

BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB

DATE: 12 March 2020

CONTACT OFFICER:

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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 Deal](#)ⁱ, as amended by Growth Deal 2 ([£10.2 million further support to Thames Valley Berkshire](#)ⁱⁱ) and Growth Deal 3 ([Factsheet GD3](#)ⁱⁱⁱ) 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.
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 scheme. A further £25m has been released through BRRP1 2018/19 and £11m from BRRP2 2019/20.
3. £14.742m LGF was spent on transport schemes in 2015/16, £16.546m in 2016/17, £15.055m in 2017/18, £8,810,000 in 2018/19 and £8,225,000 in September 2019. In addition, £10.808m was spent from BRRP.

Recommendations

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

Other Implications

Risk Management

5. 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.
6. 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.

7. 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

8. 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 in TVB Local Growth Deal and BRRP

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

9. 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>	-	-	-	-	12.8	43.2	56
Local Growth Deal Total	14.7	16.5	15.1	9.7	34.9	44.2	135.2
BRRP	-	-	-	11.5	9.3	15.2	36.0
Grand Total	14.7	16.5	15.1	21.2	44.2	59.4	171.2

£500,000 was approved by BLTB in July 2019 for a non-transport workspace innovation project. The LEP board allocated £271,628 to the Skills, Education and Employment programme on 14 January 2020, following the release of funding from scheme 2.39 Wokingham: Coppid Beech northbound. Therefore the overall LGF for transport projects has reduced in table 2 from £171.9m to £171.2m.

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

Table 3: Breakdown of schemes by type by funding allocated

£m	LGF	BRRP	Total
MRT / P&R projects	20.6	21.1	41.7
Railway projects	31.6	-	31.6
Highway improvements	23.9	-	23.9
Unlocking direct housing	22.5	12.3	34.8
Other	11.0	1.4	12.4
DfT retained	24.0	-	24
Unallocated funds	2.2	1.1	3.3
Total funding	131.2	36.0	171.2

11. Table 4 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 and 2018/19 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 and final award of schemes finance for 2018/19 and the provisional allocation for 2019/20 for the BRRP. 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.

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>

Table 4 – Local Growth Deal and BRRP Scheme Funding Profiles

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: Kings Road Link Road	GD 1	G		Mar-15	Oct-16	Due Jan 21	0.000	1.335	1.000	0.000	0.000	0.000	2.335
2.02	Bracknell: Warfield Link Road	GD 1	C	1-yr impact report due 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	GD 1	C	1-yr impact report published Jul 18. Delays to linked housing	Mar-15	Feb-16	Apr-17	0.500	1.400	0.000	0.000	0.000	0.000	1.900
2.04.4	Wokingham: Arborfield Cross Relief Road	DfT major	G	DfT "Large Scheme"	Jul 19 & Aug 19 via DfT	Aug-19	Due Sep 20	0.000	0.000	0.000	0.874	22.126	1.000	24.000
2.05	Newbury: Sandford Park	GD 2	A/G	Completion delayed	Jul-16	Aug-18	Due Sep 21	0.000	0.000	0.000	2.000	0.000	0.900	2.900
2.06	Reading: Green Park Railway Station	GD 1	A/R	Additional LGF & NSF awarded. Completion delayed	Nov 14 & July 19	Mar-18	Due May 21	0.000	0.000	4.575	0.000	4.575	0.550	9.700
2.07	Bracknell: Coral Reef Roundabout	GD 1	C	1-yr impact report published Nov 17	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 Ph 1	GD 1	C	1-yr impact report due 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
2.09.1	Sustainable	GD 1	A/G	Completion	Nov-15	Jan-17	Due Mar 20	0.000	2.100	1.500	0.200	0.400	0.000	4.200

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
	Transport: NCN 422			delayed										
2.09.2	Sustainable Transport: A4 Cycle (with Bucks)	GD 1	C	1-yr impact report due Mar 20	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	GD 1	C	1-yr impact report due Nov 20	Nov-14	Dec-15	Sep-19	1.267	1.433	0.000	0.000	0.000	0.000	2.700
2.11	Reading: South Reading MRT phase 1	GD 1	C	1-yr impact report due Nov 20	Nov-15	Sep-16	Jul-19	0.000	2.970	0.000	0.000	0.000	0.000	2.970
2.12	Reading: South Reading MRT phase 2							0.000	0.000	1.530	0.000	0.000	0.000	1.530
2.13	Wokingham: Thames Valley Park and Ride	GD 1	A/G	Completion delayed	Jul-17	Feb-18	Due Apr 20	0.000	0.000	0.000	2.000	0.900	0.000	2.900
2.14	East Reading MRT Phase 1	GD 1	Project withdrawn											
2.25	East Reading MRT Phase 2	GD 3												
2.15	Bracknell: Martins Heron Roundabout	GD 1	C	1-yr impact report due Mar 20	Jan-17	Mar-17	Apr-19	0.000	0.200	2.700	0.000	0.000	0.000	2.900
2.16	Maidenhead: Station Access	GD 1	A	Completion delayed	Nov-17	Jan-19	Due Jun 20	0.000	0.000	0.000	0.690	2.000	1.060	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	GD 2	C	1-yr impact report	Nov-15	Apr-15	Sep-17	2.000	0.000	0.000	0.000	0.000	0.000	2.000

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
	Regeneration Infrastructure			published Mar 19										
2.20	Not used													
2.21	Slough: Langley Station Access	GD 2	G	Near completion, final snagging work	Nov-16	Mar-18	Due Mar 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 due 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	A	Completion delayed See BRRP below.	Nov-17	Mar-18	Due Nov 20	0.000	0.000	2.250	0.090	0.000	0.000	2.340
2.24	Newbury: Railway Station	GD 3	A/G	Minor funding shortfall identified, may impact timings	Conditional Jul 18, lifted Feb 19	Jan-19	Due Mar 21	0.000	0.000	0.000	3.630	0.000	2.421	6.051
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	A		Conditional Nov 18, lifted Sep 19	Due Jul 20	Due Mar 21	0.000	0.000	0.000	0.000	0.000	2.242	2.242
2.28	Bracknell: A3095 Corridor	GD 3	G		Jul-18	Oct 18 enabling	Due Nov 21	0.000	0.000	0.000	0.200	1.800	3.519	5.519
2.29	Wokingham: Winnersh Triangle Park & Ride (was Parkway)	GD 3 resrv.	A	Completion delayed. Major funding shortfall identified	Conditional Mar 19, lifted May 19	Due Jul 20	Due Mar 21	0.000	0.000	0.000	0.000	0.000	2.850	2.850

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	
2.30	TVB Smart City Cluster – See below														
2.31	Slough: Stoke Road Area Regeneration	GD 3 resrv.	G		Jul-19	Aug 19 enabling	Due Mar 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 resrv.	A	See BRRP below	Conditional 01/01/2019	Due Apr 20	Due Mar 21	0.000	0.000	0.000	0.000	0.000	4.213	4.213	
2.33	GWR: Maidenhead to Marlow Branch Line Upgrade	GD 3 resrv.	A/R	Programme Entry Stage. NR approval may be too late	Due Nov 19 Bucks TV LEP lead	Due Aug 20	Due Dec 20	0.000	0.000	0.000	0.000	0.000	1.525	1.525	
2.34	Slough MRT Phase 2 – see BRRP below														
2.35	Reading: Reading West Station Upgrade	GD 3 resrv.	A/G	Full Approval	Due Nov 19	Due Jul 20	Due Sep 21	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.	A	Programme Entry Stage	Due Mar 20	TBC	TBC	0.000	0.000	0.000	0.000	0.000	2.400	2.400	
2.37	Bracknell: A322 A329 Corridor Improvements	GD 3 resrv.	A/G	Full Approval	Nov-19	Due Jul 20	Due Mar 21	0.000	0.000	0.000	0.000	0.000	2.000	2.000	
2.38	Theale Station Upgrade	GD 3 resrv.	A/R	Programme Entry Stage. Major funding shortfall identified	Due Mar 20	Due Dec 20	Due Mar 22	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.	A	Programme Entry Stage	Due May 20	Due Jan 21	Due May 21	0.000	0.000	0.000	0.000	0.000	1.563	1.563	
2.41	Not used														

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	
2.42	South Wokingham Distributor Road – Eastern Gateway – see BRRP below														
2.43	Wokingham: Barkham Bridge	GD 3 resrv.	G	Ref was 2.42 On site	Nov-19	Nov-19	Due Mar 21	0.000	0.000	0.000	0.000	2.100	2.136	4.236	
					Predicted Spend			14.742	16.546	15.055	9.684	34.901	42.129	133.057	
					Unallocated Funds									2.120	
2.30	TVB Smart City Cluster	LGF	A/G	1 st & 2 nd round challenge fund launched	Nov 17 by LEP Board	Jan-18	Due Jun 20	0.000	0.000	0.083	0.255	1.096	0.300	1.734	
BUSINESS RATES RETENTION PILOT															
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	
Capital Projects															
2.23	Reading: South Reading MRT Phases 3-4	BRRP	A	See 2.23 LGF above	Nov-17	Mar-18	Due Nov 20	0.000	0.000	0.000	7.808	0.000	0.000	7.808	
2.26	Wokingham: Winnersh Relief Road Phase 2	BRRP	G	Phase 1 privately funded Moved from LGF.	Conditional Nov 18, lifted Feb 19	Jan-19	Due Dec 20	0.000	0.000	0.000	3.000	3.260	0.000	6.260	
2.32	Maidenhead: Housing Sites Enabling Work Ph. 1	BRRP	A	See LGF above	Conditional Jan-19	Due Apr 20	Due Mar 21	0.000	0.000	0.000	0.000		1.068	1.068	
2.34	Slough MRT Phase 2	BRRP	G		Jan-19	Aug-19	Due Aug 20	0.000	0.000	0.000	0.000	1.000	12.300	13.300	
2.42	South Wokingham Distributor Road – Eastern Gateway	BRRP	A/G	On site	Nov-19	Oct-19	Due Apr 21	0.000	0.000	0.000	0.000	5.000	0.000	5.000	

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
					Capital Projects Funds Total			0.000	0.000	0.000	10.808	9.260	13.368	33.436
Revenue Projects														
N/a	BLIS development	BRRP	N/a	Work completed				0.000	0.000	0.000	0.044	0.046	0.000	0.090
N/a	Business Case Preparation	BRRP	N/a	6 proposals approved				0.000	0.000	0.000	0.600	0.000	0.000	0.600
N/a	Forward Plans Team	BRRP	N/a	TBC	TBC	TBC	TBC	0.000	0.000	0.000	0.000	0.750	0.000	0.750
					Revenue Projects Funds Total			0.000	0.000	0.000	0.644	0.796	0.000	1.440
					Predicted Spend			0.000	0.000	0.000	0.644	0.796	0.000	1.440
					Unallocated / Revenue Funds			0.000	0.000	0.000	0.000	0.000	0.000	1.124

12. In addition to these capital schemes, there is a further Local Growth Deal funded project called 2.30 TVB Smart City Cluster. 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.

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](#)^{vii} and [Business Rates Retention Pilot](#)^{viii} e-Books.
15. There is a detailed progress report on each of the schemes in the accompanying composite report.

Monitoring and Evaluation

16. 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.

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 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

Background Papers

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

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

^{vii}<https://spark.adobe.com/page/IUllI858NStY0/>

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