall for the airport will be significantly reduced for the foreseeable future. These factors will all reduce the demand for a traditional park and ride facility, potentially making it poor value for money.
17. Slough Borough Council has suggested investigating repurposing the site as a low carbon refuelling hub. This would align with the Government's Decarbonisation plan and provide a sub-regional facility to support the LEP's net zero policies. There will still be an element of park and ride spaces but a greater proportion of electric vehicle charge points. It may also be possible to develop one of the UK's first public hydrogen refuelling facilities capitalising on energy produced by a nearby energy from waste facility.
18. As this would constitute a change to the initial proposal it would be appropriate for a revised business case to be produced for consideration by BLTB. However, prior to commissioning this the LEP and Slough Borough Council have decided to undertake a short piece of work to assess funding & delivery options for such an Energy Hub. This is considering any issues or gaps in the project proposal and the extent to which it could be progressed commercially as opposed to being grant or loan funded by the LEP. This will ensure that funding is allocated in a way that is clear, transparent and that achieves value for money and economic benefit across the Thames Valley area.
19. Due to resource challenges within the council, following the issuing of a Section 114 notice, the LEP has carried out a tender exercise on behalf of the council and appointed UK Power Network Services to carry out the options appraisal to assess the feasibility of these changes. It is expected that a full report will be provided to BLTB in November 2022, alongside a revised Business Case if this is considered appropriate.
20. *Human Rights Act and Other Legal Implications*
21. 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.

Supporting Information

22. The Thames Valley Berkshire LEP website has published summary information about all its Growth Deal-funded projects, including all transport projects. Please go to Thames Valley Berkshire [Local Growth Fund](#)^{vi} and [Business Rates Retention Pilot](#)^{viii} e-Books.
23. There is a detailed progress report on each of the schemes in the accompanying composite report.

Monitoring and Evaluation

24. 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.
25. 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.
26. 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

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>

^{vii} <https://spark.adobe.com/page/IULLI858NStY0/>

^{viii} <https://spark.adobe.com/page/6LOjEtuDgacVm/>