

BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB

DATE: 16 November 2017

CONTACT OFFICER: Roger Parkin, Chief Executive Slough Borough Council, lead
Chief Executive to the BLTB

PART I

Item 4: Financial Approval 2.14&2.25 Reading: East Reading MRT Phases 1 and 2

Purpose of Report

1. To consider giving financial approval to schemes 2.14 and 2.25 Reading: East Reading MRT Phases 1 and 2. This is one scheme that was split into two phases in anticipation of there being insufficient funds to approve the whole of the necessary works. In the event both phases 1 and 2 have received funding and the proposal is to manage this as one scheme through to completion.
2. The proposal is a new public transport link between central Reading and the proposed Thames Valley Park P&R site to the east of the Reading urban area, running parallel to the Great Western mainline.

Recommendation

3. You are recommended to give schemes 2.14 and 2.25 Reading: East Reading MRT Phases 1 and 2 full financial approval in the sum of £19,067,000 over three years (2018/19-2020/21) on the terms of the funding agreement set out at paragraph 11 step 5 below.

Other Implications

Financial

4. Scheme 2.14 Reading: East Reading MRT Phase 1 was a named scheme in the first [Thames Valley Berkshire Local Growth Deal](#)ⁱ announced on 7 July 2014. Scheme 2.25 Reading: East Reading MRT Phase 2 was a named scheme in the third [Thames Valley Berkshire Growth Deal](#)ⁱⁱ announced on [2 February 2017](#)ⁱⁱⁱ.
5. This report recommends that Reading Council be authorised to draw down the capital sum £19,067,000 from the Local Transport Body funding for this Phases 1 and 2 of this scheme.
6. The funding agreement set out at paragraph 11 step 5 sets out the roles and responsibilities, reporting and auditing arrangements, timing and triggers for payments, contributions from other funders, consequences of delay, consequences of failure, claw back, and evaluation requirements at one and five years on.

Risk Management

7. The risk management arrangements already put in place by the Local Transport Body are as follows:
- The [Assurance Framework^{iv}](#) has been drafted following DfT guidance and has been approved by the DfT for use in allocating capital funds for transport schemes
 - White Young Green (WYG) have been appointed as Independent Assessors and have provided a full written report (see Appendix 1) on the full business case for the scheme
 - The funding agreement set out at paragraph 11, step 5 makes clear that the financial risk associated with implementation of the scheme rests with the scheme promoter.

Human Rights Act and Other Legal Implications

8. The scheme promoter is a local authority and they must act within the law. Slough Borough Council will provide legal support for the BLTB, should any questions arise.

Supporting Information

9. The scheme will be carried out by Reading Borough Council in partnership with Wokingham Borough Council. The two authorities will also ensure that the scheme is progressed to be consistent with the nearby Thames Valley Park P&R scheme.
10. The full details of the scheme are available from the [Reading BC website^v](#). A summary of the key points is given below:

Task	Timescale
Detailed design update	October 2018
Procurement (design & build)	January 2018
Construction start	January 2019
Construction finish	March 2021

Activity	Funder	Cost (approx)
Scheme development	Reading Borough Council	
Major scheme funding	Berkshire Local Transport Body	£19.07m
Private sector funding	s.106 and other sources	£4.80m
Total		£23.87m

11. The table below sets out the details of this scheme's compliance with steps 1-5 of paragraph 14 of [the full Assurance Framework^{vi}](#).

Assurance Framework Check list	2.14 and 2.25 Reading: East Reading MRT Phases 1 and 2																																							
<p>Step 1: Development of Scheme proposal; initial sifting, scoring and prioritisation leading to award of Programme Entry Status. (See paragraphs 11-13)</p>	<p>The scheme was originally developed by Reading Council in response to its adopted Core Strategy Development Plan Document (Jan 08) which identifies the vision for growth to 2026. The A4 Kings Road/London Road between the Town Centre, Cemetery Junction and Sutton Seeds Roundabout is a major transport corridor and suffers from severe congestion and poor air quality. The scheme has been developed in partnership with Wokingham Council and is designed to work alongside the proposed Thames Valley Park and Ride scheme.</p>																																							
	<p>In 2013, East Reading MRT Phase 1 (Napier Road to Broken Brow) was assessed in accordance with paragraphs 11 and 12 of the Assurance Framework and was given 23.5 points and ranked 3rd of the 28 schemes originally submitted.</p>																																							
	<table border="1"> <thead> <tr> <th>Factor</th> <th>Raw score</th> <th>Weighting</th> <th>Weighted score</th> </tr> </thead> <tbody> <tr> <td>Maximum strategic Impact</td> <td>3</td> <td>2</td> <td>6.0</td> </tr> <tr> <td>Economic Impact</td> <td>2</td> <td>2</td> <td>4.0</td> </tr> <tr> <td>VFM</td> <td>3</td> <td>1.5</td> <td>4.5</td> </tr> <tr> <td>Ease of Deliverability</td> <td>2</td> <td>1.5</td> <td>3.0</td> </tr> <tr> <td>Matched Funding</td> <td>2</td> <td>1</td> <td>2.0</td> </tr> <tr> <td>Environmental</td> <td>2</td> <td>1</td> <td>2.0</td> </tr> <tr> <td>Social</td> <td>2</td> <td>1</td> <td>2.0</td> </tr> <tr> <td colspan="3" style="text-align: right;">Total</td> <td>23.5</td> </tr> </tbody> </table>	Factor	Raw score	Weighting	Weighted score	Maximum strategic Impact	3	2	6.0	Economic Impact	2	2	4.0	VFM	3	1.5	4.5	Ease of Deliverability	2	1.5	3.0	Matched Funding	2	1	2.0	Environmental	2	1	2.0	Social	2	1	2.0	Total			23.5			
	Factor	Raw score	Weighting	Weighted score																																				
	Maximum strategic Impact	3	2	6.0																																				
	Economic Impact	2	2	4.0																																				
	VFM	3	1.5	4.5																																				
	Ease of Deliverability	2	1.5	3.0																																				
	Matched Funding	2	1	2.0																																				
	Environmental	2	1	2.0																																				
Social	2	1	2.0																																					
Total			23.5																																					
<table border="1"> <tbody> <tr> <td>Maximum strategic Impact</td> <td>3</td> <td>2</td> <td>6.0</td> </tr> <tr> <td>Economic Impact</td> <td>2</td> <td>2</td> <td>4.0</td> </tr> <tr> <td>VFM</td> <td>3</td> <td>1.5</td> <td>4.5</td> </tr> <tr> <td>Ease of Deliverability</td> <td>2</td> <td>1.5</td> <td>3.0</td> </tr> <tr> <td>Matched Funding</td> <td>2</td> <td>1</td> <td>2.0</td> </tr> <tr> <td>Environmental</td> <td>2</td> <td>1</td> <td>2.0</td> </tr> <tr> <td>Social</td> <td>2</td> <td>1</td> <td>2.0</td> </tr> <tr> <td colspan="3" style="text-align: right;">Total</td> <td>23.5</td> </tr> </tbody> </table>	Maximum strategic Impact	3	2	6.0	Economic Impact	2	2	4.0	VFM	3	1.5	4.5	Ease of Deliverability	2	1.5	3.0	Matched Funding	2	1	2.0	Environmental	2	1	2.0	Social	2	1	2.0	Total			23.5								
Maximum strategic Impact	3	2	6.0																																					
Economic Impact	2	2	4.0																																					
VFM	3	1.5	4.5																																					
Ease of Deliverability	2	1.5	3.0																																					
Matched Funding	2	1	2.0																																					
Environmental	2	1	2.0																																					
Social	2	1	2.0																																					
Total			23.5																																					
<table border="1"> <tbody> <tr> <td>Economic Impact</td> <td>2</td> <td>2</td> <td>4.0</td> </tr> <tr> <td>VFM</td> <td>3</td> <td>1.5</td> <td>4.5</td> </tr> <tr> <td>Ease of Deliverability</td> <td>2</td> <td>1.5</td> <td>3.0</td> </tr> <tr> <td>Matched Funding</td> <td>2</td> <td>1</td> <td>2.0</td> </tr> <tr> <td>Environmental</td> <td>2</td> <td>1</td> <td>2.0</td> </tr> <tr> <td>Social</td> <td>2</td> <td>1</td> <td>2.0</td> </tr> <tr> <td colspan="3" style="text-align: right;">Total</td> <td>23.5</td> </tr> </tbody> </table>	Economic Impact	2	2	4.0	VFM	3	1.5	4.5	Ease of Deliverability	2	1.5	3.0	Matched Funding	2	1	2.0	Environmental	2	1	2.0	Social	2	1	2.0	Total			23.5												
Economic Impact	2	2	4.0																																					
VFM	3	1.5	4.5																																					
Ease of Deliverability	2	1.5	3.0																																					
Matched Funding	2	1	2.0																																					
Environmental	2	1	2.0																																					
Social	2	1	2.0																																					
Total			23.5																																					
<table border="1"> <tbody> <tr> <td>VFM</td> <td>3</td> <td>1.5</td> <td>4.5</td> </tr> <tr> <td>Ease of Deliverability</td> <td>2</td> <td>1.5</td> <td>3.0</td> </tr> <tr> <td>Matched Funding</td> <td>2</td> <td>1</td> <td>2.0</td> </tr> <tr> <td>Environmental</td> <td>2</td> <td>1</td> <td>2.0</td> </tr> <tr> <td>Social</td> <td>2</td> <td>1</td> <td>2.0</td> </tr> <tr> <td colspan="3" style="text-align: right;">Total</td> <td>23.5</td> </tr> </tbody> </table>	VFM	3	1.5	4.5	Ease of Deliverability	2	1.5	3.0	Matched Funding	2	1	2.0	Environmental	2	1	2.0	Social	2	1	2.0	Total			23.5																
VFM	3	1.5	4.5																																					
Ease of Deliverability	2	1.5	3.0																																					
Matched Funding	2	1	2.0																																					
Environmental	2	1	2.0																																					
Social	2	1	2.0																																					
Total			23.5																																					
<table border="1"> <tbody> <tr> <td>Ease of Deliverability</td> <td>2</td> <td>1.5</td> <td>3.0</td> </tr> <tr> <td>Matched Funding</td> <td>2</td> <td>1</td> <td>2.0</td> </tr> <tr> <td>Environmental</td> <td>2</td> <td>1</td> <td>2.0</td> </tr> <tr> <td>Social</td> <td>2</td> <td>1</td> <td>2.0</td> </tr> <tr> <td colspan="3" style="text-align: right;">Total</td> <td>23.5</td> </tr> </tbody> </table>	Ease of Deliverability	2	1.5	3.0	Matched Funding	2	1	2.0	Environmental	2	1	2.0	Social	2	1	2.0	Total			23.5																				
Ease of Deliverability	2	1.5	3.0																																					
Matched Funding	2	1	2.0																																					
Environmental	2	1	2.0																																					
Social	2	1	2.0																																					
Total			23.5																																					
<table border="1"> <tbody> <tr> <td>Matched Funding</td> <td>2</td> <td>1</td> <td>2.0</td> </tr> <tr> <td>Environmental</td> <td>2</td> <td>1</td> <td>2.0</td> </tr> <tr> <td>Social</td> <td>2</td> <td>1</td> <td>2.0</td> </tr> <tr> <td colspan="3" style="text-align: right;">Total</td> <td>23.5</td> </tr> </tbody> </table>	Matched Funding	2	1	2.0	Environmental	2	1	2.0	Social	2	1	2.0	Total			23.5																								
Matched Funding	2	1	2.0																																					
Environmental	2	1	2.0																																					
Social	2	1	2.0																																					
Total			23.5																																					
<table border="1"> <tbody> <tr> <td>Environmental</td> <td>2</td> <td>1</td> <td>2.0</td> </tr> <tr> <td>Social</td> <td>2</td> <td>1</td> <td>2.0</td> </tr> <tr> <td colspan="3" style="text-align: right;">Total</td> <td>23.5</td> </tr> </tbody> </table>	Environmental	2	1	2.0	Social	2	1	2.0	Total			23.5																												
Environmental	2	1	2.0																																					
Social	2	1	2.0																																					
Total			23.5																																					
<table border="1"> <tbody> <tr> <td>Social</td> <td>2</td> <td>1</td> <td>2.0</td> </tr> <tr> <td colspan="3" style="text-align: right;">Total</td> <td>23.5</td> </tr> </tbody> </table>	Social	2	1	2.0	Total			23.5																																
Social	2	1	2.0																																					
Total			23.5																																					
<p>Step 2: Programme Entry: evolution of the scheme from outline proposal to full business case, external view on the business case, and independent assessment (See paragraphs 15 and 16)</p>	<p>Reading BC have identified Phase 1 and 2 as two separate schemes, but as both have been funded, they are now combined into a single scheme.</p>																																							
	<p>Programme Entry status was given to Phase 1 by the BLTB on 18 July 2013^{vii} (minute 5a refers). The progress of Phase 1 was reported to the BLTB meetings held on 14 November 2013^{viii}, 13 March 2014^{ix}, 24 July 2014^x, 20 November 2014^{xi}, 19 March 2015^{xii}, 16 July 2015^{xiii}, 19 November 2015^{xiv}, 17 March 2016^{xv}, 21 July 2016^{xvi}, 17 November 2016^{xvii}, 16 March 2017^{xviii} and 20 July 2017^{xix}</p>																																							
	<p>Programme Entry status was given to Phase 2 by the BLTB on 16 March 2017^{xx} (minute 23(a) refers).</p>																																							
	<p>A detailed version setting out phase 1 has been available in the SEP Implementation Plan Annex^{xxi} (schemes 2.14 page 99) since March 2014.</p>																																							
	<table border="1"> <thead> <tr> <th>Factor</th> <th>Raw score</th> <th>Weighting</th> <th>Weighted score</th> </tr> </thead> <tbody> <tr> <td>Strategy</td> <td>3</td> <td>1.5</td> <td>4.5</td> </tr> <tr> <td>Deliverability</td> <td>2</td> <td>2</td> <td>4.0</td> </tr> <tr> <td>Economic Impact</td> <td>3</td> <td>4</td> <td>12.0</td> </tr> <tr> <td>TVB area coverage</td> <td>3</td> <td>1.5</td> <td>4.5</td> </tr> <tr> <td>Environment</td> <td>3</td> <td>0.5</td> <td>1.5</td> </tr> <tr> <td>Social</td> <td>3</td> <td>0.5</td> <td>1.5</td> </tr> <tr> <td colspan="3" style="text-align: right;">Total</td> <td>28.0</td> </tr> </tbody> </table>	Factor	Raw score	Weighting	Weighted score	Strategy	3	1.5	4.5	Deliverability	2	2	4.0	Economic Impact	3	4	12.0	TVB area coverage	3	1.5	4.5	Environment	3	0.5	1.5	Social	3	0.5	1.5	Total			28.0							
	Factor	Raw score	Weighting	Weighted score																																				
	Strategy	3	1.5	4.5																																				
	Deliverability	2	2	4.0																																				
	Economic Impact	3	4	12.0																																				
	TVB area coverage	3	1.5	4.5																																				
Environment	3	0.5	1.5																																					
Social	3	0.5	1.5																																					
Total			28.0																																					
<table border="1"> <tbody> <tr> <td>Strategy</td> <td>3</td> <td>1.5</td> <td>4.5</td> </tr> <tr> <td>Deliverability</td> <td>2</td> <td>2</td> <td>4.0</td> </tr> <tr> <td>Economic Impact</td> <td>3</td> <td>4</td> <td>12.0</td> </tr> <tr> <td>TVB area coverage</td> <td>3</td> <td>1.5</td> <td>4.5</td> </tr> <tr> <td>Environment</td> <td>3</td> <td>0.5</td> <td>1.5</td> </tr> <tr> <td>Social</td> <td>3</td> <td>0.5</td> <td>1.5</td> </tr> <tr> <td colspan="3" style="text-align: right;">Total</td> <td>28.0</td> </tr> </tbody> </table>	Strategy	3	1.5	4.5	Deliverability	2	2	4.0	Economic Impact	3	4	12.0	TVB area coverage	3	1.5	4.5	Environment	3	0.5	1.5	Social	3	0.5	1.5	Total			28.0												
Strategy	3	1.5	4.5																																					
Deliverability	2	2	4.0																																					
Economic Impact	3	4	12.0																																					
TVB area coverage	3	1.5	4.5																																					
Environment	3	0.5	1.5																																					
Social	3	0.5	1.5																																					
Total			28.0																																					
<table border="1"> <tbody> <tr> <td>Economic Impact</td> <td>3</td> <td>4</td> <td>12.0</td> </tr> <tr> <td>TVB area coverage</td> <td>3</td> <td>1.5</td> <td>4.5</td> </tr> <tr> <td>Environment</td> <td>3</td> <td>0.5</td> <td>1.5</td> </tr> <tr> <td>Social</td> <td>3</td> <td>0.5</td> <td>1.5</td> </tr> <tr> <td colspan="3" style="text-align: right;">Total</td> <td>28.0</td> </tr> </tbody> </table>	Economic Impact	3	4	12.0	TVB area coverage	3	1.5	4.5	Environment	3	0.5	1.5	Social	3	0.5	1.5	Total			28.0																				
Economic Impact	3	4	12.0																																					
TVB area coverage	3	1.5	4.5																																					
Environment	3	0.5	1.5																																					
Social	3	0.5	1.5																																					
Total			28.0																																					
<table border="1"> <tbody> <tr> <td>TVB area coverage</td> <td>3</td> <td>1.5</td> <td>4.5</td> </tr> <tr> <td>Environment</td> <td>3</td> <td>0.5</td> <td>1.5</td> </tr> <tr> <td>Social</td> <td>3</td> <td>0.5</td> <td>1.5</td> </tr> <tr> <td colspan="3" style="text-align: right;">Total</td> <td>28.0</td> </tr> </tbody> </table>	TVB area coverage	3	1.5	4.5	Environment	3	0.5	1.5	Social	3	0.5	1.5	Total			28.0																								
TVB area coverage	3	1.5	4.5																																					
Environment	3	0.5	1.5																																					
Social	3	0.5	1.5																																					
Total			28.0																																					
<table border="1"> <tbody> <tr> <td>Environment</td> <td>3</td> <td>0.5</td> <td>1.5</td> </tr> <tr> <td>Social</td> <td>3</td> <td>0.5</td> <td>1.5</td> </tr> <tr> <td colspan="3" style="text-align: right;">Total</td> <td>28.0</td> </tr> </tbody> </table>	Environment	3	0.5	1.5	Social	3	0.5	1.5	Total			28.0																												
Environment	3	0.5	1.5																																					
Social	3	0.5	1.5																																					
Total			28.0																																					
<table border="1"> <tbody> <tr> <td>Social</td> <td>3</td> <td>0.5</td> <td>1.5</td> </tr> <tr> <td colspan="3" style="text-align: right;">Total</td> <td>28.0</td> </tr> </tbody> </table>	Social	3	0.5	1.5	Total			28.0																																
Social	3	0.5	1.5																																					
Total			28.0																																					

Assurance Framework Check list	2.14 and 2.25 Reading: East Reading MRT Phases 1 and 2
	<p>The Reading BC website^{xxii} holds the latest details of the full business case, including the VfM statement certified by the senior responsible officer.</p> <p>Any comments or observations on the scheme received by either TVB LEP or Reading Borough Council have been fully considered during the development of the scheme.</p> <p>The report of the Independent Assessor is attached at Appendix 1. The Independent Assessor was asked to report as follows:</p> <ul style="list-style-type: none"> • Completeness – has the promoter prepared a complete Full Business Case submission, when judged against the prevailing advice from the DfT • Accuracy – has the promoter performed the relevant calculations and assessments accurately and without error • Relevance – has the Full Business Case considered all relevant matters, including use of appropriate forecasting models and planning assumptions, and has it included any irrelevant considerations such as unduly-optimistic assumptions or out of date modelling data • Value for Money – does the scheme promoter’s Value for Money assessment comply with the prevailing DfT guidance • Evaluation arrangements – has the scheme promoter made provision for appropriate post-implementation evaluation of the scheme. • Remedies – where the independent assessment reveals a gap between the FBC supplied and the standard anticipated by the DfT guidance, then the advice for the LTB should include recommendations for remedial actions required – e.g., collection of further data, sensitivity tests on particular assumptions etc.
Step 3: Conditional Approval	The Independent Assessor has recommended that in this case a Full Approval is appropriate.
Step 4: Recommendation of Financial Approval - High Value for Money - Support of the Independent assessor	<p>The Value for Money statement states that the initial BCR is 1.54 and the adjusted BCR is 1.81, which would put the scheme in the Medium value for money category.</p> <p>The scheme has been lifted into the High Value for Money category using the Net Social Value of identified dependent housing.</p> <p>The Independent Assessor’s report (see Appendix 1) recommends full financial approval for this scheme</p>
Step 5: Formal Agreement - roles - responsibilities - reporting - auditing - timing and triggers for payments, - contributions	<p>Roles: The BLTB is a part funder of the scheme. Reading Council is the scheme promoter in partnership with Wokingham Borough Council. Reading and Wokingham are the relevant highway and planning authorities.</p> <p>Responsibilities: The BLTB is responsible for allocating the capital finance in accordance with the Assurance Framework. Reading Council is responsible for all aspects of the design, procurement, construction and implementation of the scheme, including its responsibilities as highway and planning authority, and any other</p>

Assurance Framework Check list	2.14 and 2.25 Reading: East Reading MRT Phases 1 and 2
<p>from other funders,</p> <ul style="list-style-type: none"> - consequences of delay, - consequences of failure, - claw back, - evaluation one and five years on 	<p>statutory duties.</p> <p>Reporting: In addition to any reporting requirements within Reading Council, the scheme promoter will also make summary reports on progress to each meeting of the BLTB until the scheme reaches practical completion. In particular, Reading Council will report on any change in the size, scope or specification of the scheme; and on any substantial savings against the scheme budget whether achieved by such changes to the size, scope or specification of the scheme, or through procurement, or through the efficient implementation of the scheme.</p> <p>Auditing: If and when the DfT or the Royal Borough of Windsor and Maidenhead (acting as accountable body for the LEP) requests access to financial or other records for the purposes of an audit of the accounts, Reading Council will cooperate fully.</p> <p>Timing and Triggers for payments: Reading Council will submit an annual invoice for each financial year together with a certificate of work completed. The Royal Borough of Windsor and Maidenhead (acting as accountable body for the LEP) will satisfy itself of the correctness of the certificate before paying the invoice.</p> <p>Contributions from Other Funders: there will be £3,900,000 of s.106 contributions secured by Reading Council in 2019/20 and a further £900,000 in 2020/21.</p> <p>Consequences of Delay: In the event that the scheme experiences minor delays to its programme (no more than 10 weeks), Reading Council will report these delays and the reasons for them, and the proposed remedial action to the next available meeting of the BLTB. In the event that the scheme experiences major delays to its programme (11 weeks or longer) Reading Council will be required to seek permission from BLTB to reschedule any payments that are due, or may be delayed in falling due because of the delay to the programme.</p> <p>Consequences of Failure: As soon as it becomes apparent to Reading Council that it will not be possible to deliver the scheme at all, written notice shall be given to the Royal Borough of Windsor and Maidenhead (acting as accountable body for the LEP). No further monies will be paid to Reading Council after this point. In addition, consideration will be given to recovering any monies paid to Reading Council in respect of this scheme.</p> <p>Claw back: If the overall scheme achieves savings against budget, these savings will be shared by the BLTB and the other funders noted above in proportion to the amounts committed to the original budget. The Royal Borough of Windsor and Maidenhead (acting as accountable body for the LEP) reserves the right to claw back any such savings amounts, and any repayments due as a consequence of scheme failure.</p>

Assurance Framework Check list	2.14 and 2.25 Reading: East Reading MRT Phases 1 and 2
	<p>Other Conditions of Local Growth Funds: Reading Borough Council will acknowledge the financial contribution made to this scheme through Local Growth Funds and follow the “Growth Deal Identity Guidelines”^{xxiii} issued by government. It will also give due regard to the Public Services (Social Value) Act^{xxiv}, particularly through the employment of apprentices across the scheme supply chain.</p> <p>Evaluation One and Five years on: Reading Council will work with WYG to produce scheme evaluations One and Five years after practical completion.</p>

Conclusion

12. This is a well-planned scheme that will provide further support for the development of a Mass Rapid Transit system for the Reading urban area.

Background Papers

13. The LTB and SEP scoring exercise papers are available on request

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/589268/170202_Thames_Valley_Berkshire_LEP_GD_factsheet.pdf

ⁱⁱⁱ <https://www.gov.uk/government/news/multi-million-pound-cash-boost-to-help-create-local-jobs-and-growth>

^{iv}<http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Programmes/Infrastructure/BLTB/Assurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf?inline-view=true>

^v <http://www.reading.gov.uk/transport-schemes-and-projects>

^{vi}<http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Programmes/Infrastructure/BLTB/Assurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf?inline-view=true>

^{vii} <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5004&Ver=4>

^{viii} <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5005&Ver=4>

^{ix} <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5006&Ver=4>

^x <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5148&Ver=4>

^{xi} <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5181&Ver=4>

^{xii} <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5473&Ver=4>

^{xiii} <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5459&Ver=4>

^{xiv} <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5460&Ver=4>

^{xv} <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5461&Ver=4>

^{xvi} <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5602&Ver=4>

^{xvii} <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5636&Ver=4>

^{xviii} <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5677&Ver=4>

^{xix} <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5719&Ver=4>

^{xx} <http://www.slough.gov.uk/moderngov/ieListDocuments.aspx?CId=601&MId=5677&Ver=4>

^{xxi}<http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Strategic%20Economic%20Plan/TVB%20SEP%20-%20Annexes%20to%20Implementation%20Plan.pdf?inline-view=true>

^{xxii} <http://www.reading.gov.uk/transport-schemes-and-projects>

^{xxiii} <https://www.gov.uk/government/publications/regional-growth-fund-identity-guidelines>

^{xxiv} <https://www.gov.uk/government/publications/social-value-act-information-and-resources/social-value-act-information-and-resources>