

Date of issue: Wednesday, 28 February 2024

MEETING	BERKSHIRE LOCAL TRANSPORT BODY	
	Member	Authority
	Councillor Brock	Reading Borough Council
	Laura Fitzgerald	Berkshire LEP
	Councillor Fishwick	Wokingham Borough Council
	Councillor Gaines	West Berkshire Council
	Councillor Gillbe	Bracknell Forest Council
	Councillor Hill	The Royal Borough of Windsor and Maidenhead
	Councillor Kelly	Slough Borough Council
	Stuart Atkinson	Berkshire LEP
DATE AND TIME:	THURSDAY, 7TH MARCH, 2024 AT 4.00 PM	
VENUE:	READING BOROUGH COUNCIL, COUNCIL CHAMBER, CIVIC OFFICES, BRIDGE STREET, READING RG1 2LU	
DEMOCRATIC SERVICES OFFICER:	NICHOLAS PONTONE	
(for all enquiries)	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.



STEPHEN BROWN
Chief Executive

AGENDA

PART 1

Apologies for absence.

- | | | |
|----|---|---------|
| 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 9th November 2023 | 1 - 4 |
| 3. | Thames Valley Berkshire Capital Programme Update | 5 - 12 |
| 4. | Update on the approach to developing aspirations for prioritised strategic transport infrastructure schemes across Berkshire | 13 - 18 |
| 5. | Future of Berkshire Local Transport Body linked to the new Berkshire Prosperity Board | - |
| 6. | Provisional Date of future meeting - 11th July 2024 | - |

Press and Public

Attendance and accessibility: You are welcome to attend this meeting which is open to the press and public, as an observer. You will however be asked to leave before any items in the Part II agenda are considered.

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In addition, the law allows members of the public to take photographs, film, audio-record or tweet the proceedings at public meetings. Anyone proposing to do so is requested to advise the Democratic Services Officer before the start of the meeting. Filming or recording must be overt and persons filming should not move around the meeting room whilst filming nor should they obstruct proceedings or the public from viewing the meeting. The use of flash photography, additional lighting or any non hand held devices, including tripods, will not be allowed unless this has been discussed with the Democratic Services Officer.

Berkshire Local Transport Body – Meeting held on Thursday, 9th November, 2023.

Present:-	Councillor Brock (Chair)	Reading Borough Council
	Laura Fitzgerald (Vice-Chair)	Berkshire LEP
	Councillor Bedi	Slough Borough Council
	Councillor Fishwick	Wokingham Borough Council
	Councillor Gaines	West Berkshire Council
	Councillor Gillbe	Bracknell Forest Council
	Stuart Atkinson	Berkshire LEP
	Nigel Nawacki	Berkshire LEP

Also present:- Andrew Vallance (RBWM, LEP accountable body representative)

Apologies for Absence:- None received.

PART 1

10. Declarations of Interest

Councillor Brock declared that he was the councillor representing Reading Borough Council which was the project sponsor for scheme 2.52: Reading Civic Centre Decarbonisation and was seeking a capital swap under Berkshire LEP Capital Programme Update (Minute 12 refers). Councillor Brock did not have a disclosure pecuniary, other pecuniary or personal interest in the decision and in accordance with BLTB practice was able to remain and participate in the meeting.

11. Minutes of the Meeting held on 13th July 2023

Resolved – That the minutes of the meeting held on 13th July 2023 be approved as a correct record.

12. Thames Valley Berkshire Capital Programme Update

Russell Broad, Berkshire LEP Programme Manager, summarised a report that set out the progress of transport projects funded through the various LEP capital infrastructure programmes.

The overall capital programme continued to be delivered according to plan and the updates as set out in the appendix to the report were noted. Particular consideration was given to the position on two projects – Scheme 2.24 Newbury Station and Scheme 2.52 Reading Civic Centre Decarbonisation.

Newbury Station had originally been allocated £6.7m by BLTB in 2018 and the package of improvements had been fully delivered by Great Western Railway (GWR). Other external funding had been sourced during the lifetime

of the project and it was estimated that £700,000 of the allocated LEP funds would be unspent on 31 March 2024 when the current funding agreement terminated. There was an opportunity to use this funding to further enhance elements of the station which would lead to a range of benefits including safety and security, reliability of station systems and customer experience. It was estimated that these additional enhancements would take circa 12 months to deliver, so it was intended that the funding agreement be extended until March 2025 which would allow for any programme slippage. This was noted and Members supported the principle of enhancing a good project rather than seeking to reallocate the funds elsewhere in these circumstances.

The Reading Civic Centre Decarbonisation scheme was a grant to Reading Borough Council (RBC) of £825,000 from the Business Rates Retention Pilot (BRRP) funding to install air source heat pumps on the civic offices. There had been a delay to the works due to the appointed consultants being unable to deliver the project in full. The Council had identified a solution which was to include the works within the wider Levelling Up Fund (LUF) Civic Library project. This would simplify the procurement process, but would result in a revised delivery programme with practical completion by May 2025. The initial estimated cost for the installation of the heat pumps was £1.342m. With the £825,000 grant, the balance of £517,000 would come from the Council's sustainability budget. With the works not starting until May 2024, the Council was not able to defray the BRRP grant against the decarbonisation works in the Civic Office before 31 March 2024.

To ensure the BRRP funds were spent by March 2024, the Council was proposing to spend them as part of the wider council capital programme. By carrying out a capital swap, to retain the BRRP funds, RBC would ensure that the funds are reapplied to the decarbonisation project in Q1 2024/25.

Members asked a number of questions including the reasons why appointed consultants had not been able to deliver the project as originally intended.

Officers responded to the points raised and after due consideration the BLTB approved the capital swap.

Resolved –

- (a) That the progress made on schemes previously given programme entry status as set out in the report and appendix be noted.
- (b) That a capital swap be agreed between Scheme 2.52 Reading Civic Centre Decarbonisation and the wider Reading Capital Programme, so that the BRRP funding was spent in full this financial year, with Reading Borough Council committing to deliver the BRRP in Quarter 1 2024/25.

13. One Year Evaluation Report

A report was considered on the one-year impact assessment for Scheme 2.42 – South Wokingham Distributor Road – Eastern Gateway.

The scheme had received £5m in Business Rates Retention Pilot funding towards a total scheme cost of £20m. The Eastern Gateway scheme comprised a single carriageway road connecting Montague Park to the north with Waterloo Road to the south via a new roundabout. The scheme had opened in February 2022, approximately one year later than originally planned due to Covid related delays. The final costs were awaited, but initial estimates were that it had been delivered well within budget.

(Councillor Bedi joined the meeting)

The scheme objectives included supporting housing delivery and relieving traffic on existing residential roads. Members noted that whilst there was some variation on specific routes, overall traffic flow on existing roads had reduced although it was difficult to determine the extent to which this was due to the scheme or other factors such as increased remote working post-Covid. There had also been an overall reduction in journey times. The link had provided improved access to new housing locations and opportunities were coming forward for development. The impacts would continue to be monitored and reported in the five-year on assessment.

Members welcomed the benefits the scheme had delivered and noted the report.

Resolved – That the one-year impact report for Scheme 2.42 – South Wokingham Distributor Road – Eastern Gateway be noted.

14. Approach to developing aspirations for prioritised strategic transport infrastructure schemes across Berkshire

BLTB considered a report on the process for developing a prioritised pipeline of strategic transport infrastructure schemes to demonstrate the ongoing need for transport investments in Berkshire and help to maximise the levels of funding secured by local authorities and their strategic partners.

The LEP Chief Executive, Alison Webster, set out the context of the funding position for major transport infrastructure projects since the establishment of the LEP in 2011/12. Since 2022 funding for new capital projects was held nationally by Government departments and local authorities were invited to put forward bids to seek to secure funding through competitive programmes such as the Levelling Up Fund or alternatively through use of their UK Shared Prosperity Fund allocation. Beyond 2024/25 and the current Spending Review period the level of capital funding for transport schemes and the method of allocation was unclear. With a General Election due before January 2025 and a Spending Review in 2024 to inform Government spending priorities from April 2025 to March 2028, it was considered vital to have a fully evidenced and agreed list of prioritised strategic transport infrastructure schemes for Berkshire.

The development of such a list would inform key campaigning activity and by working together pan-Berkshire it was likely to enhance the prospects of

securing major investment. The development of Berkshire's future strategic transport priorities would involve working with partners such as National Highways, Network Rail and bodies including Transport for the South East (TfSE).

BLTB considered the appendices to the report which were the TfSE Strategic Investment Plan (SIP) and the spreadsheet of local pipeline of transport schemes, which was in effect the current list of future Berkshire transport infrastructure needs. It was proposed that these two documents be reviewed to make sure they remained up to date and to seek to prioritise the schemes. Members were asked for their views on the process with the aim of bringing back recommendations to the BLTB meeting in March 2024.

Members welcomed the proposal to continue a cross-boundary approach to transport infrastructure and expressed support for the proposed process that would include a series of workshops. It was highlighted that setting these priorities should include a high level of engagement from elected members, as well as officers and partners. It was proposed and agreed that detailed consideration of the process to agree the prioritised list take place at the Berkshire Strategic Transport (Members) Forum that would meet on the rising of BLTB and that the meeting of BLTB in March 2024 be held in person.

Resolved – That the proposed approach to develop a list of prioritised strategic transport schemes across Berkshire through a series of workshops leading towards recommendations to BLTB in March 2024 be agreed.

15. Date of the Next Meeting - 7th March 2024

The date of the next meeting of BLTB was confirmed as 7th March 2024.

Chair

(Note: The Meeting opened at 4.02 pm and closed at 4.26 pm)

MEETING OF THE BERKSHIRE LOCAL TRANSPORT BODY (BLTB) – THURSDAY 7 MARCH 2024

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

Item 3 : 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 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.

Recommendations

2. That you note the progress made on the schemes previously given programme entry status, as set out in the accompanying summary report, and consider the request for a capital swap.

Background

3. The headline figure for transport scheme grants under the three Local Growth Deals (Local Growth Fund, LGF) is £135.98m. This includes £24m of “DfT retained” allocation relating to the Wokingham Distributor Roads.
4. A further £25m has been released through BRRP1 (2018/19) and £11m from BRRP2 (2019/20).
5. Berkshire LEP 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 LGF and GBF projects are reported to the LEP Board.
6. £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.

Delivery and financial update

7. Progress of each project is shown in Appendix A. This demonstrates that the programme is largely being delivered according to plan. Overall, there are 17 projects that remain to complete, with 12 of these due by the end of this financial year. Three projects are currently rated as Amber. Two of these projects (2.32 – Maidenhead: Housing Sites Enabling Work Ph. 1 and 2.53 – Parlaunt Road Traffic Signals and Highways Improvement) have recently expressed some risks to delivery by end of March 2024 and we are in discussion with the project leads over corrective or mitigating actions, but some

delivery is likely to slip in the 2024/25 financial year. Due to the proximity to financial year end one project, 2.55 – Newbury Wharf, sought advice on the best approach to delivering whilst maximising impact. A capital swap was provisionally agreed by the BLTB Chair on 7 February 2024 and we seek formal ratification of that decision today and this is detailed in paragraphs 9 to 12.

8. In terms of the financial position, we are nearing the end of the programmes. Of the original £172.9m awarded across LGF, GBF and BRRP only c£7.8m remains to be spent.
9. West Berkshire Council's (WBC) Newbury Wharf project has been offered a grant of £375K from the Business Rates Retention Pilot capital fund (BRRP) to repurpose parking in Newbury Wharf into a flexible public space, as originally proposed in the Newbury Masterplan.
10. The project requires planning permission, and unfortunately it will not be possible to achieve this in time to complete the project by March 2024. This is due in part to the length of time required by consultees such as the Environment Agency. A way of mitigating this risk was to undertake initial works under a Certificate of Lawfulness using the BRRP funding in the 2023/24 financial year. However, this is also now not viable due to the discovery of the need for repairs to the sheet piling under the site which needs to be undertaken prior to main works.
11. WBC have a further £420k available for the project in the 2024/25 financial year from the UK Shared Prosperity Fund. A solution to the above issue has been identified where the BRRP funding is combined with the UKSPF funding under a revised delivery timeline where the project is completed by March 2025.
12. To ensure the BRRP funds are spent by March 2024, WBC is proposing to spend them as part of the wider council capital programme and carrying out a capital swap. By carrying out a capital swap, to retain the BRRP funds, WBC will ensure that the funds are reapplied to the Newbury Wharf project in the 2024/25 financial year, in which it will be completed.

Recommendation:

13. To ratify the decision by the BLTB Chair to agree to a capital swap between Newbury Wharf and the wider West Berkshire Capital Programme, so that the BRRP funding is spent in full this financial year, with West Berkshire Council committing to deliver the BRRP funded project in 2024/25.

Other Implications

Announcement of LEP future

14. Berkshire Leaders' Group have agreed that the LEP will be commissioned to continue the programme management and monitoring of LGF and GBF and will continue to report to BLTB on these items. Other aspects of BLTB and BSTF activities that the LEP has previously supported for the BLTB are still to be agreed and will form part of the discussion of Item 5 of the agenda.

Risk Management

15. 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.
16. 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.
17. The risks associated with each scheme are monitored locally. Appendix A below, shows the current risk rating of each of the live schemes, along with a comment relating to the status.
18. There are currently no transport projects rated with a red risk score.

Monitoring and Evaluation

19. The Monitoring and Evaluation Plan for the Thames Valley Berkshire Growth Deal has 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.
20. 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.
21. 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.”
22. Local authorities are required to by BLTB to produce 1 and 5-year evaluation reports for each of the schemes. These are assessed by the LEP and reported to BLTB. For this month there are no reports ready to be submitted.

APPENDIX A Summary of all Transport Projects (funding in £m)

LEP Capital Infrastructure Programme Summary

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Ref.	Scheme Name	Funding deal	RAG	Current update	*LTB Funding Approval	Start on Site	Planned / actual completion date	Total LEP funding
2.32	Maidenhead: Housing Sites Enabling Work Ph. 1	GD 3 reserv.	A	Delivery at risk for end of March 2024. Meeting being arranged with project lead to discuss and review options.	Cond Jan 19, lifted Jul 20	Nov-20	Due Mar-24	4.271
2.32	Maidenhead: Housing Sites Enabling Work Ph. 1	BRRP	A	Delivery at risk for end of March 2024. Meeting being arranged with project lead to discuss and review options.	Conds. Jan 19, lifted Jul 20	Nov-20	Due Feb 24	1.010
2.53	Parlaunt Road Traffic Signals and Highways Improvement	BRRP	A	The Parlaunt Road scheme design is being completed and the orders for the equipment have been raised. Likely to complete at least 2 junctions by end of March and the rest in April 2024. Call being arranged to agree approach.	Mar-23	Sep-23	Due Apr-24	0.750
2.55	Newbury - Newbury Wharf	BRRP	A	Work has been delayed and now awaiting BLTB approval of capital swap to allow works to be combined with planned UKSPF work in 2024/25. If approved will revert to Green status.	Mar-23	Sep-23	Due Dec-24	0.375
2.01	Newbury: King's Road Link Road	GD1	A/G	Project is back on track and the gas works have finished and the road works are in place. Remains amber/green given previous delays.	Mar-15	Oct-16	Due March 24	2.335
2.38	Theale Station Upgrade	GD 3 reserv.	A / G	BLTB approval to extend to Dec 2024. Access for All Bridge erected and GWR tendering for car park. Currently on track for revised timeframe but being closely monitored.	Cond June 20, lifted Dec 20	Mar-21	Due Dec 24	4.000
2.52	Civic Centre Decarbonisation	BRRP	A/G	Procurement issues meant this is now included as an enabling package in wider LUF Civic contract. Main contractor appointment and design works now complete. Works contract to be awarded Feb 24, with works to start May 24, for Oct 24 completion. Capital swap agreed.	Mar-23	Sep-23	Due Oct 24	0.825
2.54	Windsor Welcome	BRRP	G	Project planning ongoing to ensure timely delivery across the remainder of the financial year	Mar-23	Sep-23	Due Mar-24	0.785
2.24	Newbury: Railway Station	GD 3	G	The scope of this project has now been completed under budget. Station opening planned for 7 March. It has been agreed the LEP underspend will be used for additional small-scale upgrades and to resurface the south side car park.	Cond Jul 18, lifted Feb 19	Jan-19	Due Dec 24	6.691

2.31	Slough: Stoke Road Area Regeneration	GD 3 resrv.	G	Adjoining roadworks slightly behind schedule but still on track for Mar-24 completion.	Jul-19	Aug 19 enabling	Due Mar- 24	7.650
2.35	Reading: Reading West Station Upgrade	GD 3 resrv.	G	Work complete and opening scheduled for 12 March 2024	Nov-19	Feb-21	Due Feb-23	3.100
2.40	Windsor: Town Centre Package	GD 3 resrv.	G	Ahead of schedule and expected to complete by end of February 2024	Jul-20	Mar-21	Due Mar 24	1.563
2.34	Slough MRT Phase 2	BRRP	G	Final Snagging on main highway. Cycle route still to be designed as final element of MRT. P&R funding removed	Jan-19	Aug-19	Due Mar 24	8.603
2.48	M3-M4 Smarter Corridors	BRRP	G	Started on site and project is progressing well with the potential to finish slightly ahead of the programmed end date.	Mar-23	Sep-23	Due Mar 24	0.200
2.49	The Avenue Multi-Storey Car Park	BRRP	G	Project work has completed. Final accounts being drafted ready for sign off.	Mar-23	Sep-23	Due March 24	0.600
2.50	Toutley Depot Refurbishment	BRRP	G	Project is still progressing well and there was a change in the contractor as the original contractor went bust but work is continuing well.	Mar-23	Sep-23	Due Mar 24	0.800
2.51	Newbury - London Road Industrial Estate Regeneration	BRRP	G	Work starting on site Oct-23; beginning with pilot holes for environmental improvements on highway	Mar-23	Sep-23	Due Mar 24	0.375
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
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	1.900
2.04	Wokingham Roads -Arborfield Cross Relief Rd	DfT major	C	1-yr impact report due March 2023	Jul & Aug 19 via DfT	Aug 19 enabling	Nov-20	24.000
2.05	Newbury: Sandford Park	GD2	C		Jul-16	Aug-18	Dec-21	2.000
2.06	Reading Green Park Railway Station	GD1	C	Station opened to public in June 23	Nov 14 & Jul 19	Mar-18	Dec-22	9.700
2.07	Bracknell: Coral Reef Roundabout	GD1	C	1-yr impact report published Nov 17, 5 yr report published Nov 2023	Jan-15	Apr-15	Apr-16	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	5.600
2.09.01	Sustainable Transport: NCN 422	GD1	C	1-yr impact report due Nov 2022	Nov-15	Jan-17	Dec-20	4.200
2.09.02	Sustainable Transport: A4 Cycle (with Bucks)	GD1	C	1-yr impact report published July 2021	Nov-15	Feb-17	Sep-18	0.483

2.10	Slough A332 Improvements	GD1	C	1-yr impact report published Nov 2021	Nov-14	Dec-15	Sep-19	2.700
2.11	South Reading Mass Rapid Transit Phase 1	GD1	C	1-yr impact report published Nov 21	Nov-15	Aug-16	Jan-00	2.970
2.12	South Reading Mass Rapid Transit Phase 2						Jan-00	1.530
2.13	Wokingham Thames Valley Park and Ride	GD1	C	1-yr impact report published Nov 2022	Jul-17	Feb-18	Nov-20	2.900
2.15	Bracknell: Martins Heron	GD1	C	1-yr impact report due published Nov 2021	Apr-17	Apr-17	Apr-19	2.900
2.16	Maidenhead: Station Access	GD 1	C		Nov-17	Jan-19	Oct-21	3.750
2.17	Slough: A355 route	GD 1	C	1-yr impact report published Jul 18	Nov-14	Dec-15	Feb-17	4.400
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
2.21	Slough: Langley Station Access	GD 2	C	1-yr impact report published Nov 2021	Nov-16	Mar-18	Feb-20	1.500
2.22	Slough: Burnham Station Access	GD 2	C	1-yr impact report published Jul 20	Mar-16	Jan-17	Apr-19	2.000
2.23	Reading: South Reading MRT Ph 3-4	GD 3	C	1-yr impact report due July 2024	Nov-17	Mar-18	Due Mar 22	2.340
2.27	Maidenhead Town Centre: Missing Links	GD 3	C	1-yr impact report due July 2024	Cond Nov 18, lifted Sep 19	Nov-20	Dec-22	2.242
2.28	Bracknell: A3095 Corridor	GD 3	C	1-yr impact report published Nov 2022	Jul-18	Oct 18 enabling	Nov-21	5.519
2.29	Wokingham: Winnersh Triangle Park & Ride	GD 3 resrv.	C	1-yr impact report due March 2024	Cond Mar 19, lifted May 19	Apr-21	Mar-23	4.240
2.36	Wokingham: Coppid Beech Park and Ride	GD 3 resrv.	C	1-yr impact report published Jul 18	Mar-20	Feb-21	Mar-22	2.400
2.37	Bracknell: A322 A329 Corridor Improvements	GD 3 resrv.	C		Nov-19, amended Jun 20	Nov-20	Nov-21	0.400
2.43	Wokingham: Barkham Bridge	GD 3 resrv.	C	1-yr impact report published July 2022	Nov-19	Nov-19	Feb-21	4.236
2.44	Reading Buses: Completing the Connection	GD 3 resrv.	C	1-yr impact report published July 2022	Cond July 20 lifted Nov 20	Nov-20	Mar-21	1.541

2.45	Slough Langley High Street phase 1	GD 3 resrv.	C	1-yr impact report due July 2024	Cond June 20 lifted Oct 20	Feb-21	Dec-22	1.324
2.46	Slough Langley High Street phase 2	GD 3 resrv.	C	1-yr impact report due July 2024	Cond Jul 20 lifted Oct 20	Feb-21	Dec-22	1.033
2.47	Bracknell Town Centre The Deck	GD 3 resrv.	C	1-yr impact report published Nov 2022	Cond Nov 20, lifted Dec 20	Feb-21	Aug-21	0.956
2.23	Reading: South Reading MRT Ph 3-4	BRRP	C		Nov-17	Mar-18	Due Mar 22	7.808
2.26	Wokingham: Winnersh Relief Road Phase 2	BRRP	C	1-yr impact report published July 2022	Conds. Nov 18, lifted Feb 19	Jan-19	May-21	6.260
2.42	South Wokingham Distributor Road – Eastern Gateway	BRRP	C	1-yr impact report due March 2023	Nov-19	Oct-19	Mar-22	5.000
GBF1	Slough Langley High Street phase 3	GBF	C	n/a	Cond. Nov 20; lifted May 21	Oct-21	Dec-22	1.643
GBF15	Bracknell A322 A329 Corridor Improvements	GBF	C		Jul-21	Nov-21	Mar-22	0.450
N/a	Independent assessment costs	GD 3 resrv.	N/a					0.004
N/a	BLIS development	BRRP	N/a	Work completed				0.090
N/a	Business Case Preparation	BRRP	N/a	6 proposals approved				0.600
N/a	Forward Plans Team	BRRP	N/a					0.750
N/a	Independent assessment of 1 & 5 year evaluations	BRRP	N/a	Transferred from LGF by adjusting LGF / BRRP proportions for project 2.32			Due Mar 27	0.041
2.14	East Reading MRT Phase 1	GD1		Project withdrawn				
2.25	East Reading MRT Phase 2	GD3						

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>

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MEETING OF THE BERKSHIRE LOCAL TRANSPORT BODY (BLTB) – THURSDAY 7 MARCH 2024**CONTACT OFFICER: Stephen Brown, Chief Executive Officer, Slough Borough Council****Item 4: Update on the approach to developing aspirations for prioritised strategic transport infrastructure schemes across Berkshire*****Purpose of Report***

1. To update Members on the work carried out in developing a prioritised pipeline of strategic transport infrastructure schemes that will demonstrate the ongoing need for transport investments in Berkshire and help maximise the levels of funding secured by our local authorities and their strategic partners.

Background

2. At the meeting on 9th November 2023 BLTB agreed to the establishment of the appropriate officer and partner structures and workshops to develop a list of prioritised strategic transport across Berkshire. The rationale behind the need for such a list was set out in the paper considered by BLTB at that meeting and is attached as Appendix 1 for ease of reference.

Update on the production of a list of prioritised strategic transport schemes in Berkshire

3. Immediately following the last BLTB the Berkshire Strategic Transport Members' Forum met to commence the process of building a consensus around the top Berkshire-wide strategic transport infrastructure priorities. A full list of schemes was considered, which had been drawn from the Transport for South East Strategic Investment Plan (SIP) and the spreadsheet containing a local pipeline of transport aspirations, both of which were also shared with BLTB in November.
4. BSTF considered and discussed the list of schemes and agreed that transport officers, working with our external partners should take the initial feedback from the meeting and develop a long list of priorities. This should then be brought back to the BLTB and BSTF meetings in March to help Members make an informed decision on which schemes they wish to support. Furthermore, they request that this meeting be held in person and be interactive to enable a meaningful debate. BSTF also agreed that in advance of the March meetings an additional BSTF should be held online in February, for which officers should develop a portfolio of ideas and options for initial discussion. This timescale enables us to feed into the Government funding decision processes related to the next Spending Review later this year.
5. BSTF therefore reconvened, virtually, on 6th February to consider the additional work that officers have conducted developing the infrastructure schemes. Since the November meeting, officers had reviewed the pipeline of schemes with a particular focus on deliverability. They had also assessed them in very broad terms (high/medium/low) against the criteria the Berkshire LEP has used in the past to evaluate projects and make funding investment decisions. As well as deliverability, this focusses on sustainability, economic benefit to Berkshire, natural capital, and social value. Political priority had also been identified but not formally assessed as this was a key part of the discussion process.
6. Throughout this process Members have stressed that they are less concerned with where a particular scheme is located and more about what it might achieve for Berkshire. They also wish to

encourage cross boundary working, for the benefit of residents across a wide area. This approach was discussed and Members agreed that it would be helpful to look at three broad types of scheme:

- Those which whilst of significant importance to Berkshire are too large complex or geographically out of the area to be delivered by the LEP or local authorities, but they are nevertheless vital to the Berkshire economy. For these schemes we may want to advocate and support them, but we will not be funding and delivering them directly.
 - Those which are cover a number of local authority areas in Berkshire and which we can deliver together, working in partnership across boundaries.
 - Those which whilst they are important locally, are not necessarily strategic in their impact and which can be developed by individual authorities in their areas, but are not for the BLTB to focus on.
7. It was also agreed that it would be helpful if different weighting were considered, so that a number of prioritisation scenarios could be developed. Deliverability is clearly very important in the weighting process, as however much a scheme might align to strategic priorities, it must be deliverable. So different options have been developed based on a range of different weightings, which will be considered at the BSTF Meeting this immediately follows the BLTB to help produce a focused list that meets Members' priorities.
 8. Members also steered officers to pay close attention to what makes government and private funding more attractive, which at a strategic level is likely to be those schemes that produce economic growth. The priorities will also need to be flexible so that we can respond to different funding calls dependent on the focus of the request. They can also evolve to reflect political change.
 9. Members therefore asked that the next phase of the work focus on identifying priorities and key messages for both short and long terms schemes, with impactful short term schemes worked up alongside the longer term messages. This will form the basis of the discussion at the next BSTF Meeting and will enable us to provide a robust and well evidenced set of priorities for a formal decision to be made at the BLTB scheduled for July.

MEETING OF THE BERKSHIRE LOCAL TRANSPORT BODY (BLTB) – THURSDAY 9 NOVEMBER 2023

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

Item 5: Approach to developing aspirations for prioritised strategic transport infrastructure schemes across Berkshire

Purpose of Report

1. To agree the process for developing a prioritised pipeline of strategic transport infrastructure schemes, to demonstrate the ongoing need for transport investments in Berkshire and help maximise the levels of funding secured by our local authorities and their strategic partners.

Background

2. After Local Enterprise Partnerships (LEPs) were formed in 2011/12, government asked each LEP to develop and put forward a Strategic Economic Plan (SEP) setting out priorities to enable local economic growth. The Berkshire LEP (BLEP) SEP focussed primarily on unlocking growth through investment in transport projects. Based on the BLEP SEP, Local Growth Fund (LGF) was awarded from 2013 in three Growth Deal tranches totalling £142m to enable delivery of the SEP programme. LEP colleagues worked closely with local authority partners through the Berkshire Local Transport Body to develop and deliver the SEP pipeline of major strategic transport schemes. The LGF programme concluded in March 2021 with spend due for completion by March 2023.
3. In 2020 the government provided LEPs with a Getting Building Fund allocation, intended to support local economies to recover from the Covid-19 pandemic. BLEP worked with the local authority Place Directors through the Place Making Board (PMB) to invite EOIs for GBF projects which would support the priorities set out in the locally agreed economic Recovery and Renewal Plan (RRP) which had been developed to replace the SEP and built from the Berkshire Local Industrial Strategy (BLIS) which had been locally approved in October 2019. EOIs totalling £220m were received against the TVBLEP GBF allocation of £7.5m. The GBF programme concluded in March 2022 with spend by end March 2024. Two transport projects were funded by the GBF with subsequent approval by BLTB.
4. The LEP has used freedoms and flexibilities delegated by government to the to make capital swaps with local authorities to enable full draw down of funds from government and ensure continued support for transport schemes that were not able to be completed to the LGF or GBF deadlines.
5. A further £36m capital funding was provided by the Berkshire Rates Retention Pilot (BRRP) comprising of £25m of BRRP funds released in 2018/19 with a further £11m in 2019/20. The BBRP capital fund is overseen by BLTB for transport projects along with the LEP Board and Forum and the PMB for other infrastructure investments. The remaining BRRP funding is intended to be spent by end of financial year 2023/24. As this is a local fund, agreement from Department for Levelling Up, Housing and Communities (DLUHC) is not required to extend spend into financial year 2024/25.
6. Funding for major infrastructure investments is now held nationally by individual Government Departments and local authorities have put forward bids in competition with others through such mechanisms as the Levelling Up Fund and UK Shared Prosperity Fund (UKSPF). UKSPF is primarily a

revenue fund with a minimum of 20% being used as capital, which has been awarded directly to individual local authorities over the period to end of financial year 2024/25. Reflecting the levelling up agenda, each of the six Berkshire local authorities received the minimum allocation of £1m over three years, with most of this funding (over 75% across Berkshire) backloaded to year three.

The Need for a prioritised list of strategic transport schemes in Berkshire

7. Despite investments overseen by BLEP and BLTB over the past decade, there remains a transport infrastructure deficit in Berkshire which should be addressed if the local economy is to reach its maximum potential and we therefore should identify the transport investment needed to maximise its impact and benefit for Berkshire.
8. Beyond 2024/25 and the current Spending Review it is unclear as to where further funding for capital investments in major transport schemes will be held, possibly locally in areas with devolution deals or centrally by the Department for Transport (DfT). Furthermore, the priorities for allocation of transport funding, however disbursed, is unclear. With a General Election due to be held by end January 2025 and a Comprehensive Spending Review scheduled for 2024 to inform Government spending priorities from April 2025 to March 2028, it is vital to have a fully evidenced and agreed list of strategic transport infrastructure schemes that can support both movement and economic growth across Berkshire.
9. This will inform the key campaigning and advocacy role and BLTB, recognising there is a need for a pan-Berkshire view, and that a strategic approach will be more powerful than acting as individual partners. Coming together Berkshire is also much more likely to secure major investment into the area, that will benefit everyone. We will want to develop Berkshire's strategic transport priorities working with partners such as Highways England and Network Rail and with sub-regional transport bodies such as Transport for the South East (TfSE).

Production of a list of prioritised strategic transport schemes in Berkshire

10. The Place Directors have identified a need to confirm strategic transport interventions across Berkshire, particularly where they cross local authority boundaries. The LEP has previously worked with Berkshire local authorities to produce a potential pipeline of local transport schemes. This also formed the basis of our input to the TfSE Strategic Investment Plan, which helps to ensure that the infrastructure needs of Berkshire are fully considered in a wider regional context.
11. The future Berkshire transport infrastructure needs are thus currently contained in two documents:
 - The TfSE Strategic Investment Plan (SIP) - see Appendix 3
 - Spreadsheet of local pipeline transport schemes – see Appendix 4
12. The TfSE SIP contains major infrastructure interventions, such as western and southern rail access to Heathrow, that whilst not necessarily all being physically located in Berkshire, are of significant benefit to the area.
13. This is supplemented by the spreadsheet, which was updated last year, which identifies the name, location, and indicative of each potential scheme, and contains a brief description, together with

identifying its primary objectives and aims. There is also an indication of the likely delivery timescale.

14. Both documents have previously been shared between the authorities and with key external partners such as DfT, TfSE, National Highways and Network Rail to make sure that the lists don't contain anything they are unsupportive of and equally that there are no major interventions missing.
15. What is now proposed is that these two documents are reviewed to make sure that they remain current. Previously we have made no attempt to prioritise the schemes nor considered any issues around deliverability, other than a broad timeline. We may wish to attempt to prioritise schemes with this refresh.
16. It is important to stress that a list of schemes will have no status and inclusion on the list does not imply support or otherwise by any organisation for a particular scheme. They are designed to be an indication of potential schemes in our area that could be brought forward and lobbied for when funding opportunities are identified.
17. However, with a General Election on the horizon and the Comprehensive Spending Review scheduled to take place next year, experience suggests that Government typically want "shovel ready" schemes in response to funding opportunities. It is therefore proposed that we should now look to agree some form of prioritisation, so that BLTB members can collectively work together to promote and secure funding for a handful of those key transport infrastructure schemes.
18. It is suggested that this is done through a series of workshops and engagement events feeding back to the BLTB in March 2024, so the priorities can be agreed by members across Berkshire. It is also proposed that members and partners have an initial discussion around this at the BSTF meeting that immediately succeeds the BLTB, to help inform the consensus building exercise, around the top Berkshire-wide priorities.

Recommendation

19. To agree to the establishment of the appropriate officer and partner structures and workshops to develop a list of prioritised strategic transport across Berkshire.

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