

BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB

DATE: 14 March 2019

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PART I

Item 4: 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 Pilot (BRRP) 2018/19.
2. The headline figure for transport scheme grants under the three Local Growth Deals is £135.926m. This includes £24m of “DfT retained” allocation relating to the Wokingham Distributor Roads. This report provides progress reports on all programme entry schemes and the TVB Smart City Cluster (Smart Berkshire) scheme. A further £25m has been released through BRRP1 2018/19 and £11m from BRRP2 2019/20.
3. £14.742m was spent on transport schemes in 2015/16, £16.546m in 2016/17 and £15.055m in 2017/18. We are planning (at 5 March 2019) to spend £19.618m this year; £8.810m from Local Growth Deals and £10.808m from BRRP.

Recommendations

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

Other Implications

Financial

5. Thames Valley Berkshire LEP has been granted freedoms and flexibilities in managing the 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 allocation to individual schemes. This is a positive development for TVB LEP and recognises the confidence that government has in our governance arrangements.
6. The government has confirmed the allocation of funding for 2018/19 and there is a provisional profile for payments in the financial years 2019/20 - 2020/21.

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

| £m | | 2015/16 – 2020/21 |
|-----------------------------------|-------|-------------------|
| LTB previously approved | | 14.5 |
| Growth Deal 1 | 56.1 | |
| Less unallocated | - 0.7 | |
| | | 55.4 |
| Growth Deal 1 “DfT Major Schemes” | | 24.0 |
| Growth Deal 2 | | 7.5 |
| Growth Deal 3 | 33.8 | |
| Plus unallocated | 0.7 | |
| | | 34.5 |
| Local Growth Deal Total | | 135.9 |
| BRRP 2018/19 and 2019/20 | | 36.0 |
| Grand Total | | 171.9 |

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

Table 2: Local Growth Deal and BRRP Financial Allocations by Financial Year

| £m | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | Total |
|--|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| Combined Growth Deal 1, 2, 3 and LTB Allocation approved | 14.7 | 16.5 | 15.1 | 8.8 | - | - | 55.2 |
| Growth Deal 1 (DfT Major Schemes) <i>indicative</i> | - | - | - | 0.9 | 22.1 | 1.0 | 24.0 |
| Combined Growth Deal 1, 2 and 3 LTB Allocation <i>indicative profile</i> | - | - | - | - | 19.8 | 37.0 | 56.8 |
| Local Growth Deal Total | 14.7 | 16.5 | 15.1 | 9.7 | 41.9 | 38.0 | 135.9 |
| BRRP | - | - | - | 11.5 | 24.5 | - | 36.0 |
| Grand Total | 14.7 | 16.5 | 15.1 | 21.2 | 66.4 | 38.0 | 171.9 |

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

Table 3 – Local Growth Deal and BRRP Scheme Funding Profiles

| | Scheme Name | | Status | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | £m |
|------|--------------------------------------|-----------|-----------------|--------------|--------------|--------------|--------------|--------|-------|--------|
| 2.01 | Newbury: King’s Rd Link Road | GD 1 | On site | - | 1.335 | 1.000 | - | - | - | 2.335 |
| 2.02 | Bracknell: Warfield Link Road | GD 1 | Complete | 3.500 | - | - | - | - | - | 3.500 |
| 2.03 | Newbury: London Rd Industrial Estate | GD 1 | Complete | 0.500 | 1.400 | - | - | - | - | 1.900 |
| 2.04 | Wokingham: Distributor Roads | DfT major | Programme entry | - | - | - | 0.874 | 22.126 | 1.000 | 24.000 |

| | Scheme Name | | Status | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | £m |
|--------|--|---------------------|---|-------|-------|-------|-------|-------|-------|-------|
| 2.05 | Newbury: Sandleford Park | GD 2 | On site | - | - | - | 2.000 | 0.900 | - | 2.900 |
| 2.06 | Reading: Green Park Railway Station | GD 1 | On site | - | - | 4.575 | - | 4.575 | - | 9.150 |
| 2.07 | Bracknell: Coral Reef Roundabout | GD 1 | Complete | 2.100 | - | - | - | - | - | 2.100 |
| 2.08 | Slough: MRT Phase 1 | GD 1 | Complete | 3.100 | 2.500 | - | - | - | - | 5.600 |
| 2.09.1 | Sustainable Transport: NCN 422 | GD 1 | On site | - | 2.100 | 1.500 | 0.200 | 0.400 | - | 4.200 |
| 2.09.2 | Sustainable Transport: A4 Cycle | GD 1 | Complete | - | 0.483 | - | - | - | - | 0.483 |
| 2.10 | Slough: A332 improvements | GD 1 | On site | 1.267 | 1.433 | - | - | - | - | 2.700 |
| 2.11 | Reading: South Reading MRT Ph 1 | GD 1 | On site | - | 2.970 | 1.530 | - | - | - | 4.500 |
| 2.12 | Reading: South Reading MRT Ph 2 | | | | | | | | | |
| 2.13 | Wokingham: Thames Valley Park and Ride formerly Reading: Eastern Reading Park and Ride | GD 1 | On site | - | - | - | 2.000 | 0.900 | - | 2.900 |
| 2.14 | Reading: East Reading MRT Ph1 | GD 1 | Withdrawn | - | - | - | - | - | - | - |
| 2.25 | Reading: East Reading MRT Ph2 | GD 3 | | | | | | | | |
| 2.15 | Bracknell: Martins Heron Roundabout | GD 1 | On site | - | 0.200 | 2.700 | - | - | - | 2.900 |
| 2.16 | Maidenhead: Station Access | GD 1 | On site | - | - | - | 0.690 | 3.060 | - | 3.750 |
| 2.17 | Slough: A355 route | GD 1 | Complete | 2.275 | 2.125 | - | - | - | - | 4.400 |
| 2.18 | not used | - | - | - | - | - | - | - | - | - |
| 2.19 | Bracknell: Town Centre Regeneration | GD 2 | Complete | 2.000 | - | - | - | - | - | 2.000 |
| 2.20 | not used | - | - | - | - | - | - | - | - | - |
| 2.21 | Slough: Langley Station Access Improvements | GD 2 | On site | - | - | 1.500 | - | - | - | 1.500 |
| 2.22 | Slough: Burnham Station Access Improvements | GD 2 | On site | - | 2.000 | - | - | - | - | 2.000 |
| 2.23 | Reading: South Reading MRT Phases 3-4 | GD 3* | On site. Part-funded by BRRP see below | - | - | 2.250 | 0.090 | - | - | 2.340 |
| 2.24 | Newbury: Railway Station Improvements | GD 3 | On site | - | - | - | 3.630 | 0.921 | 1.500 | 6.051 |
| 2.25 | Withdrawn | | | | | | | | | |
| 2.26 | Wokingham: Winnersh Relief Rd Phase 2 – See BRRP below | | | | | | | | | |
| 2.27 | Maidenhead Town Centre: Missing Links | GD 3 | Conditional approval November 2018 | - | - | - | - | 0.842 | 1.400 | 2.242 |
| 2.28 | Bracknell: A3095 Corridor Improvements | GD 3 | On site | - | - | - | 0.200 | 1.800 | 3.519 | 5.519 |
| 2.29 | Wokingham: Winnersh Parkway | GD 3 reserve scheme | FBC (conditional approval) due March 2019 | - | - | - | - | 0.250 | 2.750 | 3.000 |
| 2.31 | Slough: Stoke Road Area Regeneration | GD 3 reserve | FBC due July 2019 | - | - | - | - | 2.500 | 5.150 | 7.650 |

| | Scheme Name | | Status | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | £m |
|--------------------------------|--|---------------------|---|---------------|---------------|---------------|---------------|---------------|---------------|------------------------------|
| | | scheme | | | | | | | | |
| 2.32 | Maidenhead: Housing Sites Enabling Work Phase 1 | GD 3 reserve scheme | Conditional approval. Part-funded by BRRP see below | - | - | - | - | 2.123 | 2.090 | 4.213 |
| 2.33 | GWR: Maidenhead to Marlow Branch Line Upgrade | GD 3 reserve scheme | Being managed by Bucks TV LEP | - | - | - | - | 1.525 | - | 1.525 |
| 2.34 | Slough MRT Phase 2 – See BRRP below | | | | | | | | | |
| 2.35 | Reading West Station Upgrade | GD 3 reserve scheme | Programme Entry January 2019 | - | - | - | - | - | 3.100 | 3.100 |
| 2.36 | Wokingham: Coppid Beech Park and Ride | GD 3 reserve scheme | Programme Entry January 2019 | - | - | - | - | - | 2.400 | 2.400 |
| 2.37 | Bracknell: A322 A329 Corridor Improvements | GD 3 reserve scheme | Programme Entry January 2019 | - | - | - | - | - | 1.200 | 1.200 |
| 2.38 | Theale Station Park and Rail Upgrade | GD 3 reserve scheme | Programme Entry January 2019 | - | - | - | - | - | 4.000 | 4.000 |
| 2.39 | Wokingham: Coppid Beech northbound | GD 3 reserve scheme | Programme Entry January 2019 | - | - | - | - | - | 2.322 | 2.322 |
| 2.40 | Windsor: Town Centre Package | GD 3 reserve scheme | Programme Entry January 2019 | - | - | - | - | - | 1.563 | 1.563 |
| N/a | Unallocated | | | - | - | - | - | - | 6.005 | 6.005 |
| Local Growth Deal Total | | | | 14.742 | 16.546 | 15.055 | 9.684 | 41.922 | 37.999 | 135.948 |
| 2.23 | Reading: South Reading MRT Phases 3-4 | BRRP | On site. Part funded in GD3 see above | - | - | - | 7.808 | - | - | 7.808 LEP total 10.148 |
| 2.34 | Slough MRT Phase 2 | BRRP | FBC approved January 2019 | - | - | - | - | 13.300 | - | 13.300 |
| 2.26 | Wokingham: Winnersh Relief Road Phase 2 | BRRP | Conditional approval November 2018 | - | - | - | 3.000 | 3.260 | - | 6.260 |
| 2.32 | Maidenhead: Housing Sites Enabling Works Phase 1 | BRRP | Conditional approval. Part-funded in GD3 see above | - | - | - | - | 1.068 | - | 1.068 |
| 2.41 | South Wokingham Distributor Road – Eastern Gateway | BRRP | Programme Entry January 2019 | - | - | - | - | 5.000 | - | 5.000 |
| N/a | BLIS development | BRRP | Approved / underway | - | - | - | 0.090 | - | - | 0.090 |
| N/a | Business Case Preparation | BRRP | 5 proposals approved, 1 to be approved Mar 19 | - | - | - | 0.600 | - | - | 0.600 |
| N/a | Unallocated | BRRP | | - | - | - | - | 1.874 | - | 1.874 |
| BRRP Total | | | | - | - | - | 11.498 | 24.502 | - | 36.000 |

Risk Management

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

10. There will be an element of risk for scheme promoters who invest in developing their schemes to full business case stage in accordance with the approved

[Assurance Framework](#)^v. However, there is also risk involved in not developing the schemes; that risk is that any reluctance to bring the schemes forward will result in any final approval being delayed or refused.

11. The risks associated with each scheme are monitored locally and one of the 30 currently has a “red” risk rating. Tables 4, 5 and 6 show the current risk rating of each of the schemes.

Table 4: Completed schemes (7)

| | Scheme | Notes |
|--------|--------------------------------------|---|
| 2.02 | Bracknell: Warfield Link Road | One-year-on impact report due November 2019 |
| 2.03 | Newbury: London Rd Industrial Estate | One-year-on impact report submitted July 2018 |
| 2.07 | Bracknell: Coral Reef | One-year-on impact report submitted November 2017 |
| 2.08 | Slough: Rapid Transit Phase 1 | One-year-on impact report due March 2020 |
| 2.09.2 | Sustainable Transport: A4 Cycle | One-year-on impact report due November 2019 |
| 2.17 | Slough: A355 route | One-year-on impact report submitted July 2018 |
| 2.19 | Bracknell: Town Centre Regeneration | One-year-on impact report due March 2019 |

Table 5: Risk rating of schemes with a 2015/16, 2016/17, 2017/18 or 2018/19 start (15)

| | Scheme | Status | RAG rating | Notes |
|---------------|--|--------------------------|------------|--|
| 2.01 | Newbury: Kings Road Link Road | On site | Green | Completion due January 2021 |
| 2.05 | Newbury: Sandleford Park | On-site | Amber | Completion revised to November 2021 |
| 2.06 | Reading: Green Park Station | On site | Amber | Completion revised to summer 2020 |
| 2.09.1 | Sustainable Transport: NCN 422 | On site | Green | Completion due December 2019 |
| 2.10 | Slough: A332 improvements | On site | Amber | Completion revised to April 2019 |
| 2.11 and 2.12 | Reading: South Reading MRT phases 1 and 2 | On site | Green | Completion due May 2019 |
| 2.13 | Wokingham: Thames Valley Park and Ride formerly Reading: Eastern Reading Park and Ride | On site | Green | Completion due summer 2019 |
| 2.15 | Bracknell: Martins Heron | On site | Green | Completion due April 2019 |
| 2.16 | Maidenhead: Station Access | On site | Green | Completion due March 2020 |
| 2.21 | Slough: Langley Station Access Improvements | On site | Amber | Completion revised to September 2019 |
| 2.22 | Slough: Burnham Station Access Improvements | On site | Green | LGF forecourt work revised to March 2019 |
| 2.23 | Reading: South Reading MRT Phases 3-4 | On site | Green | Completion March 2020 |
| 2.24 | Newbury: Railway Station Improvements | On site | Green | Completion due March 2021 |
| 2.26 | Wokingham: Winnersh Relief Road Phase 2 | On site (enabling works) | Green | Completion due September 2020 |

| | | | | |
|------|--|--------------------------|-------|------------------------------|
| 2.28 | Bracknell: A3095 Corridor Improvements | On site (enabling works) | Green | Completion due November 2021 |
|------|--|--------------------------|-------|------------------------------|

Table 6: Risk rating of schemes with later starts (14)

| | Scheme | Status | RAG rating | Notes |
|--------|--|---|------------|--|
| 2.04.4 | Wokingham Distributor Roads | FBC being developed for approval by DfT | Amber | Funding now 100% to Arborfield Cross Relief Road. Advance fees approved |
| 2.27 | Maidenhead Town Centre: Missing Links | FBC approved (conditional) November 2018 | Amber | Start on site due July 2020 |
| 2.29 | Wokingham: Winnersh Parkway | FBC approval (conditional) due March 2019 | Amber | Financial approval (conditional) recommendation elsewhere on this agenda |
| 2.31 | Slough: Stoke Road Area Regeneration | Detailed scheme in development | Amber | Full Business Case due July 2019 |
| 2.32 | Maidenhead: Housing Sites Enabling Works Phase 1 | FBC approved (conditional) January 2019 | Amber | Start on site due August 2019 |
| 2.33 | GWR: Maidenhead to Marlow Branch Line Upgrade | Detailed scheme in development | Amber | Approval process via Bucks TV LEP |
| 2.34 | Slough MRT Phase 2 | FBC approved January 2019 | Green | Start of site due July 2019 |
| 2.35 | Reading West Station Upgrade | Detailed scheme in development | Amber | |
| 2.36 | Wokingham: Coppid Beech Park and Ride | Detailed scheme in development | Amber | |
| 2.37 | Bracknell: A322 A329 Corridor Improvements | Detailed scheme in development | Amber | |
| 2.38 | Theale Station Park and Rail Upgrade | Detailed scheme in development | Amber | |
| 2.39 | Wokingham: Coppid Beech northbound | Detailed scheme in development | Amber | |
| 2.40 | Windsor: Town Centre Package | Detailed scheme in development | Amber | |
| 2.41 | South Wokingham Distributor Road – Eastern Gateway | Detailed scheme in development | Amber | |

Table 7: Withdrawn schemes (1)

| | Scheme | Status | RAG rating | Notes |
|---------------|--|---------------|------------|---|
| 2.14 and 2.25 | Reading: East Reading Mass Rapid Transit 1&2 | Full approval | Red | Scheme withdrawn following failure to secure planning consent |

12. In addition to these capital schemes, there is a further Local Growth Deal funded project called 2.30 TVB Smart City Cluster (Smart Berkshire). The project delivers three key deliverables:

- a. Smart city platform: consisting of an Internet of Things (IoT) communication platform across Reading, Wokingham, West Berkshire and Bracknell and a cross-authority open data platform. This is enabling infrastructure for the delivery of a wide range of IoT technologies

including traffic signal communications which will provide the revenue savings to maintain and operate the system.

- b. Challenge funded IoT solutions: grant funded IoT solutions to real Local Authority challenges which will utilise the platform. These grants will be awarded through competition and will be on the basis of co-funding.
- c. Cross authority / cross sector smart city group: This includes a Steering Group to oversee the project delivery and act as a catalyst for wider smart city debate, project development and funding

A pro-forma giving detailed progress is included in Appendix 1.

Human Rights Act and Other Legal Implications

13. 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

14. 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 e-Book](#)^{vii}
15. There is a detailed progress report on each of the schemes at Appendix 1 to this report.

Monitoring and Evaluation

16. The Monitoring and Evaluation Plan for the Thames Valley Berkshire Growth Deal has now been drafted with advice from government. In addition to the need for transport scheme promoters to collect and publish monitoring and evaluation reports that comply with DfT guidance for capital schemes, there will be requirements to cooperate with the overall monitoring and evaluation plan for the Growth Deal.
17. The difference between the two processes is that one concentrates on the transport impacts and the other on the economic impacts. The basic information required from each scheme promoter is set out in paragraph 6 of the scheme proformas. This requirement is less onerous for schemes under £5m Growth Deal contribution and runs to much more detail for the larger schemes.

18. For most schemes there will be little or no additional Growth Deal monitoring burden beyond that already signalled. Extra effort may be required to comply with the standard set out in the Monitoring and Evaluation plan which is “accurate, timely, verified and quality assured monitoring data”. For schemes mentioned by name in the Monitoring and Evaluation Plan (see list below) there will be a separate discussion about the duties on the scheme promoter:

- 2.01 Newbury: King’s Road Link Road
- 2.04 Wokingham: Distributor Roads Programme
- 2.06 Reading: Green Park Railway Station
- 2.08 Slough: Rapid Transit Phase 1
- 2.14 Reading: East Reading Mass Rapid Transit (scheme has been withdrawn)

Background Papers

Each of the schemes referred to above has a proforma summarising the details of the scheme. Both the SEP and LTB prioritisation processes and scoring schemes are also available background papers. The Monitoring and Evaluation Plan for TVB Growth Deal is also available.

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} <http://www.thamesvalleyberkshire.co.uk/investing-in-growth>