

Date of issue: Thursday, 3 November 2022

MEETING	BERKSHIRE LOCAL TRANSPORT BODY
DATE AND TIME:	THURSDAY, 10TH NOVEMBER, 2022 AT 4.00 PM
VENUE:	VIRTUAL MEETING
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	NICHOLAS PONTONE 07749 709 868

SUPPLEMENTARY PAPERS

The following Papers have been added to the agenda for the above meeting:-

* Item 5 was not available for publication with the rest of the agenda.

PART 1

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>
5.	Thames Valley Berkshire Capital Programme Update	1 - 12

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MEETING OF THE BERKSHIRE LOCAL TRANSPORT BODY (BLTB) – THURSDAY 10 NOVEMBER 2022

CONTACT OFFICER: Stephen Brown, Chief Executive, Slough Borough Council

Item 5: Thames Valley Berkshire Capital Programme Update

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. To note the current underspend on LGF of £16,395 from projects within the LEP skills and business programmes and the potential underspend associated with agenda item 4.
3. To advise of the need to reallocate the £16,395 underspend from LGF to BRRP in order for these funds to be included this in discussions regarding use of at the Berkshire Strategic Transport Members Forum.

Recommendations

4. That you note the progress made on the schemes previously given programme entry status, as set out in the accompanying summary report.
5. That you approve the reallocation of £16,395 LGF to BRRP for scheme 2.32 Maidenhead: Housing Sites Enabling Works Phase 1 outlined in paragraphs 21 and 22, to remove the current underspend in LGF, noted at paragraph 2.
6. That the Berkshire Strategic Transport Members Forum be asked to consider possible options for reallocating the remaining funds.

Background

7. 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.
8. A further £25m has been released through BRRP1 (2018/19) and £11m from BRRP2 (2019/20).
9. Thames Valley Berkshire has received £7.5m through the GBF, of which £2,093,000 has been allocated to two transport projects. GBF investment decisions were taken by the LEP through the Place Making Board (PMB) in consultation with senior officers from the six local authorities . The transport investments are reported to BLTB for information whilst the remaining GBF projects are reported to PMB. All projects are reported to the LEP Board.
10. £1.1m of BRRP has been allocated to two digital projects, including the TVB Smart City Cluster scheme, which was previously reported to BLTB. Digital projects are now governed by the Digital Infrastructure Group and not reported here.

Other Implications

Risk Management

11. The delegation of programme management responsibilities to the LEP/BLTB brings risks. The well-established scrutiny of the transport projects given by both BST(O)F and BLTB meetings is designed to mitigate that risk.
12. 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.
13. The risks associated with each scheme are monitored locally. Table 4 has been adapted to show the current risk rating of each of the live schemes.
14. Two transport projects are currently rated with a red risk score:
 - 14.1. Scheme 2.34 Slough MRT phase 2 – this project has been discussed at item 4 and the potential underspend identified.
 - 14.2. Scheme 2.32 Maidenhead: Housing Sites Enabling Works Phase 1 – this project has had an amber / red risk score for some time, due to uncertainty associated with a significant element of the project. There have been verbal assurances from colleagues at the Royal Borough of Windsor and Maidenhead (RBWM) that alternative work can be carried out within a reasonable time and that it fits with the original full business case. RBWM committed to providing written detailed information about a revised programme, but despite this information being sought on several occasions, nothing has been provided. As a result the RAG rating has been changed to red to reflect that the outstanding funds may need to be recovered should RBWM fail to provide the information sufficient to enable the funding to be retained.

Financial

15. Thames Valley Berkshire LEP has been granted freedoms and flexibilities by Government in managing Local Growth Funds. This means that RBWM, as the LEP's Accountable Body, received an annual allocation and it was the LEP's responsibility, via BLTB, to manage the award of LGF to individual schemes.

Table 1: Available Finance for Transport Schemes 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	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.

16. 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

17. The breakdown of types of projects with allocated LGF, BRRP and GBF monies is shown in Appendix A.

18. 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 complete, 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, with c.£33m reallocated as a capital swap. This figure had reduced to £20.1m at October 2022. The following table shows the outstanding amount of capital swap, as reported by transport officers for each local authority:

Table 3: LGF Capital Swap by Local Authority

Local Authority	Amount
West Berkshire Council	£9.6m
Slough Borough Council	£4.4m
Royal Borough of Windsor and Maidenhead	£3.4m
Wokingham Borough Council	£0.3m
Reading Borough Council	£2.4m
Bracknell Forest Council	-
Total	£20.1m

19. Table 4 has been amended to present project data for all live projects. Completed projects have been moved to Appendix B.

Table 4 – Local Growth Deal, BRRP and GBF Scheme Funding Profiles

Infrastructure Programme	Start	End	Total	RAG	Comment
BRRP					
2.32 Maidenhead: Housing Sites Enabling Works Phase 1	Nov-20	Jun-23	£1.027	R	Unable to complete final roundabout. Awaiting update from RBWM.
2.34 Slough MRT Phase 2	Aug-19	Mar-24	£13.300	R	MRT nearly complete, cycle lane work to start. P&R to be withdrawn
LGF					
2.32 Maidenhead: Housing Sites Enabling Works Phase 1	Nov-20	Jun-23	£4.254	R	As above
2.40 Windsor: Town Centre Package	Mar-21	Jun-23	£1.563	AR	Design complete, discussions with main contractor on costs
2.29 Wokingham Winnersh Triangle Park & Ride	Apr-21	Jul-23	£4.240	A	Delays from steel manufacturer. Water main issue to be resolved
2.31 Slough: Stoke Road Area Regeneration	Aug-19	May-23	£7.650	A	Station forecourt nearing completion. TVU junction at design stage
2.38 Theale Station Park and Rail Upgrade	Mar-21	Oct-23	£4.000	A	Access for All bridge due in new year, designs on car park still to be finalised
2.01 Newbury: King's Road Link Road	Oct-16	Mar-23	£2.335	AG	Planning issues resolved, contractors back on site
2.06 Reading Green Park Railway Station	Mar-18	Nov-22	£9.700	AG	Power issues resolved, public opening in new year
2.24 Newbury: Railway Station Improvements	Jan-19	Mar-23	£6.691	AG	Work underway on business units. Station building nearing completion.
2.27 Maidenhead: Town Centre Missing Links	Nov-20	Dec-22	£2.242	AG	Bridge installation work is underway as final element
2.35 Reading West Station Upgrade	Feb-21	Feb-23	£3.100	AG	Main works underway by GWR contractors
2.45 Slough Langley High Street phase 1	Feb-21	Nov-22	£1.324	AG	Final snagging works
2.46 Slough Langley High Street phase 2	Feb-21	Nov-22	£1.033	AG	Final snagging works
GBF					
GBF1 Slough – Langley High Street northern corridor road widening	Oct-21	Jan 23	£1.643	AG	Works underway

Unallocated spend

20. Agenda item 4 discussed the proposal to withdraw funding from the park and ride element of scheme 2.34 Slough MRT Phase 2. This releases £5m, with £48,290 being paid to UK Power Network Services to carry out an options appraisal for the site. This leaves a balance of £4,951,710 to be reallocated, assuming this was the outcome of the discussion of agenda item 4.
21. LGF has been used by the LEP to support projects across all three programme groups of infrastructure, skills and business. There is currently £16,395 of unallocated LGF from skills and business projects, which is insufficient to fund any new projects. It is proposed that these funds are incorporated into any reallocation process.
22. In order for the £16,395 LGF to be reallocated, it needs to be moved from LGF to BRRP. Scheme 2.32 Maidenhead: Housing Sites Enabling Works Phase 1 has funding allocated from both LGF and BRRP, currently £4,254,194 LGF and £1,026,806 BRRP. By increasing the LGF proportion by £16,395 and reducing the BRRP proportion by the same amount, the overall budget for this scheme remains the same at £5,281,000 but the underspend will sit in BRRP for reallocation. This will bring the funding for scheme 2.32 Maidenhead: Housing Sites Enabling Works Phase to £4,270,589 LGF and £1,010,411 BRRP. Whilst it has been recognised in paragraph 14.2 and table 4 that there is a potential underspend for this project, the current spend to date is £2,466,454 and therefore any possible returned funds will not be affected by this adjustment.
23. Government expectations are the LEP should complete the capital programme of investments by the end of financial year 2023/24. The existing pipeline of transport schemes are not able to be delivered in that timescale. The LEP is required to have a transparent process to reallocate funding, therefore it is recommended that the initial consideration of alternative uses for this funding be carried out by the Berkshire Strategic Transport Members' Forum. Consideration could be given to smaller transport schemes, e.g. unfunded Bus Service Improvement Plan schemes, Local Cycling and Walking Improvement Plan proposals. There is also the potential to contribute to successful Levelling Up Fund schemes. The other area worthy of consideration, given the low value of the award to Berkshire authorities is linking the funding to the three year UK Shared Prosperity Fund, which is mostly revenue and also back loaded to 2024/25, this would widen the offer beyond transport but still well aligned to the objectives within the Berkshire Recovery and Renewal Plan, the current Berkshire-wide strategic document that the LEP is working to, having superseded the Strategic Economic Plan and the Berkshire Local Industrial Strategy.

Human Rights Act and Other Legal Implications

24. 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.

Monitoring and Evaluation

25. 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.
26. 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.
27. 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

Appendix A: 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
Total funding	135.8	34.9	2.1	172.9

APPENDIX B Summary of Completed Transport Projects (funding in £m)

Ref.	Scheme Name	Growth Deal	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												
2.02	Bracknell: Warfield Link Road	GD1	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	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	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	Final works underway	Jul-16	Aug-18	Dec-21	0.000	0.000	0.000	2.000	0.000	0.000	2.000
2.07	Bracknell: Coral Reef Roundabout	GD1	1-year impact report published Nov 17, 5 year 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	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	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	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	0.000	0.483
2.10	Slough A332 Improvements	GD1	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	0.000	2.700
2.11	South Reading Mass Rapid Transit Phase 1	GD1	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	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	0.000	1.530
2.13	Wokingham Thames Valley Park and Ride	GD1	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	<i>East Reading MRT Phase 1 GD1 Project withdrawn</i>													
2.25	<i>East Reading MRT Phase 2 GD3 Project withdrawn</i>													
2.15	Bracknell: Martins Heron	GD1	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	0.000	2.900
2.16	Maidenhead: Station Access	GD 1		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	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	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													

Budget

2.21	Slough: Langley Station Access	GD 2	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	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	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
2.25	East Reading MRT Phase 2 - See 2.14 above												
2.26	Wokingham: Winnersh Relief Road Phase 2 - See BRRP below												
2.28	Bracknell: A3095 Corridor	GD 3	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
2.33	GWR: Maidenhead to Marlow Branch Line Upgrade	GD 3 resrv.											
2.34	Slough MRT Phase 2 – see BRRP below												
2.36	Wokingham: Coppid Beech Park and Ride	GD 3 resrv.		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.		Nov-19, amendment Jun 20	Nov-20	Nov-21	0.000	0.000	0.000	0.000	0.000	0.400	0.400
2.39	Wokingham: Coppid Beech northbound on-slip widening	GD 3 resrv.	Project Withdrawn										
2.41	Not used												

2.42	South Wokingham Distributor Road – Eastern Gateway – see BRRP below													
2.43	Wokingham: Barkham Bridge	GD resrv.	3	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 resrv.	3	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
2.47	Bracknell Town Centre The Deck	GD resrv.	3	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 resrv.	3					0.000	0.000	0.000	0.000	0.000	0.004	0.004
					Total LGF Spend			14.742	15.211	9.480	6.054	28.992	13.350	87.829
	BUSINESS RATES RETENTION PILOT													
Ref.	Scheme Name	Growth Deal		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			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		Phase 1 privately funded Moved from LGF.	Conditional Nov 18, lifted Feb 19	Jan-19	May-21			3.000	3.260	0.000	0.000	6.260

			1-yr impact report due Nov 2022											
2.42	South Wokingham Distributor Road – Eastern Gateway	BRRP		Nov-19	Oct-19	Mar-22			0.000	5.000	0.000	0.000	5.000	
				Total BRRP Spend Capital					10.808	8.260	0.000	0.000	19.068	
	Revenue Projects													
N/a	BLIS development	BRRP	Work completed			#N/A			0.044	0.046	0.000	0.000	0.090	
N/a	Business Case Preparation	BRRP	6 proposals approved						0.600	0.000	0.000	0.000	0.600	
N/a	Forward Plans Team	BRRP	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	Transferred from LGF by adjusting LGF / BRRP proportions 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 Revenue					0.644	0.046	0.065	0.726	1.481	
				Total BRRP Spend					11.452	8.306	0.065	0.726	20.549	
	GETTING BUILDING FUND										2020/21	2021/22	Total	

GBF15	Bracknell A322 A329 Corridor Improvements	GBF		Jul-21	Nov-21	Mar-22					0.000	0.450	0.450
				Total Spend	GBF						0.000	0.450	0.450

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>