

## MEETING OF THE BERKSHIRE LOCAL TRANSPORT BODY (BLTB) – THURSDAY 11 MARCH 2021

CONTACT OFFICER: Josie Wragg, Chief Executive, Slough Borough Council, lead officer to the BLTB

### 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](#)<sup>i</sup>, as amended by Growth Deal 2 ([£10.2 million further support to Thames Valley Berkshire](#)<sup>ii</sup>) and Growth Deal 3 ([Factsheet GD3](#)<sup>iii</sup>) with particular reference to the schemes included in the Transport Packages of the [Strategic Economic Plan](#)<sup>iv</sup>; 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 £135.926m. 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. Thames Valley Berkshire has received £7.5m through the GBF, of which £1,643,000 has been allocated to a transport project.
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; £9.083m has been spent to date in 2020/21. In addition, £21.487m 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 summary 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](#)<sup>v</sup>. 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, BRRP and GBF

£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
<b>Local Growth Deal Total</b>	<b>135.9</b>
<b>BRRP 2018/19 and 2019/20</b>	<b>36.0</b>
<b>Getting Building Fund 2020/21 and 2021/22</b>	<b>2.1</b>
<b>Grand Total</b>	<b>174</b>

9. 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	Total
Combined Growth Deal 1, 2, 3 and LTB Allocation <b>approved</b>	14.7	16.5	15.1	8.8	12.4	44.4	-	<b>111.96.1</b>
Growth Deal 1 (DfT Major Schemes) <i>indicative</i>	-	-	-	0.9	22.1	1.0	-	<b>24.0</b>
Local Growth Deal Total	<b>14.7</b>	<b>16.5</b>	<b>15.1</b>	<b>9.7</b>	<b>34.5</b>	<b>45.4</b>	-	<b>135.96</b>
BRRP	-	-	-	<b>11.5</b>	<b>10.0</b>	<b>14.5</b>	-	<b>36.0</b>
Getting Building Fund	-	-	-	-	-	-	<b>2.1</b>	<b>2.1</b>
<b>Grand Total</b>	<b>14.7</b>	<b>16.5</b>	<b>15.1</b>	<b>21.2</b>	<b>44.5</b>	<b>59.9</b>	<b>2.1</b>	<b>174</b>

10. 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
Other	11.5	2.6	-	14.1
DfT retained	24.0	-	-	24.0
Unallocated funds	n/a	n/a	n/a	n/a
<b>Total funding</b>	<b>135.96</b>	<b>36.0</b>	<b>2.1</b>	<b>174</b>

11. LEPs are currently in the final year of the LGF programme and all funds need to be transferred to and spent by the delivery body by 31 March 2021. Where a project will not complete by this date and there is still outstanding expenditure, the LEP is allowed to use freedoms and flexibilities to temporarily allocate the funding to an alternative capital project that has taken place within the local authority during 2020/21. Once the original project is completed in the coming financial year, 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 have confirmed that by the end of March 2021, expenditure is estimated to be at roughly £80m, against the £112m that will have been paid over the LGF period. This means that roughly £32m will be reallocated as a capital swap. The following table shows the amount of capital swap required by each local authority:

Table 4: LGF Capital Swap by Local Authority

Local Authority	Amount
West Berkshire Council	£9,796,000
Slough Borough Council	£7,007,000
Royal Borough of Windsor and Maidenhead	£6,085,288
Wokingham Borough Council	£5,177,444
Reading Borough Council	£2,970,000
Bracknell Forest Council	£905,882
<b>Total</b>	<b>£31,941,614</b>

12. 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 and 2019/20 the provisional allocation for 2020/21, which is subject to alteration following the government's confirmation of the Local Growth Deal funding profile. 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.

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/327587/35\\_Thames\\_Valley\\_Berkshire\\_Growth\\_Deal.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/327587/35_Thames_Valley_Berkshire_Growth_Deal.pdf)

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<sup>ii</sup>[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/399438/Thames\\_Valley\\_Berkshire\\_Factsheet.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/399438/Thames_Valley_Berkshire_Factsheet.pdf)

<sup>iii</sup>[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/589268/170202\\_Thames\\_Valley\\_Berkshire\\_LEP\\_GD\\_factsheet.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/589268/170202_Thames_Valley_Berkshire_LEP_GD_factsheet.pdf)

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

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

Table 5 – 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
<b>LOCAL GROWTH FUND</b>														
2.01	Newbury: Kings Road Link Road	GD 1	A	Completion beyond March 21.	Mar-15	Oct-16	Due Jul 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 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	GD 1	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
2.04.4	Wokingham: Arborfield Cross Relief Road	DfT major	C	DfT "Large Scheme". 1-yr impact report due Nov 21	Jul 19 & Aug 19 via DfT	Aug-19	Nov 20	0.000	0.000	0.000	0.874	22.126	1.000	24.000
2.05	Newbury: Sandleford Park	GD 2	AG	Completion beyond March 21. Western access funds returned	Jul-16	Aug-18	Due Dec 21	0.000	0.000	0.000	2.000	0.000	0.000	2.000
2.06	Reading: Green Park Railway Station	GD 1	A	Additional LGF & NSF awarded. Open to public Dec 21	Nov 14 & July 19	Mar-18	Due Aug 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 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

2.09.1	Sustainable Transport: NCN 422	GD 1	C	1-yr impact report due Mar 22	Nov-15	Jan-17	Dec-20	0.000	2.100	1.500	0.200	0.400	0.000	4.200
2.09.2	Sustainable Transport: A4 Cycle (with Bucks)	GD 1	C	1-yr impact report published Jul 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 - date TBC	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 - date TBC	Nov-15	Aug-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	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	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 - date TBC	Jan-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	AG	Highways work completed. Forecourt work underway	Nov-17	Jan-19	Due May 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 - date TBC	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	AG	Final section underway, delays due covid-19. See	Nov-17	Mar-18	Due Aug 21	0.000	0.000	2.250	0.090	0.000	0.000	2.340

				BRRP below.											
2.24	Newbury: Railway Station	GD 3	R	Additional LGF awarded June 20. Business Unit space reduced. Completion beyond March 22	Conditional Jul 18, lifted Feb 19	Jan-19	Due Apr 22	0.000	0.000	0.000	3.630	0.000	3.061	6.691	
2.25	East Reading MRT Phase 2 - See 2.14 above														
2.26	Wokingham: Winnersh Relief Road Phase 2 - See BRRP below														
2.27	Maidenhead Town Centre: Missing Links	GD 3	AG	Completion beyond March 21	Conditional Nov 18, lifted Sep 19	Nov-20	Due Aug 21	0.000	0.000	0.000	0.000	0.000	2.242	2.242	
2.28	Bracknell: A3095 Corridor	GD 3	AG	Completion beyond March 21	Jul-18	Oct 18 enabling	Due Jun 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 reserv.	AR	Awaiting start on site. Additional funding approved June / July 2020	Conditional Mar 19, lifted May 19	Due Mar 21	Due Sep 21	0.000	0.000	0.000	0.000	0.000	4.240	4.240	
2.30	TVB Smart City Cluster – See below														
2.31	Slough: Stoke Road Area Regeneration	GD 3 reserv.	AG	Completing beyond March 21	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 reserv.	AG	Completing beyond March 21 See BRRP below	Conditional Jan 19, lifted Jul 20	Nov-20	Due Nov 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 reserv.	Project withdrawn												
2.34	Slough MRT Phase 2 – see BRRP below														

2.35	Reading: Reading West Station Upgrade	GD 3 resrv.	A	Completing beyond March 22	Nov-19	Feb-21	Due Jul 22	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.	AG	Completing beyond March 21	Mar-20	Feb-21	Due Oct 21	0.000	0.000	0.000	0.000	0.000	2.400	2.400	
2.37	Bracknell: A322 A329 Corridor Improvements	GD 3 resrv.	AG	Completing beyond March 21	Nov-19, amendm ent Jun 20	Nov-20	Due Jul 21	0.000	0.000	0.000	0.000	0.000	0.400	0.400	
2.38	Theale Station Upgrade	GD 3 resrv.	AR	Awaiting start on site. Completing beyond March 22	Conditio nal June 20, lifted Dec 20	Due Mar 21	Due Oct 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	Awaiting start on site. Completing beyond March 21	Jul-20	Due Mar 21	Due Nov 21	0.000	0.000	0.000	0.000	0.000	1.563	1.563	
2.41	Not used														
2.42	South Wokingham Distributor Road – Eastern Gateway – see BRRP below														
2.43	Wokingham: Barkham Bridge	GD 3 resrv.	G		Nov-19	Nov-19	Due 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.	G		Conditio nal July 20 lifted Nov 20	Nov-20	Due 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.	AG	Completing beyond March 21	Conditio nal June 20 lifted Oct 20	Feb-21	Due Jun 21	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.	AG	Completing beyond March 21	Conditio nal Jul 20 lifted Oct 20	Feb-21	Due Jun 21	0.000	0.000	0.000	0.000	0.000	1.033	1.033	



2.47	Bracknell Town Centre The Deck	GD 3 reserv.	AG	Completing beyond March 21	Conditional Nov 20, lifted Dec 20	Feb-21	Due Jun 21	0.000	0.000	0.000	0.000	0.000	0.956	0.956
N/a	Independent assessment costs	GD 3 reserv.	N/a					0.000	0.000	0.000	0.000	0.000	0.045	0.045
					<b>Predicted Spend</b>			<b>14.742</b>	<b>16.546</b>	<b>15.055</b>	<b>9.684</b>	<b>34.567</b>	<b>45.367</b>	<b>135.961</b>
					<b>Unallocated Local Growth Funds</b>									<b>0.000</b>
2.30	TVB Smart City Cluster	LGF	A	Part funding moved to BRRP; challenge fund delays	Nov 17 by LEP Board	Jan-18	Due Mar 21	0.000	0.000	0.083	0.255	0.802	0.300	1.440
<b>BUSINESS RATES RETENTION PILOT</b>														
Ref.	Scheme Name	Growth Deal	RAG	Notes	LTB Funding Approval	Start on Site	Completion date			2018/19	2019/20	2020/21	2021/22	Total
<b>Capital Projects</b>														
2.23	Reading: South Reading MRT Ph 3-4	BRRP	AG	Delay to final section due to covid	Nov-17	Mar-18	Due Aug 21			7.808	0.000	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 Mar 21			3.000	3.260	0.000	0.000	6.260
2.32	Maidenhead: Housing Sites Enabling Work Ph. 1	BRRP	AG	Completing beyond March 21 See LGF above	Conditional Jan 19, lifted Jul 20	Nov-20	Due Nov 21			0.000	0.000	0.000	1.068	1.068
2.34	Slough MRT Phase 2	BRRP	AR	Project split in 2: MRT to complete Oct 21; P&R Dec 22 with	Jan-19	Aug-19	Due Dec 22			0.000	1.000	3.000	9.300	13.300

				increased scope (EV & hydrogen hub)											
2.42	South Wokingham Distributor Road – Eastern Gateway	BRRP	A	Completing beyond March 21	Nov-19	Oct-19	Due Mar 22			0.000	5.000	0.000	0.000	5.000	
2.30	TVB Smart City Cluster	BRRP	A	Additional BRRP awarded	Mar-20	Jan-18	Due Mar 21			0.000	0.293	0.284	0.000	0.577	
4.0	Superfast Berkshire	BRRP	A	Moved from LGF (digital)		Jul-15	Due Mar 22			0.000	0.436	0.111	0.000	0.547	
					<b>Capital Projects Funds Total</b>					<b>10.808</b>	<b>9.989</b>	<b>3.395</b>	<b>10.368</b>	<b>34.560</b>	
<b>Revenue Projects</b>															
N/a	BLIS development	BRRP	N/a	Work completed						0.044	0.046	0.000	0.000	0.090	
N/a	Business Case Preparation	BRRP	N/a	6 proposals approved						0.600	0.000	0.000	0.000	0.600	
N/a	Forward Plans Team	BRRP	N/a	Proposals being developed	Mar-20	Oct-20	Mar-21			0.000	0.000	0.000	0.750	0.750	
					<b>Revenue Projects Funds Total</b>					<b>0.644</b>	<b>0.046</b>	<b>0.000</b>	<b>0.750</b>	<b>1.440</b>	
					<b>Predicted BRRP Spend</b>					<b>11.452</b>	<b>10.035</b>	<b>3.395</b>	<b>11.118</b>	<b>36.000</b>	
					<b>Unallocated BRRP</b>									<b>0.000</b>	
<b>GETTING BUILDING FUND</b>															
<b>GBF1</b>	Slough Langley High Street phase 3	<b>GBF</b>	<b>A</b>	Conditions being worked through	Cond. Nov 20	Due Jul 21	Due Dec 21						<b>2020/21</b>	<b>2021/22</b>	<b>Total</b>
													<b>0.000</b>	<b>1.643</b>	<b>1.643</b>

13. 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) or Lora Wan communication platform across all six Berkshire Local Authorities 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 the private sector has responded to. These grants were awarded through competition and 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

14. The [Assurance Framework](#)<sup>vi</sup> 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**

15. 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](#)<sup>vii</sup> and [Business Rates Retention Pilot](#)<sup>viii</sup> e-Books.
16. There is a detailed progress report on each of the schemes in the accompanying composite report.

#### Monitoring and Evaluation

17. 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.

18. 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.

19. 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.

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

<sup>vii</sup> <https://spark.adobe.com/page/IUJLI858NStY0/>

<sup>viii</sup> <https://spark.adobe.com/page/6LOjEtuDgacVm/>