

MEETING OF THE BERKSHIRE LOCAL TRANSPORT BODY (BLTB) – THURSDAY 15 JULY 2021

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

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 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. 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 £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, £22.947m was spent from BRRP and £0.593 from the GBF.

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](#)^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, 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
Local Growth Deal Total	135.9
BRRP 2018/19 and 2019/20	36.0
Getting Building Fund 2020/21 and 2021/22	2.1
Grand Total	174.1

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 approved	14.7	16.5	15.1	8.8	12.4	44.4	-	111.96.1
Growth Deal 1 (DfT Major Schemes) <i>indicative</i>	-	-	-	0.9	22.1	1.0	-	24.0
Local Growth Deal Total	14.7	16.5	15.1	9.7	34.5	45.4	-	135.96
BRRP	-	-	-	11.5	10.0	14.5	-	36.0
Getting Building Fund	-	-	-	-	-	0.593	1.500	2.1
Grand Total	14.7	16.5	15.1	21.2	44.5	59.9	2.1	174.1

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	11.4	2.6	-	14.1
DfT retained	24.0	-	-	24.0
Unallocated funds	n/a	n/a	n/a	n/a
Total funding	135.96	36.0	2.1	174

11. 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. 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	£10.8m
Slough Borough Council	£7m
Royal Borough of Windsor and Maidenhead	£6.2m
Wokingham Borough Council	£5.2m
Reading Borough Council	£3m
Bracknell Forest Council	£1m
Total	£33.2m

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, 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.

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 5 – Local Growth Deal, BRRP and GBF 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: King's Road Link Road	GD1	AG	Delays due to planning	Mar-15	Oct-16	Due Dec 21	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 Arborfield Relief Rd	DfT major	C	1-yr impact report due Nov 21	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: Sandleford Park	GD2	G	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	GD1	A	Open to public Jan 22	Nov 14 & Jul 19	Mar-18	Due Oct 21	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	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 - date TBC	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 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	GD1	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	South Reading Mass Rapid Transit Phase 1	GD1	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	South Reading Mass Rapid							0.000	0.000	1.530	0.000	0.000	0.000	1.530

	Transit Phase 2													
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 - date TBC	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	G		Nov-17	Jan-19	Due Aug 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	G	See BRRP below.	Nov-17	Mar-18	Due Oct 21	0.000	0.000	2.250	0.090	0.000	0.000	2.340
2.24	Newbury: Railway Station	GD 3	AR	Completion beyond March 22	Cond. Jul 18, lifted Feb 19	Jan-19	Due Aug 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	G		Cond. Nov 18, lifted Sep 19	Nov-20	Due Oct 21	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	Jun-21	0.000	0.000	0.000	0.200	1.800	3.519	5.519

2.29	Wokingham: Winnersh Triangle Park & Ride	GD 3 resrv.	AG	Additional funding approved June and July 2020	Cond. Mar 19, lifted May 19	Apr-21	Due Jan 22	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 resrv.	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	M Maidenhead: Housing Sites Enabling Work Ph. 1	GD 3 resrv.	G	See BRRP below	Cond. Jan 19, lifted Jul 20	Nov-20	Due Nov 21	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 resrv.	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.	G		Mar-20	Feb-21	Due Nov 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.	G		Nov-19, amends Jun 20	Nov-20	Due Sep 21	0.000	0.000	0.000	0.000	0.000	0.400	0.400
2.38	Theale Station Upgrade	GD 3 resrv.	A	Completing beyond March 22	Cond. June 20, lifted Dec 20	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.	G	Completing beyond March 21	Jul-20	Mar-21	Due Dec 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.	C	1-yr impact report due - date TBC	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 - date TBC	Cond. 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		Cond. June 20 lifted Oct 20	Feb-21	Due Nov 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.	G		Cond. Jul 20 lifted Oct 20	Feb-21	Due Nov 21	0.000	0.000	0.000	0.000	0.000	1.033	1.033
2.47	Bracknell Town Centre The Deck	GD 3 resrv.	G		Cond. Nov 20, lifted Dec 20	Feb-21	Due Jul 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
Predicted Spend								14.742	16.546	15.055	9.684	34.567	45.367	135.961
2.30	TVB Smart City Cluster	LGF	AG	Part funding moved to BRRP; procurement delays to extension	Nov 17 by LEP Board	Jan-18	Due Aug 21	0.000	0.000	0.083	0.255	0.802	0.300	1.440

BUSINESS RATES RETENTION PILOT

Ref.	Scheme Name	Growth Deal	RAG	Notes	LTB Funding Approval	Start on Site	Completi on date			2018/19	2019/20	2020/21	2021/22	Total
Capital Projects														
2.23	Reading: South Reading MRT Ph 3-4	BRRP	G		Nov-17	Mar-18	Due Oct 21			7.808	0.000	0.000	0.000	7.808

2.26	Wokingham: Winnersh Relief Road Phase 2	BRRP	C	Ph. 1 private funds Moved from LGF. 1-yr impact report due - date TBC	Cond. 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	G	See LGF above	Cond. Jan 19, lifted Jul 20	Nov-20	Due Nov 21			0.000	0.000	0.000	1.027	1.027
2.34	Slough MRT Phase 2	BRRP	AR	Project split in 2: MRT complete Oct 21; P&R Dec 22 but start TBC	Jan-19	Aug-19	Due Dec 22			0.000	1.000	3.000	9.300	13.300
2.42	South Wokingham Distributor Road – Eastern Gateway	BRRP	G		Nov-19	Oct-19	Due Mar 22			0.000	5.000	0.000	0.000	5.000
2.30	TVB Smart City Cluster	BRRP	AG	Additional BRRP awarded	Mar-20	Jan-18	Due Aug 21			0.000	0.293	0.284	0.000	0.577
4.0	Superfast Berkshire	BRRP	G	Moved from LGF (digital)	Mar-20	Jul-15	Due Mar 22			0.000	0.436	0.111	0.000	0.547
Capital Projects Funds Total										10.808	9.989	3.395	10.327	34.519
Revenue Projects														
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	0.065	0.685	0.750
N/a	Independent assessment of 1 & 5 year evaluations	BRRP	N/a	Transferred from LGF by adjusting LGF / GBF proportions for project 2.32	Due Jul 21	Due Nov 21	Due Mar 27			0.000	0.000	0.000	0.041	0.041
Revenue Projects Funds Total										0.644	0.046	0.065	0.726	1.481
Predicted BRRP Spend										11.452	10.035	3.460	11.053	36.000
GETTING BUILDING FUND												2020/21	2021/22	Total
GBF1	Slough Langley High Street phase 3	GBF	A	Awaiting start on site	Cond. Nov 20;	Due Nov 21	Due Mar 22					0.593	1.050	1.643

				lifted May 21										
GBF15	Bracknell A322 A329 Corridor Improvements	GBF	A	Programme entry awarded March 21		Due Jul 21	Due Dec 21					0.000	0.450	0.450
					Capital Projects Funds Total						0.593	1.500	2.093	

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](#)^{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

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](#)^{vii} and [Business Rates Retention Pilot](#)^{viii} 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.

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

^{vii} <https://spark.adobe.com/page/IUJLI858NStY0/>

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