

Date of issue: Wednesday, 1 March 2023

MEETING	BERKSHIRE LOCAL TRANSPORT BODY	
	Member	Authority
	Councillor Page (Chair)	Reading Borough Council
	Councillor Brunel-Walker	Bracknell Forest Council
	Councillor Fishwick	Wokingham Borough Council
	Councillor Haseler	The Royal Borough of Windsor & Maidenhead
	Councillor Nazir	Slough Borough Council
	Councillor Somner	West Berkshire Council
	Stuart Atkinson	Thames Valley Berkshire LEP
	Laura Fitzgerald (Vice-Chair)	Thames Valley Berkshire LEP
	Nigel Nawacki	Thames Valley Berkshire LEP
	Simon Ratcliffe	Thames Valley Berkshire LEP
DATE AND TIME:	THURSDAY, 9TH MARCH, 2023 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.



STEPHEN BROWN
Chief Executive

AGENDA

PART 1



<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
	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 10th November 2022		1 - 6
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7.	Response to the APPG for South East Call for Evidence - Transport Infrastructure		37 - 44
8.	Transport for the South East - Strategic Investment Plan		45 - 48
9.	Future role and format of BLTB and BSTF		49 - 52
10.	Provisional Dates of future meetings		-
	<ul style="list-style-type: none"> • 13th July 2023 • 9th November 2023 		

Press and Public

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Berkshire Local Transport Body – Meeting held on Thursday, 10th November, 2022.

Present:-

Councillor Page (Chair)	Reading Borough Council
Councillor Brunel-Walker	Bracknell Forest Council
Councillor Fishwick	Wokingham Borough Council
Councillor Haseler	RBWM
Councillor Nazir	Slough Borough Council
Councillor Somner	West Berkshire Council
Stuart Atkinson	Berkshire LEP
Laura Fitzgerald	Berkshire LEP
Nigel Nawacki	Berkshire LEP

Also present under Rule 30:- Councillor Atkinson (Deputy Member, Bracknell Forest Council)

Apologies for Absence:- None.

PART 1

11. Declarations of Interest

No declarations were made.

12. Minutes of the Meeting held on 14th July 2022

Resolved – That the minutes of the meeting of the Berkshire Local Transport Body held on 14th July 2022 be approved as a correct record.

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

Members noted a briefing note that summarised the process by which 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.

14. 2.34 Slough: MRT Phase 2 & Slough Energy Hub Schemes

The Berkshire LEP Chief Executive introduced a report on the park and ride element of Phase 2 of the Slough MRT scheme and the conclusion of work by consultants on behalf of the LEP and Slough Borough Council, on an alternative proposal for an Energy Hub on the site.

The background to the scheme was summarised. It was noted there had been two elements, an MRT scheme and park & ride. The MRT scheme was close to completion, however, it had become clear over the past two years that the park & ride element was not viable, partly due to changing

circumstances including Heathrow airport expansion not proceeding at this time and similarly regeneration plans for Slough town centre being delayed. An alternative option of developing an electric vehicle and hydrogen hub was assessed and a summary of the conclusions were explained.

The overall position was that there was a potentially good scheme with a case for an energy hub but that the EV element should be able to be delivered by the market and that the hydrogen hub element carried significant risks in relation to timing and the use of public funds. There were also planning policy issues for the site, which was in the green belt. It was therefore recommended that the c. £5m did not continue to be allocated to the scheme and the BLTB should consider other ways to utilise the funding. After due consideration, this recommendation was agreed.

Resolved –

- (a) That the report on the viability of the park and ride element of the 2.34 Slough MRT Phase 2 project and associated reduced funding allocation be noted and that it be agreed that this element of the scheme not be proceeded with.
- (b) That the report on the assessment of an EV and Hydrogen Hub carried out by UK Power Network Services be noted.
- (c) That it be agreed that the c.£5m previously allocated to the park and ride scheme be withdrawn, noting that the cost of the UK Power Network Services work and development costs for the park and ride needed to be included within the overall project costs.

15. Berkshire Capital Programme Update

The Berkshire LEP Chief Executive introduced a report that updated BLTB on the progress of the schemes funded by Berkshire Local Growth Fund (LGF) deals, Business Rates Retention Pilot (BRRP) and the transport element of the Getting Building Fund (GBF).

It was noted that there was now a very limited window to utilise all of the funding allocated to Berkshire and the priority was to maximise the available funds. Any underspends would therefore need to be clarified by the end of November to inform investment decisions. There were two transport projects with a red risk score:

- Scheme 2.34 Slough MRT phase 2 (as discussed earlier in the meeting); and
- Scheme 2.32 Maidenhead: Housing Sites Enabling Works Phase 1.

Members noted the current underspend on LGF of £16,395 from projects within the LEP skills and business programmes and the underspend associated with Slough MRT project as discussed earlier in the meeting. BLTB was advised of the need to reallocate the £16,395 underspend from

LGF to BRRP in order for these funds to be included this in discussions regarding how they might be used at the Berkshire Strategic Transport Members Forum. This was approved.

BLTB then reviewed each of the amber risk rated projects and scheme promoters provided updates which were noted.

Resolved –

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

16. One Year Evaluation Reports

BLTB received four one year evaluation reports under the revised evaluation approach agreed in July 2022.

(Nigel Nawacki joined the meeting)

Berkshire LEP and scheme promoters summarised the key findings from each of the evaluations which were noted:

- Scheme 2.09.1 – National Cycle Network 422 – the scheme had been delivered on time and budget. The scheme was aligned to LEP priorities and was considered to have delivered positive outcomes with improved infrastructure for cyclists. The impacts of the Covid pandemic did make the recording of cycling flows difficult to assess.
- Scheme 2.13 – Wokingham Thames Valley Park & Ride – the scheme was delivered successfully, although the Covid delays had resulted in the project going over budget. The lessons learned were set out and future extension opportunities were noted.
- Scheme 2.28 – Bracknell A3095 Corridor – the scheme was delivered 3 months earlier than had been planned due to reduced traffic volumes during Covid. There was an overspend of circa £2m which had been met by Bracknell Forest Council. The scheme had delivered significant benefits in terms of increased capacity and reduced congestion and the initial assessment was that the project had been very successful.

- Scheme 2.47 – Bracknell Town ‘The Deck’ – the LEP funding was for the demolition of the former Bentalls retail unit to facilitate the proposed Deck scheme at the Lexicon in Bracknell town centre. The funding represented circa 4% of the total project costs. The scheme was different to transport schemes in that the impacts would be dependent on the future regeneration of the town centre. The development of the Deck had been delayed due to Covid and wider economic factors but it was hoped positive news would be announced soon.

The reports were noted.

Resolved – That the one year evaluation reports from the scheme promoter and the LEP conclusions for the following schemes be noted:

- Scheme 2.09.1 – National Cycle Network 422
- Scheme 2.13 – Wokingham Thames Valley Park & Ride
- Scheme 2.28 – Bracknell A3095 Corridor
- Scheme 2.47 – Bracknell Town ‘The Deck’

17. Transport for the South East

A report was considered that recommended approval of the annual subscription to Transport for the South East (TfSE) for 2022/23.

Councillor Page stated that he was the BLTB representative on the TfSE Partnership Board.

The subscriptions renewal would remain £58,000 for the year, to be split evenly across the six Berkshire authorities. In previous years Slough Borough Council (the BLTB accountable body), had collected the contributions and paid East Sussex County Council (the TfSE accountable body). However, for 2022/23 it has been agreed that TfSE would invoice each Berkshire authority individually for their subscriptions and they would pay directly. Councillor Page reminded members that any authority could choose to take out an individual subscription to TfSE rather than through the collective Berkshire agreement. BLTB agreed the recommended collective subscription renewal for 2022/23 and the revised payment arrangements. They also noted that subscription rates for 2023/24 were to remain at the same level and agreed in principle to support ongoing membership and payment of these fees, subject to individual authority’s budget setting arrangements.

BLTB was updated on the TfSE Strategic Investment Plan (SIP), which had been presented to the Berkshire Strategic Transport Forum in July 2022. Berkshire LEP had submitted a response to the SIP consultation which was included as appendix 5 to the report and this was noted. It was envisaged that the BLTB would be invited to formally approve the draft final version of the SIP at the next meeting on 9th March 2023.

Resolved –

- (a) That a renewed annual BLTB subscription of £58,000 for TfSE to cover the period 2022/23 be agreed, with the amount to be split 6 ways between the constituent authorities and to agree in principle, subject to individual authorities budget setting processes, that a similar payment be made in 2023/24.
- (b) To receive a report of the final draft of the SIP for formal approval at the next meeting of the BLTB.

18. BLTB Forward Plan

The BLTB Forward Plan which set out the matters to be considered at the future meetings was considered and noted.

Resolved – That the BLTB Forward Plan be noted.

19. Date of Next Meeting - 9th March 2023

The date of the next meeting was confirmed as 9th March 2023.

Chair

(Note: The Meeting opened at 4.00 pm and closed at 4.38 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 9 MARCH 2023**CONTACT OFFICER: Stephen Brown, Chief Executive, Slough Borough Council****Item 4: Thames Valley Berkshire Capital Programme Update*****Purpose of Report***

1. To report on the progress of the [Thames Valley Berkshire Local Growth Dealⁱ](#), as amended by Growth Deal 2 ([£10.2 million further support to Thames Valley Berkshireⁱⁱ](#)) and Growth Deal 3 ([Factsheet GD3ⁱⁱⁱ](#)) with particular reference to the schemes included in the Transport Packages of the [Strategic Economic Plan^{iv}](#); and on the progress of schemes funded by the Business Rates Retention Pilots (BRRP) of 2018/19 and 2019/20. This report also reports on the transport element of the [Getting Building Fund](#) (GBF) released in September 2020.

Recommendations

2. That you note the progress made on the schemes previously given programme entry status, as set out in the accompanying summary report.

Background

3. The headline figure for transport scheme grants under the three Local Growth Deals 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 has received £7.5m through the GBF, of which £2,093,000 has been allocated to two transport projects. GBF investment decisions were taken by the LEP through the Place Making Board (PMB) in consultation with senior officers from the six local authorities. The transport investments are reported to BLTB for information whilst the remaining GBF projects are reported to PMB. All projects are reported to the LEP Board.
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.

Other Implications**Risk Management**

7. 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.
8. 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.

9. The risks associated with each scheme are monitored locally. Table 4 has been adapted to show the current risk rating of each of the live schemes.
10. There are currently no transport projects are currently rated with a red risk score however there is one transport project rated at an AR risk rating:
- 10.1. Scheme 2.38 - Theale Station Upgrade – Currently has a RAG rating of AR. Work underway for Access for all footbridge, to complete late summer. Design & build contract for car park/ forecourt to be procured, delays likely.

Financial

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

Table 1: Available Finance for Transport Schemes in TVB Local Growth Deal, BRRP and GBF

£m	2015/16 – 2022/23
Growth Deal 1 “DfT Major Schemes”	24.00
Local Growth Deal	111.98
BRRP 2018/19 and 2019/20*	34.88
Getting Building Fund	2.10
Grand Total	172.96

*Digital infrastructure projects have been removed from the totals above as these are governed by the Digital Infrastructure Group.

12. The profile and status of the available money in each year is as follows:

Table 2: Local Growth Deal, BRRP and GBF Financial Allocations for Transport Schemes by Financial Year

£m	2015 /16	2016 /17	2017 /18	2018 /19	2019 /20	2020 /21	2021 /22	2022 /23	2023 /24	Total
Combined Growth Deal 1, 2, 3 & LTB Allocation	14.74	16.55	15.06	8.81	12.44	44.38	-	-	-	111.98
Growth Deal 1 (DfT Major Schemes)	-	-	-	0.87	22.13	1.0	-	-	-	24.0
Local Growth Deal Total	14.74	16.55	15.06	9.68	34.57	45.38	-	-	-	135.98
Business Rates Retention Pilot	-	-	-	11.45	9.31	1.07	2.60	2.97	7.48	34.88
Getting Building Fund	-	-	-	-	-	0.60	1.50	-	-	2.10
Grand Total	14.74	16.55	15.06	21.13	43.88	47.05	4.10	2.97	7.48	172.96

13. The breakdown of types of projects with allocated LGF, BRRP and GBF monies is shown in Appendix A.
14. The LGF programme closed on 31 March 2021. Where a project did not complete by this date and there was still outstanding expenditure, the LEP was allowed to use freedoms and flexibilities to temporarily allocate the funding to an alternative capital project that took place within the local authority during 2020/21. Once the original projects complete, the LGF will be reallocated back to the original project. This process is known as a capital swap and is an accounting process to ensure that capital grants are defrayed within the correct financial period. Delivery partners confirmed that by the end of March 2021, expenditure was at roughly £79m, against the £112m paid over the LGF period, with c.£33m reallocated as a capital swap. This figure had reduced to £17.7m at February 2023.
15. The following table shows the outstanding amount of capital swap, as reported by transport officers for each local authority:

Table 3: LGF Capital Swap by Local Authority

Local Authority	Amount
West Berkshire Council	£9.3m
Slough Borough Council	£3.4m
Royal Borough of Windsor and Maidenhead	£2.3m
Wokingham Borough Council	£0.3m
Reading Borough Council	£2.4m
Bracknell Forest Council	-
Total	£17.7m

16. Table 4 has been amended to present project data for all live projects. Completed projects have been moved to Appendix B, which shows a full list of all transport projects.

Table 4 – Local Growth Deal and BRRP Live Scheme Funding Profiles

Infrastructure Programme	Start	End	Total	RAG	Comment
BRRP					
2.32 Maidenhead: Housing Sites Enabling Works Phase 1	Nov-20	Dec-23	£1.010	A	New proposal submitted to replace Braywick roundabout. Designs progressing for the new junctions
2.34 Slough MRT Phase 2	Aug-19	Mar-24	£8.603	A	Final snagging on main highway. Cycle route still to be designed as final element of MRT. P&R funding removed
LGF					
2.01 Newbury: King's Road Link Road	Oct-16	Mar-23	£2.335	AG	Work back on site, due to complete

2.24 Newbury: Railway Station Improvements	Jan-19	Mar-23	£6.691	AG	Work near completion on business units. Main station building complete
2.29 Wokingham Winnersh Triangle Park & Ride	Apr-21	Jul-23	£4.240	A	Work underway. Thames Water main will need diverting before opening car park to public
2.31 Slough: Stoke Road Area Regeneration	Aug-19	May-23	£7.650	AG	Railway station element to complete shortly. TVU junction designs undergoing road safety audit
2.32 Maidenhead: Housing Sites Enabling Works Phase 1	Nov-20	Dec-23	£4.271	A	As above
2.35 Reading West Station Upgrade	Feb-21	May-23	£3.100	AG	Tilehurst Road entrance re-opened. Delay due to now resolved services and utility issues
2.38 Theale Station Park and Rail Upgrade	Mar-21	Dec-24 TBC	£4.000	AR	Work underway for Access for all footbridge, to complete late summer. Design & build contract for car park / forecourt to be procured, delays likely. Timings under review
2.40 Windsor: Town Centre Package	Mar-21	Dec-23	£1.563	A	Contractor due to start mid-March, with break to works over the summer

17. Government expectations are that LEPs should complete their capital programme of investments by the end of financial year 2023/24. Berkshire LEP will shortly be writing to the scheme promoters with outstanding projects to outline that this is an immovable deadline, and that funding is at risk and may be recovered if projects are delayed beyond March 2024.

18. The remaining projects listed above show that all by one project will complete by this time. Scheme 2.38 Theale Station Park and Rail Upgrade is currently showing an expected completion by December 2024. West Berkshire Council as the scheme promoter along with GWR and Network Rail have been asked to review this programme to ascertain if an earlier completion date can be achieved and to prioritise the LGF spend against other sources, before deciding if an exception to the March 2024 deadline can be approved.

Unallocated spend.

19. Agenda item 6 will review the process used so far to reallocate the underspend from the park and ride element of scheme 2.34 Slough MRT Phase 2. The total BRRP underspend for reallocation is £4.71m.

Human Rights Act and Other Legal Implications

20. The [Assurance Framework](#)^{vi} referred to above identifies the steps that scheme promoters should take in order to secure financial approval from the LTB. There are, in effect, two layers of scheme approval. The first, and primary layer rests with the scheme promoter (all the schemes referred

to in this report are being promoted by Local Authorities). In order to implement the schemes in question, each promoter will need to satisfy themselves that all the legal implications have been considered and appropriately resolved. The secondary layer of approval, given by the LTB, is concerned with the release of funds against the detailed business case. The arrangements for publication of plans via the LEP and promoters' websites, the arrangements for independent assessment and the consideration of detailed scheme reports are appropriate steps to ensure that any significant Human Rights Act or other legal implications are properly identified and considered.

Monitoring and Evaluation

21. 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.
22. 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.
23. For most schemes there will be little or no additional Growth Deal monitoring burden beyond that already signalled. Extra effort may be required to comply with the standard set out in the Monitoring and Evaluation plan which is "accurate, timely, verified and quality assured monitoring data." For schemes mentioned by name in the Monitoring and Evaluation Plan (see list below) there will be a separate discussion about the duties on the scheme promoter:

2.01 Newbury: King's Road Link Road

2.04 Wokingham: Distributor Roads Programme

2.06 Reading: Green Park Railway Station

2.08 Slough: Rapid Transit Phase 1

Appendix A: Breakdown of schemes by type by funding allocated

£m	LGF	BRRP	GBF	Total
MRT / P&R projects	23.5	16.4	-	44.6
Railway projects	30.7	-	-	30.7
Highway improvements	24.6	-	2.1	26.7
Unlocking direct housing	21.7	12.3	-	33.9
Regeneration	4.5			4.5
Active travel	6.9			6.9
Revenue projects	0.004	1.5	-	1.5
DfT retained	24.0	-	-	24.0
Unallocated	0	4.7	0	4.7
Total funding	135.8	34.9	2.1	172.9

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

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	2021 /22	Total
	LOCAL GROWTH FUND														
2.01	Newbury: King's Road Link Road	GD1	AG	Work back on site.	Mar-15	Oct-16	Due Mar 23	0.000	1.335	1.000	0.000	0.000	0.000		2.335
2.02	Bracknell: Warfield Link Road	GD1	C	1-yr impact report published Mar 20	Jan-15	Feb-15	Apr 17; open Oct 18	3.500	0.000	0.000	0.000	0.000	0.000		3.500
2.03	Newbury: London Road Industrial Estate	GD1	C	1-yr impact report published Jul 18 Delays to linked housing	Mar-15	Feb-16	Mar-17	0.500	1.400	0.000	0.000	0.000	0.000		1.900
2.04	Wokingham Roads - Arborfield Cross Relief Rd	DfT major	C	1-yr impact report published Jul 22	Jul & Aug 19 via DfT	Aug 19 enabling	Nov-20	0.000	0.000	0.000	0.874	22.126	1.000		24.000
2.05	Newbury: Sandleford Park	GD2	C	1-yr impact report due TBC	Jul-16	Aug-18	Dec-21	0.000	0.000	0.000	2.000	0.000	0.000		2.000
2.06	Reading Green Park Railway Station	GD1	C	Construction Complete - Safety checks underway. Due for public opening in Spring 2023	Nov 14 & Jul 19	Mar-18	Dec-22	0.000	0.000	4.575	0.000	4.575	0.550		9.700
2.07	Bracknell: Coral Reef Roundabout	GD1	C	1-yr impact report published Nov 17, 5 yr report due Nov 2023	Jan-15	Apr-15	Apr-16	2.100	0.000	0.000	0.000	0.000	0.000		2.100
2.08	Slough Rapid Transit Phase 1	GD1	C	1-yr impact report published Mar 20	Jul-14	Dec-15	Dec 17; buses Mar 19	3.100	2.500	0.000	0.000	0.000	0.000		5.600
2.09 .01	Sustainable Transport: NCN 422	GD1	C	1-yr impact report published Nov 22	Nov-15	Jan-17	Dec-20	0.000	2.100	1.500	0.200	0.400	0.000		4.200

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	2021 /22	Total
2.09 .02	Sustainable Transport: A4 Cycle (with Bucks)	GD1	C	1-yr impact report published Jul 20	Nov-15	Feb-17	Sep-18	0.000	0.483	0.000	0.000	0.000	0.000		0.483
2.10	Slough A332 Improvements	GD1	C	1-yr impact report published Nov 21	Nov-14	Dec-15	Sep-19	1.267	1.433	0.000	0.000	0.000	0.000		2.700
2.11	South Reading Mass Rapid Transit Phase 1	GD1	C	1-yr impact report published Nov 21	Nov-15	Aug-16	Jul-19	0.000	2.970	0.000	0.000	0.000	0.000		2.970
2.12	South Reading Mass Rapid Transit Phase 2						Jul-19	0.000	0.000	1.530	0.000	0.000	0.000		1.530
2.13	Wokingham Thames Valley Park and Ride	GD1	C	1-yr impact report published Nov 22	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 Ph. 1	GD1	Project withdrawn												
2.15	East Reading MRT Ph. 2	GD3													
2.15	Bracknell: Martins Heron	GD1	C	1-yr impact report due published Nov 2021	Apr-17	Apr-17	Apr-19	0.000	0.200	2.700	0.000	0.000	0.000		2.900
2.16	Maidenhead: Station Access	GD 1	C	1-yr impact report was due TBC	Nov-17	Jan-19	Oct-21	0.000	0.000	0.000	0.690	1.666	1.394		3.750
2.17	Slough: A355 route	GD 1	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 published Nov 2021	Nov-16	Mar-18	Feb-20	0.000	0.000	1.500	0.000	0.000	0.000		1.500
2.22	Slough: Burnham Station Access	GD 2	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

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	2021 /22	Total
2.23	Reading: South Reading MRT Ph 3-4	GD 3	C	1-yr impact report due Nov 23 See BRRP below.	Nov-17	Mar-18	Due Mar 22	0.000	0.000	2.250	0.090	0.000	0.000		2.340
2.24	Newbury: Railway Station	GD 3	AG	Work underway on business units. Main station building complete.	Conditional Jul 18, lifted Feb 19	Jan-19	Due Mar 23	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	C	1-yr impact report due March 2024	Conditional Nov 18, lifted Sep 19	Nov-20	Dec-22	0.000	0.000	0.000	0.000	0.000	2.242		2.242
2.28	Bracknell: A3095 Corridor	GD 3	C	1-yr impact report published Nov 22	Jul-18	Oct 18 enabling	Nov-21	0.000	0.000	0.000	0.200	1.800	3.519		5.519
2.29	Wokingham: Winnersh Triangle Park & Ride	GD 3 resrv.	A	Work underway. Thames Water main will need diverting before opening car park to public.	Conditional Mar 19, lifted May 19	Apr-21	Due July 23	0.000	0.000	0.000	0.000	0.000	4.240		4.240
2.31	Slough: Stoke Road Area Regeneration	GD 3 resrv.	AG	Railway station element to complete shortly. TVU junction designs undergoing road safety audit.	Jul-19	Aug 19 enabling	Due May 23	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 resrv.	A	New proposal submitted to replace Braywick roundabout. Designs progressing for the new junctions	Conditional Jan 19, lifted Jul 20	Nov-20	Due Dec 23	0.000	0.000	0.000	0.000	0.000	4.271		4.271
2.33	GWR: Maidenhead to Marlow Branch Line Upgrade	GD 3 resrv.	Project withdrawn												

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	2021 /22	Total
2.34	Slough MRT Phase 2 – see BRRP below														
2.35	Reading: Reading West Station Upgrade	GD 3 resrv.	AG	Tilehurst Road entrance re-opened. Delay due to now resolved services and utility issues	Nov-19	Feb-21	Due May 23	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.	C	1-yr impact report due Jul 23	Mar-20	Feb-21	Mar-22	0.000	0.000	0.000	0.000	0.000	2.400		2.400
2.37	Bracknell: A322 A329 Corridor Improvements	GD 3 resrv.	C	1-yr impact report due Jul 23	Nov-19, amendment Jun 20	Nov-20	Nov-21	0.000	0.000	0.000	0.000	0.000	0.400		0.400
Page 18	Theale Station Upgrade	GD 3 resrv.	AR	Work underway for Access for all footbridge, to complete late summer. Design & build contract for car park / forecourt to be procured, delays likely	Conditional June 20, lifted Dec 20	Mar-21	Due Oct 23	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	Contractor due to start mid-March, with break to works over the summer	Jul-20	Mar-21	Due Dec 23	0.000	0.000	0.000	0.000	0.000	1.563		1.563
2.41	Not used														
2.42	South Wokingham Distributor Road – Eastern Gateway – see BRRP below														
2.43	Wokingham: Barkham Bridge	GD 3 resrv.	C	1-yr impact report published Jul 22	Nov-19	Nov-19	Feb-21	0.000	0.000	0.000	0.000	2.100	2.136		4.236
2.44	Reading Buses: Completing the Connection	GD 3 resrv.	C	1-yr impact report published Jul 22	Conditional July 20 lifted Nov 20	Nov-20	Mar-21	0.000	0.000	0.000	0.000	0.000	1.541		1.541

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	2021 /22	Total
2.45	Slough Langley High Street phase 1	GD 3 resrv.	C	1-yr impact report due Mar 23	Conditional June 20 lifted Oct 20	Feb-21	Dec-22	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.	C	1-yr impact report due Mar 23	Conditional Jul 20 lifted Oct 20	Feb-21	Dec-22	0.000	0.000	0.000	0.000	0.000	1.033		1.033
2.47	Bracknell Town Centre The Deck	GD 3 resrv.	C	1-yr impact report published Nov 22	Conditional Nov 20, lifted Dec 20	Feb-21	Aug-21	0.000	0.000	0.000	0.000	0.000	0.956		0.956
N/a	Independent assessment costs	GD 3 resrv.	N/a					0.000	0.000	0.000	0.000	0.000	0.004		0.004
Page 19					Total LGF Spend			14.742	16.546	15.055	9.684	34.567	45.383		135.977
					Unallocated LGF										0.000
	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	2022/23	Total
	Capital Projects														
2.23	Reading: South Reading MRT Ph 3-4	BRRP	C	1-yr impact report due Nov 23 See LGF above.	Nov-17	Mar-18	Due Mar 22			7.808	0.000	0.000	0.000	0.000	7.808
2.26	Wokingham: Winnersh Relief Road Phase 2	BRRP	C	Moved from LGF. 1-yr impact report published Jul 22	Conditional Nov 18, lifted Feb 19	Jan-19	May-21			3.000	3.260	0.000	0.000	0.000	6.260
2.32	Maidenhead: Housing Sites Enabling Work Ph. 1	BRRP	A	New proposal submitted to replace Braywick roundabout.	Conditional Jan 19, lifted Jul 20	Nov-20	Due Dec 23			0.000	0.000	0.000	1.027	1.010	2.037

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	2021 /22	Total
				Designs progressing for the new junctions											
2.34	Slough MRT Phase 2	BRRP	A	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			0.000	1.000	1.000	2.600	4.003	8.603
2.42	South Wokingham Distributor Road – Eastern Gateway	BRRP	C	1-yr impact report due Jul 23	Nov-19	Oct-19	Mar-22			0.000	5.000	0.000	0.000	0.000	5.000
					Total BRRP Spend – Capital					10.808	9.989	1.395	3.627	5.013	29.708
	Revenue Projects														
N/a	BLIS development	BRRP	N/a	Work completed			#N/A			0.044	0.046	0.000	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	0.000	0.600
N/a	Forward Plans Team	BRRP	N/a	Proposals being developed	Mar-20	Oct-20	Mar-21			0.000	0.000	0.065	0.685	0.684	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 Jul 21	Due Nov 21	Due Mar 27			0.000	0.000	0.000	0.041	0.044	0.045
					Total BRRP Spend - Revenue					0.644	0.046	0.065	0.726	0.728	1.481
					Total BRRP Spend					11.452	9.306	1.065	4.353	0.004	31.189
					Unallocated BRRP										0.000
	GETTING BUILDING FUND												2020/21	2021/22	Total
GBF 1	Slough Langley High Street phase 3	GBF	C	1-yr impact report due Mar 24	Cond. Nov 20; lifted May 21	Oct-21	Dec-22						0.593	1.050	1.643
GBF 15	Bracknell A322 A329 Corridor Improvements	GBF	C	See LGF 2.37 above.	Jul-21	Nov-21	Mar-22						0.000	0.450	0.450
					Total GBF Spend								0.593	1.500	2.093

Ref.	Scheme Name	Growth Deal	Notes	LTB Funding Approval	Start on Site	Completion date	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
	LOCAL GROWTH FUND												
2.02	Bracknell: Warfield Link Road	GD1	1-yr impact report published Mar 20	Jan-15	Feb-15	Apr 17; open Oct 18	3.500	0.000	0.000	0.000	0.000	0.000	3.500
2.03	Newbury: London Road Industrial Estate	GD1	1-yr impact report published Jul 18 Delays to linked housing	Mar-15	Feb-16	Mar-17	0.500	1.400	0.000	0.000	0.000	0.000	1.900
2.04	Wokingham Roads -Arborfield Cross Relief Rd	DfT major	1-yr impact report due March 2023	Jul & Aug 19 via DfT	Aug 19 enabling	Nov-20	0.000	0.000	0.000	0.874	22.126	1.000	24.000
2.05	Newbury: Sandleford Park	GD2	Final works underway	Jul-16	Aug-18	Dec-21	0.000	0.000	0.000	2.000	0.000	0.000	2.000
2.07	Bracknell: Coral Reef Roundabout	GD1	1-yr impact report published	Jan-15	Apr-15	Apr-16	2.100	0.000	0.000	0.000	0.000	0.000	2.100

			Nov 17, 5 yr report due Nov 2023										
2.08	Slough Rapid Transit Phase 1	GD1	1-yr impact report published Mar 20	Jul-14	Dec-15	Dec 17; buses Mar 19	3.100	2.500	0.000	0.000	0.000	0.000	5.600
2.09.01	Sustainable Transport: NCN 422	GD1	1-yr impact report due Nov 2022	Nov-15	Jan-17	Dec-20	0.000	2.100	1.500	0.200	0.400	0.000	4.200
2.09.02	Sustainable Transport: A4 Cycle (with Bucks)	GD1	1-yr impact report due Nov 2022	Nov-15	Feb-17	Sep-18	0.000	0.483	0.000	0.000	0.000	0.000	0.483
2.10	Slough A332 Improvements	GD1	1-yr impact report published Nov 2021	Nov-14	Dec-15	Sep-19	1.267	1.433	0.000	0.000	0.000	0.000	2.700
2.11	South Reading Mass Rapid Transit Phase 1	GD1	1-yr impact report published Nov 21	Nov-15	Aug-16	Jul-19	0.000	2.970	0.000	0.000	0.000	0.000	2.970
2.12	South Reading Mass Rapid Transit Phase 2					Jul-19	0.000	0.000	1.530	0.000	0.000	0.000	0.000

2.13	Wokingham Thames Valley Park and Ride	GD1	Bus service tender is on hold	Jul-17	Feb-18	Nov-20	0.000	0.000	0.000	2.000	0.900	0.000	2.900
2.14	<i>East Reading MRT Phase 1 GD1 Project withdrawn</i>												
2.25	<i>East Reading MRT Phase 2 GD3 Project withdrawn</i>												
2.15	Bracknell: Martins Heron	GD1	1-yr impact report due published Nov 2021	Apr-17	Apr-17	Apr-19	0.000	0.200	2.700	0.000	0.000	0.000	2.900
2.16	Maidenhead: Station Access	GD 1		Nov-17	Jan-19	Oct-21	0.000	0.000	0.000	0.690	1.666	1.394	3.750
2.17	Slough: A355 route	GD 1	1-yr impact report published Jul 18	Nov-14	Dec-15	Feb-17	2.275	2.125	0.000	0.000	0.000	0.000	4.400
2.18	Not used												
2.19	Bracknell: Town Centre Regeneration Infrastructure	GD 2	1-yr impact report published Mar 19	Nov-15	Apr-15	Sep-17	2.000	0.000	0.000	0.000	0.000	0.000	2.000

2.20	Not used													
2.21	Slough: Langley Station Access	GD 2	1-yr impact report due published Nov 2021	Nov-16	Mar-18	Feb-20	0.000	0.000	1.500	0.000	0.000	0.000	1.500	
2.22	Slough: Burnham Station Access	GD 2	1-yr impact report published Jul 20	Mar-16	Jan-17	Apr-19	0.000	2.000	0.000	0.000	0.000	0.000	2.000	
2.23	Reading: South Reading MRT Ph 3-4	GD 3	Final works underway. See BRRP below.	Nov-17	Mar-18	Due Mar 22	0.000	0.000	2.250	0.090	0.000	0.000	2.340	
2.25	East Reading MRT Phase 2 - See 2.14 above													
2.26	Wokingham: Winnersh Relief Road Phase 2 - See BRRP below													
2.28	Bracknell: A3095 Corridor	GD 3	1-yr impact report due - date TBC	Jul-18	Oct 18 enabling	Nov-21	0.000	0.000	0.000	0.200	1.800	3.519	5.519	

2.33	GWR: Maidenhead to Marlow Branch Line Upgrade	GD 3 resrv.													
2.34	Slough MRT Phase 2 – see BRRP below														
2.36	Wokingham: Coppid Beech Park and Ride	GD 3 resrv.		Mar-20	Feb-21	Mar-22	0.000	0.000	0.000	0.000	0.000	2.400	2.400		
2.37	Bracknell: A322 A329 Corridor Improvements	GD 3 resrv.		Nov-19, amendment Jun 20	Nov-20	Nov-21	0.000	0.000	0.000	0.000	0.000	0.400	0.400		
2.39	Wokingham: Coppid Beech northbound on-slip widening GD 3 resrv. Project Withdrawn														
2.41	Not used														
2.42	South Wokingham Distributor Road – Eastern Gateway – see BRRP below														
2.43	Wokingham: Barkham Bridge	GD 3 resrv.	1-yr impact report due July 2022	Nov-19	Nov-19	Feb-21	0.000	0.000	0.000	0.000	2.100	2.136	4.236		

2.44	Reading Buses: Completing the Connection	GD 3 resrv.	1-yr impact report due July 2022	Conditional July 20 lifted Nov 20	Nov-20	Mar-21	0.000	0.000	0.000	0.000	0.000	1.541	1.541
2.47	Bracknell Town Centre The Deck	GD 3 resrv.	1-yr impact report due Nov 2022	Conditional Nov 20, lifted Dec 20	Feb-21	Aug-21	0.000	0.000	0.000	0.000	0.000	0.956	0.956
N/a	Independent assessment costs	GD 3 resrv.					0.000	0.000	0.000	0.000	0.000	0.004	0.004
				Total LGF Spend			14.742	15.211	9.480	6.054	28.992	13.350	87.829
Page 26	BUSINESS RATES RETENTION PILOT												
Ref.	Scheme Name	Growth Deal	Notes	LTB Funding Approval	Start on Site	Completion date			2018/19	2019/20	2020/21	2021/22	Total
	Capital Projects												
2.23	Reading: South Reading MRT Ph 3-4	BRRP		Nov-17	Mar-18	Due Mar 22			7.808	0.000	0.000	0.000	7.808
2.26	Wokingham: Winnersh Relief Road Phase 2	BRRP	Phase 1 privately funded Moved from LGF.	Conditional Nov 18, lifted Feb 19	Jan-19	May-21			3.000	3.260	0.000	0.000	6.260

			1-yr impact report due Nov 2022										
2.42	South Wokingham Distributor Road – Eastern Gateway	BRRP		Nov-19	Oct-19	Mar-22			0.000	5.000	0.000	0.000	5.000
				Total BRRP Spend Capital					10.808	8.260	0.000	0.000	19.068
	Revenue Projects												
Page 27	BLIS development	BRRP	Work completed			#N/A			0.044	0.046	0.000	0.000	0.090
N/a	Business Case Preparation	BRRP	6 proposals approved						0.600	0.000	0.000	0.000	0.600
N/a	Forward Plans Team	BRRP	Proposals being developed	Mar-20	Oct-20	Mar-21			0.000	0.000	0.065	0.685	0.750
N/a	Independent assessment of 1 & 5 year evaluations	BRRP	Transferred from LGF by adjusting LGF / BRRP proportions	Due Jul 21	Due Nov 21	Due Mar 27			0.000	0.000	0.000	0.041	0.041

			for project 2.32										
				Total BRRP Spend - Revenue					0.644	0.046	0.065	0.726	1.481
				Total BRRP Spend					11.452	8.306	0.065	0.726	20.549
	GETTING BUILDING FUND										2020/21	2021/22	Total
GBF1	Bracknell A322 A329 Corridor Improvements	GBF		Jul-21	Nov-21	Mar-22					0.000	0.450	0.450
				Total GBF Spend							0.000	0.450	0.450

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ⁱhttps://www.gov.uk/government/uploads/system/uploads/attachment_data/file/327587/35_Thames_Valley_Berkshire_Growth_Deal.pdf
ⁱⁱhttps://www.gov.uk/government/uploads/system/uploads/attachment_data/file/399438/Thames_Valley_Berkshire_Factsheet.pdf
ⁱⁱⁱhttps://www.gov.uk/government/uploads/system/uploads/attachment_data/file/589268/170202_Thames_Valley_Berkshire_LEP_GD_factsheet.pdf
^{iv}<http://www.thamesvalleyberkshire.co.uk/documents?page=1&folder=192&view=files>
^v<http://www.thamesvalleyberkshire.co.uk/berkshire-strategic-transport-forum>
^{vi}<http://www.thamesvalleyberkshire.co.uk/berkshire-strategic-transport-forum>

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

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

Item 5: One Year Evaluation Reports – Status Update

Purpose of Report

1. At your meeting in July 2022, you approved a less intensive approach towards the impact reports being considered at this meeting to reflect the reduction in reporting requirements from government whilst still demonstrating the value of investment in infrastructure.
2. This report summarises the future programme of one-year and five year impact reports and indicates when they are due.

Recommendation

3. You are recommended to note the future schedule of one and five-year impact reports.

Supporting Information

4. The LEP has a well-established and agreed process for the monitoring and evaluation of BLTB funded local transport schemes, which requires scheme promoters to produce one- and five-year-on post completion monitoring reports for each of their schemes. With the reduction in the level of capital funding overseen by the LEP the monitoring and evaluation process was reviewed and made proportionate and fit for purpose, whilst continuing to demonstrate the value of our investment and to inform future priorities.
5. The format and detail of the reports are now less prescriptive and enable the scheme promoter to tailor the reports to their own needs and make them directly relevant to supporting investment decisions going forwards.
6. The reports submitted by each of the scheme promoters continue to summarise the outcomes of the monitoring and evaluation undertaken following the completion of the schemes. The analysis gives an initial indication whether a scheme has been successful in achieving the related aims and objectives set and agreed at the start of the scheme development. It also seeks to demonstrate that the funding obtained has provided value for money and that any lessons learnt are captured as evidence to inform future decision making. In particular the assessments focus on:
 - Scheme build;
 - Delivered scheme;
 - Costs;
 - Scheme objectives; and
 - Impacts on the economy

Future Programme of Reports

7. Whilst there are no monitoring reports due to be reported to this meeting, it is a good opportunity to set out the programme of monitoring reports delivered to date and outline when future reports are due to be completed. Item 9 explains how BLTB may operate in the future so this report acts as a useful reference document as to when reports are expected. A new mechanism will need to be agreed as to how these reports are assessed and reviewed going forward as again the LEP has

been carrying out scrutiny, with the appointment of an interim transport consultant, following the decision not to renew the contract with Hatch Regeneris.

8. We currently anticipate that for the BLTBs to be held in July and November 2023 that the following reports will be submitted.

July 2023

One-Year Impact Reports

- Scheme 2.36 – Wokingham: Coppid Beech Park and Ride
- Scheme 2.37 – Bracknell: A322 A329 Corridor Improvements
- Scheme 2.42 – South Wokingham Distributor Road – Eastern Gateway

November 2023

One-Year Impact Reports

- Scheme 2.23 – Reading: South Reading MRT Ph 3-4

9. The full listing and schedule of impact reports is as follows:

Ref.	Scheme Name	Completion date	1 Year Impact Report	5- Year Impact Report
2.01	Newbury: King’s Road Link Road	Not yet completed	TBC	TBC
2.02	Bracknell: Warfield Link Road	Oct 18	Published Mar-20	Due Nov-24
2.03	Newbury: London Road Industrial Estate	Mar-17	Published Jul-18	Overdue
2.04	Wokingham Roads -Arborfield Cross Relief Rd	Nov-20	Published Jul-22	Due Nov-26
2.05	Newbury: Sandleford Park	Dec-21	Overdue	TBC
2.06	Reading Green Park Station	May-23	Due Jul-24	Due July-28
2.07	Bracknell: Coral Reef Roundabout	Apr-16	Published Nov-17	Overdue
2.08	Slough Rapid Transit Phase 1	Mar 19	Published Mar-20	Due Mar-24
2.09.01	Sustainable Transport: NCN 422	Dec-20	Published Nov-22	Due Nov-26
2.09.02	Sustainable Transport: A4 Cycle (with Bucks)	Sep-18	Published July-20	Due July 2024
2.10	Slough A332 Improvements	Sep-19	Published Nov-21	Due Nov-25

Ref.	Scheme Name	Completion date	1 Year Impact Report	5- Year Impact Report
2.11 & 2.12	South Reading Mass Rapid Transit Phase 1 & 2	Jul-19	Published Nov-21	Due Nov-25
2.13	Wokingham Thames Valley Park and Ride	Nov-20	Published Nov-22	Due Nov-26
2.15	Bracknell: Martins Heron	Apr-19	Published Nov-21	Due Nov-25
2.16	Maidenhead: Station Access	Oct-21	Overdue	TBC
2.17	Slough: A355 route	Feb-17	Published Jul 18	Overdue
2.19	Bracknell: Town Centre Regeneration Infrastructure	Sep-17	Published Mar 19	Overdue
2.21	Slough: Langley Station Access	Feb-20	Published Nov-21	Due Nov-25
2.22	Slough: Burnham Station Access	Apr-19	Published Jul 20	Due Nov-24
2.23	Reading: South Reading MRT Ph 3-4	Nov 22	Due Nov-23	Due Nov-27
2.26	Wokingham: Winnersh Relief Road Phase 2	May-21	Published Jul-22	Due Jul-26
2.28	Bracknell: A3095 Corridor	Nov-21	Published Nov-22	Due Nov-26
2.29	Wokingham: Winnersh Triangle Park & Ride	Not yet completed	TBC	TBC
2.31	Slough: Stoke Road Area Regeneration	Not yet completed	TBC	TBC
2.32	Maidenhead: Housing Sites Enabling Work Ph. 1	Not yet completed	TBC	TBC
2.34	Slough MRT Phase 2	Not yet completed	TBC	TBC
2.35	Reading: Reading West Station Upgrade	Not yet completed	TBC	TBC
2.36	Wokingham: Coppid Beech Park and Ride	Mar-22	Due Jul-23	Due Jul-27
2.37	Bracknell: A322 A329 Corridor Improvements	Mar-22	Due Jul-23	Due Jul-27
2.38	Theale Station Upgrade	Not yet completed	TBC	TBC

Ref.	Scheme Name	Completion date	1 Year Impact Report	5- Year Impact Report
2.40	Windsor: Town Centre Package	Not yet completed	TBC	TBC
2.42	South Wokingham Distributor Road – Eastern Gateway	Mar-22	Due Jul-23	Due Jul-27
2.43	Wokingham: Barkham Bridge	Feb-21	Published Jul-22	Due Jul-26
2.44	Reading Buses: Completing the Connection	Mar-21	Published Jul-22	Due Jul-26
2.45	Slough Langley High Street Phase 1	Dec-22	Due Mar-24	Due Mar-28
2.46	Slough Langley High Street Phase 2	Dec-22	Due Mar-24	Due Mar-28
2.47	Bracknell Town Centre The Deck	Aug-21	Published Nov-22	Due Nov-26
GBF1	Slough Langley High Street Phase 3	Dec-22	Due Mar-24	Due Mar-28
GBF15	Bracknell A322 A329 Corridor Improvements	Nov-21	Due Jul-23 with LGF 2.37	Due Jul-27 with LGF 2.37

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

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

Item 6: BRRP fund – Transport related expressions of interest - Process

Purpose of Report

1. To outline the process that has been used to develop a programme of projects to be considered for delivery in 2023/24 utilising the remaining Business Rates Retention Pilot (BRRP) funding.

Background Information

2. The LEP has overseen the investment of £205m of capital funds from the Local Growth Funds (LGF), the Growing Places Fund (GPF), the Getting Building Fund (GBF) and the Business Rates Retention Pilot (BRRP) over ten years to deliver against the strategic priorities for Berkshire. This has led to investment of major rail and road improvement schemes, development of Mass Rapid Transit schemes, digital infrastructure and capital investments in Berkshire’s FE colleges.
3. The BRRP enabled the six local authorities to retain a proportion of business rates which the Secretary of State for the (then) Department of Communities and Local Government agreed would be used to invest in “infrastructure that will further enhance economic growth across Berkshire as a whole, helping address the ongoing financial sustainability of this functional economic area”.
4. £25m of BRRP funds were released in 2018/19 with a further £11m in 2019/20. The requirement for funding was that projects would be mobilised within the relevant financial year.
5. Large capital projects involve an element of risk and as such roughly £4.7m of BRRP funding has been returned for reinvestment. The returned BRRP funds must be spent by 31 March 2024.
6. To date the allocation of BRRP has been governed by the Berkshire Local Transport Body (BLTB) and the linked Berkshire Strategic Transport Members Forum (BSTMF). At the 10 November 2022 meeting of the BSTMF it was agreed to produce a prospectus to allocate the remaining BRRP funding.

Capital Prospectus and conditions of funding

7. In December 2022 a prospectus was issued to all the Berkshire local authorities. This set out a number of key investment principles that would help to decide how the funding would be allocated, aligned to the economic evidence drawn from the Berkshire Recovery and Renewal Plan.
8. Applications had to demonstrate broad value for money and have clear deliverables in terms of quantifiable outputs, outcomes and impact. Projects would not need to demonstrate match funding although projects should be additional and therefore not already funded within the council’s capital programme. Funding was only for new projects, with allocations to projects that were already underway not deemed eligible.
9. Importantly all projects needed to demonstrate that works would be completed and funds spent by 31 March 2024. This was a firm deadline that could not be relaxed to meet BRRP funding rules. Funding was for capital only, although up to 20% of the costs could be allocated to revenue costs to support the delivery of the capital project.

10. As this was a pan-Berkshire prospectus it was considered preferable to fund a range of projects across all unitary authority areas, though this was dependent on the quality of the bids submitted. However, in order to achieve a relatively even spread, the prospectus gave a guide that projects looking for funding of between £250,000 and £750,000 were sought. On this basis it was expected that all authorities should be able to receive funding for at least one project, should the eligibility criteria be met.

Assessment Process

- 11. A two-stage assessment process was carried out. Initial Expressions of Interest were submitted by mid-January and these were checked for compliance with the overall eligibility criteria for the funding round. All schemes that are declared eligible were then be invited to complete a full application by the middle of February. Due to the timings a full WebTAG compliant business case was not required.
- 12. The full applications were then assessed and scored against a number of factors and weighted according to their importance. On each factor, a scheme will be awarded high (3 marks), medium (2 marks) or low (1 mark) as set out in the table below:

Factor	Weighting
1. Projects will contribute to the delivery of the Berkshire RRP	20%
2. Deliverability – note projects that could not be delivered within the timescales were rejected.	40%
3. Sustainable long-term economic growth	20%
4. Tangible benefit to Berkshire	10%
5. Investing in natural capital	5%
6. Maximising social value	5%
Total	100%

- 13. It is intended that funding will be awarded to projects scoring the highest, subject to sufficient funding being available. If there is insufficient funding for a scheme, the delivery partner will be offered the opportunity to reduce their project, if appropriate. If not, the funding will be awarded to the next affordable project on the list.
- 14. The schemes were assessed by staff from the LEP, including an independent transport consultant and then moderated with the scheme promoter and a final score for each project confirmed.
- 15. For this remaining unallocated BBRP funding, local authority S151 Officers and Chief Executives have final decision-making as this is rates retained monies.
- 16. As agreed the moderated list will be reviewed by the BSTF and a paper has been produced for consideration at their meeting that immediately follows the BLTB. The views of BSTF Members will then be summarised and passed on the local authority CEOs who will consider comments from the BSTF together with the assessment, approve the final ranking of projects and provide authorisation for the funding approval at a meeting of Berkshire Public Services Network on 16 March.

17. Following decisions The LEP will then issue Capital Grant Letters to the delivery partners, for projects to be completed by 31 March 2024.

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

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

Item 7: Response to the APPG for South East Call for Evidence - Transport Infrastructure.

Purpose of the Paper.

1. To note the draft submission (at Appendix 1) to the All-Party Parliamentary Group (APPG) for the South East call for submissions, which was agreed with the Chair of BLTB.

Background.

2. On 1st February 2023, the APPG for the South East launched an inquiry into transport infrastructure. This was in recognition that as the global gateway to the UK, the South East is one of only three regions to be a net contributor to the Treasury. The Government has also frequently cited transport infrastructure as a key priority and a recent business survey highlighted that better transport connections were the second most preferred option to level up after reducing poverty. However, reducing transport-related carbon emissions to net zero by 2050 was the highest-ranked local priority.
3. The APPG was keen to hear from organisations across the region on expectations, requirements and concerns related to the Government’s transport agenda. In particular they wanted to understand:
 - If existing transport infrastructure in the South East region fit for purpose;
 - How will the delivery of transport infrastructure help or enhance the government’s ambitions for “Global Britain”;
 - Does the non-UK (foreign) ownership of essential transport infrastructure have a bearing.
4. Berkshire LEP considered this an excellent opportunity to advocate for investment in infrastructure the Thames Valley to support the local economy. It was also agreed with the Berkshire local authorities that there would be more weight to a submission made jointly by the LEP, BLTB and all of the authorities, rather than individual responses, especially given that many of the points we wished to raise were of a pan-Berkshire nature.
5. Responses to the Call for Evidence were required by 24 February so the LEP drafted a joint submission which was agreed between the local authorities and the Chair of BLTB. In addition two meetings are being held as part of the Inquiry and we have also been invited to attend in person and present our evidence.
6. Our full written representation is attached as *Appendix 1*, with the key thread of our narrative being that improvements to transport infrastructure in our area to enhance connectivity are an essential part of transforming the Berkshire economy to ensure that it can thrive economically, maximise job creation and attract inward investment from businesses. Infrastructure deficits in our area act as a constraint on growth and investment has lagged behind growth in population and in the size of the economy. The area is held back by congestion on its major roads and digital infrastructure which has not kept up with the ambitions of our local businesses.

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22nd February 2023

All Party Parliamentary Group for the South-East
apppsoutheast@secouncils.gov.uk

kevintravers@thamesvalleyberkshire.co.uk

Dear Sir/Madam,

Response to the APPG for South East Call for Evidence - Transport Infrastructure

Berkshire Local Enterprise Partnership (LEP) and Berkshire Local Transport Body (BLTB), which works across all the Berkshire Unitary Authorities, is responding to the All Party Parliamentary Group for the South-East (APPG) Call for Evidence and in particular the request relating to future investment in transport infrastructure across the Region.

Berkshire LEP is an alliance between business and the public sector, with transport infrastructure providers such as National Highway and Network Rail, together with local authorities as a key partner of the LEP. The LEP is charged with a mandate to support and drive economic development and growth. We set the strategic economic thinking that shapes its area, pitch for government funds, generate private sector investment, and help local businesses to start, grow, export and access skilled talent. In short, we transform the local economies with the regeneration of town centre being a key component of this.

The BLTB was established in March 2013 to prioritise and implement transport capital schemes across Berkshire. It provides a single voice for the area focusing on a range of strategic initiatives designed to enhance connectivity, covering national, sub-national and local transport, housing growth, digital communications, water resources and flood defences, energy, and waste. Representing the LEP and the six local authorities across Berkshire, the BLTB is also a member of Transport for the South East and therefore has a strong voice on the role of transport infrastructure in shaping the economy and connectivity around the South East.

Improvements to transport infrastructure to enhance connectivity are a key part of transforming local economies and as such we have identified infrastructure improvements that are part of the 'strategic ask' for transport investment, to improve connectivity within our area, to ensure that Berkshire can thrive economically, maximise job creation and attract inward investment from businesses. Infrastructure deficits within the South East act as a constraint on growth. Investment, particularly in infrastructure, has lagged behind growth in population and in the size of the economy. The area is held back by congestion on its major roads and digital infrastructure which has not kept up with the ambitions of our local businesses.

The work of the Berkshire LEP and BLTB is endorsed by government as part of its strategy for developing the UK economy and is driven by close collaborative working with local authorities, the business community and other stakeholders in the area.

It is important that the economy of the areas around London are recognised in their own right and not merely as an area that serves the needs on London. Economic success in the wider South East benefits London and indeed the whole of the UK. It is worth highlighting that the South East pays considerably more in taxes than it receives in public spending – creating a net ‘profit’ for the Treasury. Indeed the South East was the biggest net contributor over the 10-year period 2002-12, generating a profit of £80bn for the Treasury; this compares to London’s £74.8bn over the same period.

Notwithstanding this, key social and economic challenges we would highlight which the provision of transport infrastructure can help to address are:

- Meeting the Government’s productivity aspirations and encouraging a higher-skilled workforce for contribute to the local economy.
- Provision of new homes and business space in appropriate locations.
- Delivery of a very large expansion in the supply of housing.
- Enhancing economic interactions and labour mobility through connectivity improvements.
- Being able to deliver transport infrastructure and capacity so that it does not act as a constraint on economic growth as well as meeting the skills and housing challenges identified above.
- Achieving certainty over expansion associated with increased airport capacity in the South East and ensuring that associated infrastructure is provided.
- Improvements to cross country road and rail routes linking South East economic areas without the need to travel via Central London reducing associated congestion.
- Better road and rail access to nationally important ports and airports to boost their attractiveness as business locations and improve connectivity to international markets.
- Reducing congestion and removing bottlenecks on strategic road corridors.
- Improved journey times on the major rail lines into London for business travellers and commuters.
- Enhancements to the attractiveness of the area for new investment, including foreign direct investment.

Improving strategic transport routes in the South East will support economic growth both nationally and locally bringing a significant return on investment for public funds. By failing to invest there is a risk of adding to the congestion, frustration and costs that businesses across the UK face when using the South East strategic transport corridors including as gateway routes to London and the South East’s international ports and airports. Investment is needed to maintain the attractiveness of the area for business and to secure the delivery of key development sites, new homes, new commercial floor space and new jobs. Without strategic investment in high quality transport infrastructure London and the South East runs the risk of losing businesses to international competitors.

It is no accident that the world's leading companies see London and its surrounding areas, including the Thames Valley, as the place to locate and do business. The halo effect of London supports jobs in the wider South East and the whole UK.

As highlighted above investment in infrastructure is fundamental to achieving economic growth and ensuring there is adequate funding to deliver this. Key to success in funding is de-risking investment and development and creating more certainty about funding for infrastructure provision. This will ensure that the infrastructure of the area is able to support, enhance and facilitate economic growth, boost productivity and improve the standard of living.

The approach to funding needs to be long term but also reflect the current situation in this area and acknowledge dearth of funding for major infrastructure in the Region. Until recently the Local Growth Fund and Getting Building Fund, administered by LEPs, provided significant capital funding for transport infrastructure and it is important that we build on this momentum to maximise the potential of what has, and can be achieved to maintain and unlock growth. This will require ongoing funding support to ensure that new infrastructure isn't compromised by surrounding network failures which will hugely impact on the expected performance of what has been achieved. This is significantly more pronounced in the 'new towns' areas where assets are ageing simultaneously. In addition, the pressures of climate change upon network resilience and the need for it to perform through periods of extreme weather are becoming more apparent in recent years.

Local Growth Fund successors the Levelling Up Fund and Shared Prosperity Fund, which are channelled through local authorities, are not providing anything like the level of investment of their predecessors. There needs to be a strong narrative around the case for investment in the more prosperous parts to the Region such as investing in transport infrastructure needed to support the Thames Valley economy. There is plenty of evidence that investment in economically successful areas provides significant benefits across the whole Country and there is a real danger that if investment is starved from these parts of the South East, that business will relocate out of the UK altogether.

There are many different funding models available but Berkshire LEP and BLTB believe that the type of approach used to fund schemes is not as important as having certainty that funding will be available over a sustained period of time. This will ensure that infrastructure schemes can be developed, with certainty that the funding is in place for their delivery. Such certainty engenders confidence and will allow scheme promoters to commit resources to scheme development and enable businesses to plan for the future, assured that the infrastructure needed for economic growth will be forthcoming.

This is of particular important to secure housing growth and in this instance it may be that Government needs to effectively underwrite public/private funding sources, to provide a level of certainty for the accelerated delivery of housing by the private sector that is being sought. The BLTB would also welcome a debate on alternative and innovative funding sources and

would wish to see emphasis on bringing expertise from the private sector to support the opportunities for private sector investment that must evolve going forward.

As local authorities begin work on their upcoming Local Transport Plans it is clear there is a greater emphasis on the Climate Change and the Road to Net Zero being driven by Government policy for more sustainable transport choice. Whilst we all appreciate this ambitious strategy, the guidance being produced does seem to be aimed at, and more suitable for, metropolitan areas rather than semi urban areas that characterise much of the South East.

Recently, large-scale funding for enhancing active travel and public transport has been allocated following competitive bid processes by central Government. One of the main criteria for these bids is a reallocation of road space. This tends to favour cities and metropolitan areas that have wide highways and lots of alternative routes for displaced traffic.

The Bus Service Improvement Plan (BSIP) funding sought to improve bus services by making them more frequent, faster and more reliable. “Buses must have greater priority on urban roads” the national strategy stated, with local authorities urged “to implement ambitious bus priority schemes.” As a result the bidding process favoured those authorities who committed to capital schemes promising bus priority. For smaller towns with restricted available highway width, and limited alternative options for redirecting traffic, this is problematic.

For authorities with rural elements bus priority was not the issue. More remote communities with a bus every couple of hours will not benefit by making a bus journey 5 minutes quicker; it will not lead to more frequent buses. For areas such as these, revenue funding was needed.

A similar picture is emerging in the funding of walking, wheeling and cycling improvements. Local Transport Note 1/20 provided new guidance on Cycle Infrastructure Design which advocates wide, segregated space for walkers and wheelers, for cycles, and for motorised traffic. Again this relies on having wide carriageways able to accommodate the 9.4 metres of walking, wheeling and cycle infrastructure the guidance proposes.

Many non-metropolitan authorities have complained about the lack of practical guidance for areas which are not city-based. Reallocating road space on a single carriageway section of road with narrow footways is incredibly difficult to deliver. It is clear the funding allocations to date seem to confirm this City based approach which favours metropolitan areas.

A similar picture is emerging with electric vehicle charging infrastructure funding which, while thankfully being allocated without competitive bidding, seems aimed at housing layouts not typical in our area. The LEVI fund is aimed at delivering a “step-change in the deployment of local, primarily low power on-street charging infrastructure.” Much of the housing stock without access to off-street parking is not built in traditional terraces. For example, in Bracknell housing was built in blocks with parking courts and generic parking spaces which makes the provision of EV charging infrastructure more complex.

Yours faithfully,

Kevin Travers

Kevin Travers

Interim Transport Lead Berkshire LEP

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

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

Item 8: Transport for the South East – Strategic Investment Plan.

Purpose of the Paper.

1. To provide formal approval of the Transport for the South East (TfSE) final draft of the Strategic Investment Plan (SIP).

Recommendation.

2. BLTB members are recommended to agree support of TfSE’s final draft SIP.

Background.

3. At the November 2022 meeting the Berkshire Local Transport Body (BLTB) approved our formal response to the consultation on the draft of the Transport for the South East Strategic Investment Plan (SIP) and also agreed to receive a further report at this meeting to consider formal approval of the final draft version of the SIP.
4. TfSE published its Transport Strategy in July 2020. The strategy sets an ambitious vision for the region to 2050 and identifies a preferred scenario to help achieve that vision.
5. On 13 June 2022, the TfSE Partnership Board approved the draft SIP for public consultation. The SIP will form the final part of the transport strategy, bringing together the outputs from the area studies and thematic studies. It is a blueprint for transport infrastructure investment in the South East and together the interventions within the SIP should deliver an additional 25,000 jobs, 500,000 more rail trips and £4.5m in GVA. The SIP is underpinned by a robust evidence base and technical programme and addresses key priorities around decarbonisation, levelling up left behind communities, regeneration and growth and travel within the South East.
6. Together the TfSE Transport Strategy and SIP provide an opportunity to support and deliver growth across the south east through the development of a long-term strategic programme of multi-modal transport interventions to facilitate economic growth, improve quality of life and enhance the environment.
7. The Transport Strategy published in July 2020 supports and complements the work of the local authorities and LEAs. The SIP will further this and will offer a key route to influence the investment decisions by Government and by the major national delivery agencies such as National Highways and Network Rail in a way that has not been possible in the past.
8. The SIP places equal emphasis on economic growth, environmental protection and enhancement and social inclusion. It sets out global policy measures and interventions that will help to achieve net-zero by 2050 at the latest. The TfSE SIP looks to make a compelling case for investment in the South East. It is supported by a significant body of evidence taken from a series of area studies and thematic studies that have been carried out since the publication of the initial Transport Strategy to become the blueprint for investment in the South East for the next 30 years.

9. BLTB's response to the consultation, was fully supportive of the broad direction and ethos of the approach outlined in the SIP to shaping the economy and connectivity around the South East. We highlighted that the top priority for the SIP must be decarbonisation and that virtual access and reducing the need to travel through digital connectivity must be an integral part of the delivery of the SIP. We also supported the inclusion of a number of key interventions for Berkshire, notably Western Rail Link to Heathrow as a key priority, along with Southern Access. In the shorter-term we welcomed the inclusion of bus-based mass rapid transit and a range of sustainable transport measures as part of enhanced inter urban connectivity.
10. We also emphasised our belief that for the SIP to be successful will require an integrated approach to investment and delivery and working across institutional, sectoral, and spatial boundaries; something that the BLTB is well placed to deliver.
11. TfSE has now completed the formal consultation, analysis, and revisions on the draft SIP. It is now seeking the agreement of its constituent authorities and key partners such as the BLTB prior to submitting the final SIP to Government in Spring 2023. In addition to endorsement by the BLTB, the individual local authorities have also had the opportunity to indicate their formal approval of the SIP.
12. The public consultation on the draft SIP commenced on 20 June 2022 and concluded on 12 September 2022. There were 640 responses to the consultation, with all of them being considered and informing revisions to the plan. The key themes arising from the consultation were.
 - Support shown to investment proposals to improve public transport in the south east.
 - Respondents welcomed the focus on Active Travel schemes.
 - Respondents welcomed the recognition of importance of the need to tackle climate change.
 - Of those respondents that participated via the survey, 49% of respondents agreed that the SIP makes the best case possible for investing in transport infrastructure in the south east.
13. When asked to what extent they agreed that the packages of interventions for a geography delivered on the priorities of the SIP, the online survey submissions showed that 68% somewhat or definitely agreed for Wessex Thames, which is the area that includes Berkshire, with less than 1% definitely disagreeing. Rail, mass transit and active travel were also the most popular interventions in the Wessex Thames area, with highway interventions being the least supported. The most frequent comments were surrounding a desire for greater investment in public transport and a greater focus on active travel.
14. The main changes to the draft SIP following the public consultation were:
 - Provided more context on the purpose of the SIP and importantly, what the SIP won't do;
 - Provided clarity that the financial ask of the SIP is above and beyond the funding that Local Transport Authorities already receive;

- Asserted the need to ensure that public transport provision returns to the quality of provision prior to the covid pandemic;
- Updates to investment priorities section to reflect feedback on the priorities;
- Strengthened the focus on decarbonisation and the environment throughout the document, including making it clearer that addressing climate change is a main aim of the SIP;
- Greater recognition of the importance of strategic active travel and mass transit;
- Clarification that highways are multi-modal assets, supporting active travel and mass transit interventions as well as freight movements;
- Made amends to the narrative for coastal areas to reflect the challenges that transport can help address and the opportunities that it can unlock;
- Strengthening the narrative around key priorities that support health and wellbeing;
- In recognition of the current financial situation, the funding and finance section has been updated to reflect that the SIP is a live document and costs will need to be updated as individual schemes are taken forward;
- Clarification that transition of freight to rail will not be of detriment to passenger services;
- Changes and clarification to information on proposed interventions to reflect comments received; and
- Updates to the delivery stages and next steps of the SIP to set out how the SIP will be implemented, delivered and monitored.

15. Having reviewed the final draft of the SIP it is considered that the proposed revisions reflect the consultation responses and that the comments submitted by the BLTB have also been reasonably incorporated in the final draft of the Plan. Importantly the SIP continues to be aligned with and supports wider policy and government priorities at multiple levels and across multiple transport modes, including the Berkshire Recovery and Renewal Plan and Evidence Base developed to support Local Industrial Strategies which the Berkshire LEP has produced for the area. Officers are therefore happy to recommend to the BLTB that the final draft SIP is supported.

16. As indicated above, all constituent authorities and Partnership Board members have been offered the opportunity to take the draft final SIP through their governance processes. The Partnership Board will consider the final SIP at its meeting next week and subject to partner support will agree the process for submitting to Government.

17. TfSE will continue to work with BLTB and other delivery partners including the LEP to shape a delivery plan which will set out how the schemes and interventions in the SIP will be implemented.

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

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

Item 9: Future role and format of BLTB and BSTF

Purpose of Report

1. To outline the way in which the role and function of the Berkshire Local Transport Body (BLTB) might evolve and present the options that were considered by the Place Making Board as to how BLTB could function and be resourced from April 2023.

Recommendation

2. You are recommended to note the options for future support of the BLTB and BSTF and to agree to the proposed arrangements to be put in place by Slough Borough Council from April 2023 onwards.

Background Information

3. Following its establishment in December 2011 Thames Valley Berkshire Local Enterprise Partnership (Berkshire LEP) has received Government Core Grant funding to provide a strategic economic view on transport and infrastructure. As a result, Berkshire LEP plays a strategic role in advocacy and promotion of infrastructure interventions that enhance connectivity and support the Berkshire economy. This has enabled the LEP to support and oversee the work of the BLTB and BSTF and to invest £135m of delegated Local Growth Fund (LGF) and locally secured Business Rates Retention Pilot (BRRP) monies in transport projects across Berkshire. The foundations built will be of value if the area decides to pursue a devolution deal, in line with the Levelling Up White Paper published in February 2022 which said all geographies wishing to have a devolution deal would have one by 2030. The allocation of devolved funds for Transport and Infrastructure features in those County Deals agreed so far.
4. A change of policy direction in Government in 2020/21 saw the move to centrally held funding for future infrastructure and transport projects which are open to local authorities to bid for in competitions such as the Levelling Up Fund Rounds 1 and 2 with a 3rd Round promised. As such the requirement for the 38 LEPs to provide infrastructure and transport strategic support has been wound down and at the end of 2021/22 Government reduced the level of Core Grant and ceased requiring LEPs to deliver on this activity other than oversight and monitoring of LGF/GBF projects to completion.
5. In 2022/23 the six Berkshire local authorities agreed to provide additional funding for Berkshire LEP in order to continue business as usual in line with 2021/22 activity. This has enabled Berkshire LEP to continue to provide strategic infrastructure and transport support, including supporting the work of the BLTB and BSTF Member and Officer Forums, throughout the current financial year.
6. The local authorities have confirmed that there will be no additional funding through the existing Service Level Agreement in the next financial year. Government Core Grant funding to LEPs has been further reduced for 2023/24 and there is no provision to support the work of the BLTB and BSTF as well as other infrastructure and transport activity.

7. With the LEP no longer fulfilling this role it is necessary to agree what activity should continue pan-Berkshire; identify how this will be delivered; and agree transfer arrangements.

Options Going Forward

8. Berkshire LEP has worked with the Berkshire Place Making Board (PMB), which was established in 2020 and whose membership includes the LEP CEO and lead officers and the Executive Director of Place equivalents in the six local authorities. The LEP produced a paper which summarised the breath of transport and infrastructure related activity which the Berkshire LEP delivers and coordinates across Berkshire in support of the activities of the individual local authorities.
9. The paper set out the work on transport and infrastructure currently delivered by the LEP and presented options to consider:
 - whether some activities should cease;
 - whether there are alternative options for continued delivery of some activities;
 - whether to take delivery of activity into local authorities and agree transfer arrangements to a lead authority for activities which will be delivered from 1 April 2023 across Berkshire.
 - whether local authorities wish to retain delivery by the LEP for some activities and arrangements to agree costs of such delivery beyond 2022/23.
10. These options were presented to the Berkshire Place Marking Board in January 2023 and the local authority Place Directors requested that the LEP submit a proposal to them outlining the cost for ongoing support in this area from the LEP during 2023/24. Due to the level of cross over, the LEP grouped areas of work together into linked activities, one of which includes ongoing support for the work of the BLTB and BSTF.

Proposed Work Packages

11. Four work packages were developed, the first was explicitly to continue to provide the wrap around support to BLTB governance:

(i) Support for pan-Berkshire Strategic Transport Liaison.

This option provided for the LEP continuing to support and deliver the existing governance structure of the following meetings, with the current frequency:

- Berkshire Local Transport Body (BLTB)
- Berkshire Strategic Transport Members' Forum (BSTMF)
- Berkshire Strategic Transport Officers' Forum (BSTOF)
- Thames Valley Major Works Co-ordination Group

12. The other three work packages, whilst not specifically related to the operation of the BLTB and other groups, closely support many of the activities of the Board:

(ii) Representation of Berkshire Interests at a Regional/Sub-Regional Level.

This proposed that the LEP could continue its current representation for Berkshire local authorities at groups such as Transport for the South East, and a range of strategic aviation liaison groups, focused on Heathrow Airport. This element of the proposal would also cover

coordinating and leading on responses to consultations such as the recent Call for Evidence on transport infrastructure submitted to the All Party Parliamentary Group for the South East.

(iii) Advocacy and development of strategic transport and infrastructure schemes

This proposed the continuation of the LEP's integral role in advocacy and the development of strategic transport and infrastructure schemes with a range of strategic partners, including Department for Transport and other central Government Departments, Network Rail, Train Operating Companies and National Highways. There is an ongoing need to represent and lobby for investment in Berkshire in major transport infrastructure as well as maintaining the Major Transport Scheme Pipeline, which was approved by BSTF at the last meeting.

(iv) Scheme specific light touch support for Berkshire Local Authorities

Finally, a small retainer package was developed for scheme specific expertise in providing light touch support for Berkshire local authorities. This could take a pan-Berkshire or individual focus, including expert advice on specific transport matters with any significant work requested for an individual authority responded to separately.

13. Excluded from the above is the oversight of the remaining LGF and BBRP funded capital project delivery through to completion. This activity continues to be a requirement funded from core funds from government until all projects are completed by March 2024.

Next Steps & Future BLTB activity

14. The LEP was advised on 24 February that, having considered the above proposal, the Place Directors have decided that delivery of all of the above activities would be picked up by the local authorities from April 2023. The LEP is now starting to work with the six local authorities to effect a transition and handover to the new arrangements as it winds to closure its activity supporting infrastructure and transport for the new financial year.
15. Slough Borough Council will provide the secretariat for the BLTB meetings and is working with the Berkshire local authorities to consider options for BSTF meetings. The detailed arrangements are still being worked up, but broadly it is envisaged that the Heads of Service/Assistant Directors for Transport and Highways will attend/continue to attend to provide the necessary updates and provide the support for both groups. A replacement officer to chair the BSTF Officers group and support the chair of the BLTB is being sought. This could be a Chief Executive or Place Director from one of the six local authorities. This process will be undertaken in consultation with the current chair of the BLTB.

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