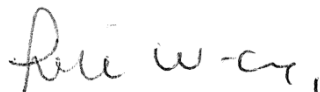


Date of issue: Wednesday, 3 March 2021

MEETING	BERKSHIRE LOCAL TRANSPORT BODY	
	Member	Authority
	Councillor Anderson	Slough Borough Council
	Councillor Brunel-Walker	Bracknell Forest Council
	Councillor Clark	The Royal Borough of Windsor & Maidenhead
	Councillor Jorgensen	Wokingham Borough Council
	Councillor Page (Chair)	Reading Borough Council
	Councillor Somner	West Berkshire Council
	Stuart Atkinson	Thames Valley Berkshire LEP
	Laura Fitzgerald	Thames Valley Berkshire LEP
	Malcolm Kempton	Thames Valley Berkshire LEP
	Bob Mountain (Vice-Chair)	Thames Valley Berkshire LEP
	Nigel Nawacki	Thames Valley Berkshire LEP
	Simon Ratcliffe	Thames Valley Berkshire LEP
DATE AND TIME:	THURSDAY, 11TH MARCH, 2021 AT 4.00 PM	
VENUE:	VIRTUAL MEETING	
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	NICHOLAS PONTONE 07749 709 868	

NOTICE OF MEETING

You are requested to attend the above Meeting at the time and date indicated to deal with the business set out in the following agenda.



JOSIE WRAGG
Chief Executive

AGENDA

PART 1

AGENDA
ITEM

REPORT TITLE

PAGE

Apologies for absence.



sustainable
forest

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>
1.	Declarations of Interest	-
	<i>It is a principle of the BLTB that the interests of the Thames Valley Berkshire area will take precedence over a member's own interests or those of their nominating authority.</i>	
	<i>All members must declare, and take relevant action, if they believe they have a pecuniary or other interest on a matter to be considered at the meeting in accordance with the Code of Conduct of the nominating authority or LEP.</i>	
	<i>The Chair will invite any member representing a local authority seeking financial approval for a scheme to declare that interest.</i>	
2.	Minutes of the Meeting held on 12th November 2020	1 - 8
3.	Briefing Note - TVB/BLTB 'How We Work'	9 - 10
4.	Thames Valley Berkshire Local Growth Deal 2015/16 to 2020/21	11 - 22
5.	Allocation of the unallocated Getting Building Fund monies	23 - 26
6.	Update: Scheme 2.24: Newbury Station Improvements - Business Start-up units re-profiled	27 - 30
7.	Further update to BLTB on One Year scheme evaluations	31 - 32
8.	BLTB Forward Plan	33 - 34
9.	Date of Next Meeting - 15th July 2021	-

Press and Public

This meeting will be held remotely in accordance with the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020. Part I of this meeting will be live streamed as required by the regulations. The press and public can access the meeting from the following link (by selecting the meeting you wish to view):

<http://democracy.slough.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>

Please note that the meeting may be recorded. By participating in the meeting by audio and/or video you are giving consent to being recorded and acknowledge that the recording will be in the public domain.

The press and public will not be able to view any matters considered during Part II of the agenda.

Berkshire Local Transport Body – Meeting held on Thursday, 12th November, 2020.

Present:-	Councillor Page (Chair)	Reading Borough Council
	Councillor Anderson	Slough Borough Council
	Councillor Brunel-Walker	Bracknell Forest Council
	Councillor Clark	RBWM
	Councillor Jorgensen	Wokingham Borough Council
	Councillor Somner	West Berkshire Council
	Stuart Atkinson	Thames Valley Berkshire LEP
	Laura Fitzgerald	Thames Valley Berkshire LEP
	Bob Mountain	Thames Valley Berkshire LEP
	Simon Ratcliffe	Thames Valley Berkshire LEP
	Nigel Nawacki (Observer)	Thames Valley Berkshire LEP

Also present:- Councillor Atkinson (deputy member)

Apologies for Absence:- Malcolm Kempton

PART 1

33. Declarations of Interest

It was noted that Councillors Anderson and Brunel-Walker were elected members of local authorities seeking financial approval for schemes on the agenda, but they did not have disclosable pecuniary or non-pecuniary interests and would therefore participate and vote on these matters.

34. Membership Update

An update was provided on the recruitment of two new private sector members as appointed by Thames Valley Berkshire LEP.

It was noted that TVB LEP had appointed Laura Fitzgerald to Berkshire Local Transport Body. Nigel Nawacki was also expected to be appointed, subject to final confirmation, and was present at the meeting as an observer. They would replace Charles Eales and Matthew Taylor whose terms of office had recently expired.

The Chair invited the new members to introduce themselves and they were welcomed to BLTB.

Resolved – That Laura Fitzgerald and Nigel Nawacki be welcomed to BLTB.

35. Minutes of the Meeting held on 15th July 2020

Resolved – That the minutes of the meeting of the Berkshire Local Transport Body held on 15th July 2020 be approved as a correct record.

36. Briefing Note - TVB/BLTB 'How We Work'

Members noted a briefing note that summarised the process by which Thames Valley Berkshire LEP and the Berkshire Local Transport Body operated in investing in local transport schemes.

Resolved – That the BLTB 'How We Work' briefing note be noted.

37. Thames Valley Berkshire Local Growth Deal 2015/16 to 2020/21

A report was considered that updated members on the progress of schemes funded through the Thames Valley Berkshire Local Growth Deals, Business Rates Retention Pilot (BRRP) and the transport element of the Getting Building Fund (GBF) that had been released in September 2020.

A total of £136m had been invested from Local Growth Deal funding, £36m from BRRP and £7.5m through GBF, of which £1.6m had been allocated to the Slough Langley High Street Scheme to be considered later in the meeting. Tables 1 to 4 in report detailed the financial allocations and it was noted that a significant proportion of the funding had been invested in sustainable transport schemes.

BLTB reviewed the project updates as summarised in Table 4 of the report and scheme promoters gave verbal updates on key issues and progress. Members discussed the impact of Covid-19 on the programme. It was responded that despite the challenges Covid-19 had presented, Officers fully expected to spend all the LGF funding by the end of March 2021, as required, and were confident the programme would be delivered according to the plan.

At the conclusion of the discussion the report was noted.

Resolved – That the progress made on schemes previously given programme entry status be noted.

(Councillor Jorgensen joined the meeting)

38. Establish a new pipeline of projects and allocation of the remaining Local Growth Funds

A report was received that set out the prioritised list of sixteen bids received in response to the July 2020 call for bids. A recommended pipeline of new schemes was proposed to enable Berkshire to respond quickly should any additional funding be made available to the LEP. The report also recommended giving programme entry status to Bracknell Town Centre "The Deck".

There had been 16 projects submitted following the call for bids and these had been assessed against the well established prioritisation methodology. Hatch Regeneris, the Independent Assessor, had been involved in the process and had endorsed the approach taken. Table 1 of the report detailed

the new schemes ranked in order of priority. The process was ongoing and would be constantly reviewed as further information on the schemes was available. In response to a question it was confirmed that discussions were taking place with Officers to enable new schemes to be added to the list in the future so that the strongest pipeline of schemes could be developed. A number of questions were asked about specific schemes including the role of Highways England in relation to the M4 Junction 10 scheme. Members agreed that there would need to be dialogue with Highways England about their potential funding contribution to this scheme.

After due consideration, Members agreed the prioritised list as set out in the report.

A sum of £955,882 of LGF remained available for allocation following the reduction in scope of 2.05 Newbury: Sandford Park which had returned £900,000 to the pot. All funding needed to be expended by the end of March 2021 and the existing pipeline of schemes had been exhausted. The LEP Board therefore requested BLTB to consider schemes from the Getting Building Fund. There was a pipeline of 27 projects for GBF of which 6 had been funded and of the remaining prioritised projects only one, "The Deck" scheme in Bracknell would be able to be fully underway by the end of March 2021. BLTB was therefore asked to give Programme Entry Status to the scheme for £955,882. A further report later in the agenda sought financial approval and included the business case. This item was brought forward and the two items were considered together.

The scheme promoter described "The Deck" scheme which involved the partial demolition/strip out and redevelopment of a town centre site for food, beverage and leisure uses, public realm improvements and highway works. In response to questions it was stated that the LGF element of the scheme was focused on the public realm and highway works. It was originally a private scheme but due to changing market conditions the developer had stated they couldn't fund aspects of the scheme and there was clear evidence of market failure which would demonstrate the need for public sector investment. The scheme had a very high Benefit Cost Ratio of 8.8:1 and the Independent Assessment recommended approval. The LEP had sought solicitors advice on State Aid compliance and the recommendation was to grant programme entry status and financial approval, conditional on confirmation from the LEP appointed solicitor that the scheme conformed to State Aid requirements.

Members agreed that it was good scheme overall and there was an extensive discussion about what the LGF portion of funding would be used for and about the State Aid issues. It was clarified that the LGF funding would be focused on extensive public realm and accessibility improvements in the town centre which would support regeneration and job creation. Assurance was provided that the Independent Assessor had considered the relevant issues and concluded there was evidence of market failure that would justify the use of public funding. It was agreed that the solicitors advice on State Aid be circulated to all members of BLTB. Any substantive concerns should be

raised with the LEP and if necessary an additional meeting could be convened if those issues could not be resolved.

The recommendation to grant “The Deck” programme entry status was agreed.

Resolved –

- (a) That the prioritisation scores of the sixteen bids received as set out in Table 1 of the report and the creation of a new pipeline of schemes be approved.
- (b) The programme entry status be given to Bracknell “The Deck” town centre regeneration project within the Local Growth Fund Programme.

39. Financial Approval 2.47 Bracknell: Town Centre - "The Deck"

BLTB had discussed Bracknell’s “The Deck” scheme under the previous item (Minute 38 refers) and had agreed the programme entry status and conditional financial approval.

Resolved –

- (a) That Bracknell’s The Deck be given conditional financial approval in the sum of £955,882 in 2020/21 on the terms of the funding agreement set out at paragraph 11 step 5 of the report and subject to the following condition:
 - i. Confirmation from a LEP appointed solicitor the scheme conformed to State Aid requirements.
- (b) That the response of the LEP appointed solicitor regarding State Aid compliance be circulated to all members of BLTB; and that if any substantive concerns were raised with the LEP that consideration would be given to convening an additional meeting of BLTB if those issues could not be resolved.

40. Update to BLTB on One Year scheme evaluations

A report was considered that updated on the One Year scheme evaluations that were due for:

- Scheme 2.10 – Slough A322 Improvements.
- Scheme 2.11 and 2.12 – Reading: Phase 1 & 2 South Reading MRT.
- Scheme 2.15 – Bracknell: Martin’s Heron Roundabout.

Due to the impacts of Covid-19 it was not currently possible to gather the appropriate and robust data to complete scheme assessments. Evaluations were therefore delayed and it was proposed that evaluations be postponed to a future meeting when meaningful reports could be presented. Members

agreed the importance of robust evaluation and agreed the recommendation to postpone these until that could be achieved.

Resolved – That the update be noted and that One Year scheme evaluations from the scheme promoters be provided to a future meeting of BLTB.

41. Financial approval GBF1 Slough: Langley High Street Widening Phase 3

BLTB considered a report that recommended giving scheme GBF1 Slough: Langley High Street Widening Phase 3 conditional financial approval of £1,643,000.

The scheme was an extension to Phases 1 and 2 that had already secured approval for funding from BLTB. The package had been designed to increase accessibility on Langley High Street, partly due to future closure of Hollow Hill Lane as part of the WRLtH scheme. The scheme would help enable new homes and jobs. Members were reminded that the scheme had been split into phases at the request of the LEP due to the availability of funding previously. The Benefit Cost Ratio of Phase 3 was 1.5:1, however, taken together the three phases exceeded 2:1.

Members asked a number of questions including about the high level of contingency included for utility works and it was queried whether funding could come back to the LEP if the costs were lower than anticipated. It was noted that there was a standard clause in the capital grant letters to recover any funding in such circumstances.

At the conclusion of the discussion the recommendation to give conditional approval was agreed.

Resolved – That scheme GBF1 Slough: Langley High Street Widening Phase 3 be given conditional financial approval in the sum of £1,643,000 in 2021/22 from the Getting Building Fund on the terms of the funding agreement set out at paragraph 14 step 5 of the report, subject to meeting the following conditions:

1. SBC to demonstrate positive discussions with the landowners that result in documented outline agreement for the acquisition of the land required to develop the scheme.
2. Production of a revised, and more robust, assessment of scheme costs, post-preliminary scheme design.
3. Formal confirmation (e.g. S151 Officer letter) to cover SBC funding allocation, along with confirmation that SBC would cover any potential cost overruns; and
4. The scheme retain an initial Benefit Cost Ratio of at least 1.5:1.

These conditions should be met at the earliest feasible date, but no later than 1st March 2021.

42. Transport for the South East - Subscription Report Update

A report was considered that sought agreement to continue the annual subscription to Transport for the South East (TfSE).

BLTB had agreed in November 2019 to renew the annual subscription to TfSE of £58,000 for 2019/20, with the amount to be split 6 ways between the constituent authorities. In its role as accountable body for the Berkshire Local Transport Body, Slough Borough Council collected contributions from BLTB members and passed the subscriptions to East Sussex County Council, the accountable body for TfSE.

TfSE had now submitted its proposal to become a statutory body to government, and whilst government had committed to supporting TfSE's South East transport strategy, its current position was that the time was not right for the further devolution of transport powers. TfSE had welcomed the news that its transport strategy would be used by government to help decide where, when and how to invest in the South East's transport network and as this dialogue with government continues, Officers recommended that it remained prudent for the BLTB to agree the renewal of further subscriptions on an annual basis.

Councillor Page declared that he was BLTBs representative on the TfSE Shadow Board of which he was he vice-chair. BLTB was reminded that local authorities had the option of becoming individual members of TfSE and this may be a matter to consider if the body was granted statutory status.

At the conclusion of the discussion, the recommendation to continue with an annual, pan-Berkshire subscription was agreed.

Resolved – That a renewed annual BLTB subscription of £58,000 for TfSE to cover the period 2020/21 be agreed, with the amount to be split 6 ways between the constituent authorities.

43. Updated Assurance Framework for Berkshire Local Transport Body

A report was considered that sought approval for a revised BLTB Assurance Framework.

The current Assurance Framework had been approved by BLTB in July 2019 to ensure it was aligned to the LEP Assurance Framework 4.0 which itself had been reviewed following the Government's significant updates to the National Assurance Framework for LEPs published in January 2019.

It was good practice to annually review the BTLB Assurance Framework and a revised document was set out in the appendix to the report. It included some minor updates which were summarised as follows:

Berkshire Local Transport Body - 12.11.20

- Update of names officer and role in footnotes 5 and 6 (Joe Carter, then Director of Regeneration at SBC had been replaced by Josie Wragg, CEO SBC);
- In point 14 of the Assurance Framework, the factors for the agreed prioritisation methodology had been updated (the six factor weightings) in light of the July approval of the call for bids paper:
 - Contribute to the implementation of the Thames Valley Berkshire SEP (BLIS->RRP) 10% (from 15%)
 - Tangible benefit to the sub-region 10% (from 15%) and
 - Investing in natural capital 15% (was 5%) ie can demonstrate that mitigating measures will
 - significantly reduce any negative impacts on one or more of the following:
 - greenhouse gas emissions; air quality; noise disturbance; natural environment, heritage and landscape; and streetscape and urban environment.
- Under PART 3, point 15, a link had been added to the official SBC website to enable full visibility of all BLTB agendas and minutes.

After due consideration, BLTB approved the revised Assurance Framework as proposed.

Resolved – That the proposed updates to the BLTB Assurance Framework (Fourth Revise) as highlighted in Appendix 1 to the report be agreed.

44. BLTB Forward Plan

The BLTB Forward Plan which set out the matters to be considered at future meetings was considered and noted. A report on the anticipated Government White Paper on devolution was requested if it had been published before the next meeting.

Resolved – That the BLTB Forward Plan be noted.

45. Date of Next Meeting - 11th March 2021

The date of the next meeting was confirmed as Thursday 11th March 2021.

Chair

(Note: The Meeting opened at 4.00 pm and closed at 5.22 pm)

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Thames Valley Berkshire Local Enterprise Partnership (TVB LEP) and the Berkshire Local Transport Body (BLTB) – investing in strategic infrastructure

This briefing note is intended to set out the way TVB LEP works with BLTB to invest Local Growth Funds in transport schemes.

1. TVB LEP is a business-led organisation responsible for determining the key funding priorities to which Local Growth Funds (LGF) and other public resources are directed in order to implement a Strategic Economic Plan (SEP) and meet its commitments in the TVB Growth Deals. As a company limited by guarantee (registered at Companies House No. 07885051) it operates according to its Articles of Association, which comply with the Companies Act 2006. As a publicly-funded body it behaves in accordance with an Assurance Framework, which determines the practices and standards necessary to provide assurance to government and local partners that decisions over (all government) funding are proper, transparent and deliver value for money. [**LEP Assurance Framework (AF 4.0) March 2019**]
2. BLTB consists of six elected members (usually the lead member for transport or related portfolio), and six private sector representatives recruited and appointed by the LEP. [**AF 4.0 para 4.2.3**]. It is a Joint Committee of the six unitary authorities in Berkshire and its constitution is set out in its [Founding Document](#).
3. TVB LEP recognises BLTB as “the BLTB has been designated as the competent body to prioritise, invest in and oversee transport capital schemes on behalf of the LEP. DfT retains responsibility for the approval process of schemes in excess of £20m LGF. The LEP will accept any BLTB recommendation or refer them back but will not substitute its own recommendations.” [**AF 4.0, para 5.9**]
4. The process established by government for making Growth Deals is to invite LEPs to submit competitive proposals, and after due consideration to make awards based on all or part of a LEP bid. To date TVB LEP has agreed three Growth Deals. Each of these has included, among other things, the award of capital funds for individual transport schemes that were prioritised in the TVB LEP bid and named in the Growth Deal settlement.
5. TVB LEP works with its partners to identify and prioritise suitable schemes. It is a lobbying organisation, and, via Growth Deals, a joint-funder of selected schemes promoted by (usually, but not always) a local transport authority. [**BLTB Founding Document (FD) 11-13**]
6. BLTB requires promoters to develop each scheme in accordance with current WebTAG guidance published by DfT. In order to receive financial approval from BLTB, the Full Business Case must be subject to independent assessment and a positive recommendation about value for money. [**BLTB FD 14-16**]
7. The scheme promoter is responsible for all aspects of the design, risk management, insurance, procurement, construction and implementation of the scheme, including their responsibilities as highway and planning authorities, any other statutory duties, and any financial or other liabilities arising from the scheme. [**BLTB FD 18**]
8. The time taken between an initial government call for bids and the final announcement of a new Growth Deal can be in excess of a year. TVB LEP (together with BLTB for transport schemes) must go through a number of steps to respond to a government call for bids. Similarly, a transport scheme promoter also must go through several steps:



- LEP receives a call from government or Growth Deal proposals
- LEP asks BLTB to issue a call for transport capital schemes, which meet the Growth Deal criteria
- BLTB consults on and publishes prioritisation methodology for assessing schemes
- Local Transport authorities and other promoters propose schemes for inclusion
- BLTB applies the prioritisation methodology and recommends a priority order of schemes for inclusion in the overall LEP Growth Deal bid
- LEP submits Growth Deal bid including transport schemes
- Government announces Growth Deal approvals (if any) including named schemes and provisional financial allocation
- BLTB awards schemes named in the new Growth Deal “programme entry” status. This reserves the provisional financial allocation for each named scheme until the scheme promoter comes forward with a Full Business Case (FBC), which demonstrates at least “good value for money”
- The scheme promoter works up the detail of the scheme, including planning permission and any other regulatory approvals, design, costs, environmental and other impact assessments. The scheme FBC is then subject to independent scrutiny and a report is made to BLTB

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](#)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 £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](#)^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

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	-	-	-	-	-	-	2.1	2.1
Grand Total	14.7	16.5	15.1	21.2	44.5	59.9	2.1	174

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
Total funding	135.96	36.0	2.1	174

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
Total	£31,941,614

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

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 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	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
					Predicted Spend			14.742	16.546	15.055	9.684	34.567	45.367	135.961
					Unallocated Local Growth Funds									0.000
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
BUSINESS RATES RETENTION PILOT														
Ref.	Scheme Name	Growth Deal	RAG	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	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		
Capital Projects Funds Total										10.808	9.989	3.395	10.368	34.560		
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	0.000	0.750	0.750		
Revenue Projects Funds Total										0.644	0.046	0.000	0.750	1.440		
Predicted BRRP Spend										11.452	10.035	3.395	11.118	36.000		
Unallocated BRRP														0.000		
GETTING BUILDING FUND																
														2020/21	2021/22	Total
GBF1	Slough Langley High Street phase 3	GBF	A	Conditions being worked through	Cond. Nov 20	Due Jul 21	Due Dec 21							0.000	1.643	1.643

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/>

BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**REPORT TO:** BLTB**DATE:** 11 March 2021**CONTACT OFFICER:** Josie Wragg, Chief Executive, Slough Borough Council, lead officer to the BLTB**Item 5: Allocation of the unallocated Getting Building Fund monies*****Purpose of Report***

1. To present the case for allocating the remaining £450,000 of Getting Building Fund (GBF) monies to a Bracknell transport project. This proposes an increment to an already approved Local Growth Fund (LGF) Bracknell project, scheme 2.37: Bracknell A322 A329 Corridor Improvements.

Recommendation

2. You are asked to support the recommendation that the remaining £450,000 of GBF money is allocated to a transport project that will contribute to the implementation of the Recovery and Renewal Plan (RRP) and Strategic Economic Plan (SEP).
3. You are asked to approve that scheme 2.37 Bracknell: A322 A329 Corridor Improvements receives an additional allocation of £450,000 GBF, to take the total funding allocated for this scheme to £850,000. A full business case, reviewed by the LEPs independent assessor, Hatch Regeneris, will be presented for financial approval at the July 2021 BLTB.

Other Implications***Financial***

4. In July 2020 Thames Valley Berkshire LEP secured £7.5m [Getting Building Fund](#) money from central government. £7,050k has been allocated to other Berkshire projects, including Langley High Street Improvements phase 3 (£1.643m) which was approved by BLTB in [November 2020](#). The remaining funds have been allocated to skills and business projects, approved by the LEP Board.

Risk Management

5. The risk management arrangements already put in place by the Local Transport Body are as follows:
 - The [Assurance Framework](#)ⁱ has been drafted following DfT guidance and has been approved by the DfT for use in allocating capital funds for transport schemes.
 - Hatch Regeneris have been appointed to act as Independent Assessors for all LEP-funded schemes.

Human Rights Act and Other Legal Implications

6. Slough Borough Council will provide legal support for the BLTB should any questions arise.

Supporting Information

7. £450,000 Getting Building Fund has been returned to the LEP for re-allocation following re-assessment of an earlier agreed GBF skills project. The GBF programme requires that any projects selected must be delivered by 31 March 2022 at the latest. Funding therefore needs to be allocated now to ensure delivery within HMG timescales.
8. The approved pipeline of schemes, agreed at the [November 2020 BLTB](#) meeting, was reviewed and discussions held with owners of the prioritised project list to identify suitable schemes to fit the tight delivery timescales and the funding available. The Bracknell A322 Smart Corridor project was ranked 4 of 16 projects and was deemed by the LEP to be the top project that could meet the requirements. This project is scalable and builds upon the current LGF project 2.37 Bracknell: A322 A329 Corridor Improvements that is already on site. It is therefore proposed that the additional funds are issued as a project extension rather than issuing programme entry to a new scheme.

Transport Project

9. The Bracknell A322/A329 Corridor Improvements project will continue to deliver significant improvements to one of the key highway corridors in Thames Valley Berkshire, between the M4 (J8/9/10) and M3 (J4), i.e. from Maidenhead, Reading, Wokingham, Bracknell to Camberley, the Blackwater Valley and beyond. These junction improvements along the A322/A329 corridor are required to facilitate the Council's current adopted growth plans for around 11,000 dwellings.
10. In [January 2019](#), programme entry status was awarded to scheme 2.37 Bracknell A322/A329 Corridor Improvements and allocated £1,200,000. A further £800,000 was allocated at the [July 2019](#) BLTB meeting, bringing the total funds allocated to the scheme to £2,000,000.
11. Notification was provided at the March 2020 BLTB meeting that scheme 2.39 Wokingham Coppid Beech Northbound On-Slip Widening was being withdrawn. Due to the linked nature of schemes 2.39 and 2.37, Bracknell Forest Council decided to reduce the scope of scheme 2.37 Bracknell A322 A329 Corridor Improvements. The reconfigured scheme requested £400,000 of its original allocation of £2,000,000 to deliver part of the scheme and this was approved at the [June 2020 BLTB](#) meeting. The current project works are on site and due to complete in July 2021.
12. Further enhancement of the scheme could provide additional capacity improvements in the peak hours through wider use of adaptive signal-controlled systems. Applying adaptive technologies is proven in delivering benefits across many junctions in the UK and has undoubtedly improved the efficiency of junction operation in Bracknell Forest. The DfT (Department for Transport) have conducted a number of trials around this technology that show an improvement in delay of around 12% - 27% (over good fixed time plans). Further application of this technology to the A322/A329 M3-M4 corridor will release more traffic and ease movement for vehicles travelling to and from the A329 and J10 M4, which is the predominant flow.

Conclusion

13. Of the current approved schemes, the most appropriate project to successfully utilize the unallocated Getting Building Fund monies within timescale is the 2.37 Bracknell A322 A329 Corridor Improvements project.

Background Papers

14. Background papers on the 2.37 Bracknell A322 A329 Corridor Improvements project are available from stuart.jefferies@bracknell-forest.gov.uk.

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

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BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**REPORT TO:** BLTB**DATE:** 11 March 2021**CONTACT OFFICER:** Josie Wragg, Chief Executive, Slough Borough Council, lead officer to BLTB**Item 6: Update: scheme 2.24: Newbury Station Improvements – Business Start-up units re-profiled*****Purpose of Report***

1. To update the Berkshire Local Transport Body regarding revised design proposals and a reduction in outputs for the Business Start-up Units within scheme 2.24 Newbury Railway Station Improvements project.

Recommendation

2. You are asked to note these changes to the original specifications, whilst recognising that the overall scheme still delivers high value for money.

Other Implications***Financial***

3. The original scheme 2.24 Newbury: Railway Station Improvements was a named scheme in the [Thames Valley Berkshire Growth Deal 3](#) , announced by the [Government on 2 February 2017](#). BLTB authorised funding of £6,051,000 at its [July 2018](#) meeting, subject to conditions. These conditions were lifted in February 2019.
4. In [March 2020](#) (item 5) an additional £300,000 was allocated to the project for essential gateline enhancements resulting from increased passenger numbers. In [June 2020](#) (item 4) an additional £340,000 was allocated to the project for Cycle Hub and Office Space enhancements at Newbury station.
5. In [June 2020](#) (item 9) conditional financial approval was given to both the additional £300,000 gateline enhancements and £340,000 for the Cycle Hub and Office Space enhancements to the project. The office space enhancements included an increase in provision to 610m² floorspace (an additional 44.5% versus the original submission) on the south side of the station for Business Start-up Units. These conditions were lifted on 5th February 2021.
6. The total cost for the business start-ups units at Newbury station is £1.633m, of which LGF is contributing £1.345m over the two scheme approvals (82% of total

costs - £1.145m from original July 2018 scheme approval and £200,000 from June 2020 approval).

Risk Management

7. The risk management arrangements already put in place by the Local Transport Body are as follows:
 - The [Assurance Framework](#)ⁱ has been drafted following DfT guidance and has been approved by the DfT for use in allocating capital funds for transport schemes.
 - Hatch Regeneris have been appointed as Independent Assessors and have assessed the full business cases for the scheme.

Human Rights Act and Other Legal Implications

8. The scheme promoter is a local authority, working in partnership with GWR, and they have to act within the law. Slough Borough Council will provide legal support for the BLTB, should any questions arise.

Supporting Information

9. The Newbury Railway Station Improvement Scheme included provision of a two-storey building on Platform 1 intended to support business start-ups. The overall project is being delivered in three principal phases, with the business start-up units as the final phase. The benefits of delivering the start-up units were attributed to the new employment generated on site, although the original 2018 Full Business Case did not quantify these benefits.
10. Development of the scheme and the completion of electrification works led to design changes, with a swap of the location of this building with the planned location of a cycle hub on the site of a Network Rail compound in the southern car park.
11. The business case for the additional funding was supported by an increase in the amount of lettable space – from 440m² to 610m². However, the specification of the units, function and form remained undefined and the 2020 Business Case Addendum set out that “It is anticipated that there are opportunities to value engineer the scope of the start-up units... This exercise will be informed by further research into the best facilities to provide” (para 2.12) and “Further considerations... are now being discussed to ensure that appropriate provision is made for businesses in light of how things have changed and may continue to be different with COVID-19... This will feed into final designs for the facility” (para 3.7).
12. The subsequent development of the scheme, including the outcome of a demand analysis from property consultants Vail Williams and interest expressed from potential tenants, has influenced the design of the current proposal which delivers a usable floorspace of 280m². A small part of the difference (circa 25 m²) is due to provision within the site of parking for the units to better suit tenants’ likely needs.

The rest of the change results from the design delivering a single storey structure rather than two-story, although final design options may include future-proofing provision for the ability to add a second floor, pending market need and financing.

13. The full details of the scheme are available from the [West Berkshire Council website](#)ⁱⁱ.

Conclusion

14. The revised designs of the Start-up Units have reduced the overall square meterage available within the footprint of the building. However, whilst the outputs have therefore reduced (10 incremental employment roles were indicated in the June 2020 business case), it is the conclusion of the Independent Assessor that, notwithstanding these amendments, the project will still deliver 'high' value for money from the allocated public sector investment (e.g. BCR > 2 to 1), and on this basis, the scheme is still fit for purpose.
15. Furthermore, the robust demand evidenced by the Vail Williams commercial property report indicates that the addition of the units will still meet a need required from the local economy and will help support a post Covid recovery with 23 anticipated jobs created.
16. It is therefore recommended that BLTB acknowledge these changes, be aware that this funding cannot be redeployed elsewhere within Berkshire, and that delivery of the wider station improvements will still benefit the region, aligning with our strategic priorities.

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

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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 7: Further update to BLTB on One Year scheme evaluations

Purpose of Report

1. To update the report given to the BLTB [12 November 2020](#).
2. Per section 19 of the agreed [BLTB Assurance Framework](#) process:

“Evaluation: Evaluation post implementation. The scheme promoter will publish one- and five- year impact reports post scheme opening. These reports will be reviewed by the independent assessor and reported to the BLTB.”

3. In the light of ongoing Covid 19 impacts, gathering appropriate and robust data for scheme assessments and evaluations are proving difficult. As such, we are recommending that schemes due for current evaluations are postponed until a future BLTB meeting when a meaningful report can be presented.
4. Current schemes due for evaluation are:
 - **Scheme 2.21 – Slough: Langley Station Access**
 - *Scheme 2.10 - Slough: A322 Improvements*
 - *Scheme 2.11 and 2.12 - Reading: Phase 1 & 2 South Reading MRT**
 - *Scheme 2.15 - Bracknell: Martin’s Heron roundabout*

*(Italics – per previous report; *RBC have submitted an evaluation report, and this is under Hatch Regeneris assessment)*

Recommendation

5. You are asked to note the update and await reports from the scheme promoters which will be produced in due course.

Conclusion

6. There is no further action required at this point, but all schemes will continue to be monitored against required conditions.

Background Papers: None

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BLTB Forward Plan 2021-2022

Meeting	Deadline for final reports:	Agenda published	Agenda items
15 July 2021	24 June	7 July	<ul style="list-style-type: none"> • Election of Chair and Vice Chair • Progress reports • Financial approval: Bracknell: A322/A329 Corridor Improvements extension • One-year-on Impact report for 2.21 Slough: Langley Station Access • One-year-on Impact report for 2.10 Slough: A322 Improvements • One-year-on Impact report for 2.11 & 2.12 Reading: Phase 1 & 2 South Reading MRT • One-year-on Impact report for 2.15 Bracknell: Martins Heron roundabout • Forward Plan
11 November 2021	21 October	3 November	<ul style="list-style-type: none"> • Progress reports • Transport for the South East – Annual Subscription Report Update • Forward Plan
10 March 2022	19 February	2 March	<ul style="list-style-type: none"> • Progress reports • Forward Plan

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