THAMES VALLEY BERKSHIRE LEP

GROWTH DEAL 3 PROPOSAL – APPENDICES A, B, C, E & F
# Contents

A. Cross-LEP Collaboration ................................................................. 3

B. Letters of support from Constituency MPs ........................................... 6

C. Wider impacts of schemes ............................................................. 10

E. Growth Deal commitments – our track record ..................................... 12

F. Housing growth trends ................................................................. 21
A. Cross-LEP Collaboration

Influencing Strategic Transport in the South East

Four of the Greater Thames Valley LEPs have written to government making the case for strategic transport investment in South East England, having commissioned a study on the economic benefits of improved transport connectivity. We believe that this work provides a strong evidence base for a number of future transport corridors in the study that will need some sort of ‘Joint Investment Plan’, involving both national and local authorities if it is to be taken forward.

This is a good example of where capacity funding is needed to analyse the feasibility of schemes that will make a significant contribution to the UK economy.

Science and Innovation Audit (SIA)

Thames Valley Berkshire LEP is part of a consortium that will be submitting an expression of interest for the second wave of SIAs. The consortium will include EnterpriseM3 LEP and a number of HEIs, though it is anticipated that the eventual submission may also include Solent and Dorset LEPs.

Western Rail Link to Heathrow (WRLtH)

This scheme, to develop a new western rail link into (a two-runway) Heathrow airport, is the number one infrastructure priority for TVB LEP and has been supported by many other LEPs, businesses and business organisations across the Thames Valley, South West and Wales; most recently during the public consultation run by Network Rail (40% of the estimated 2.1m users in the first year of use will be travelling from the South West and Wales, including a total of 500,000 business passengers). The public consultation in April 2016 reported that 73% of respondents “strongly agreed” and a further 11% “agreed” with the project - an 84% project approval rating.

The preferred route branches off the Great Western Mainline east of Langley station entering a tunnel, has minimal disruption to existing infrastructure and property, minimal visual impact, maintains high track speeds to deliver journey time savings and will provide passenger services exclusively.

An Economic Impact Assessment (EIA) commissioned in 2011 reported significant economic, passenger, social and environmental benefits, including: £800 million of additional economic activity, 42,000 new jobs, £1.5 billion of efficiency savings through reduction in travel times, modal shift from road to rail, one million fewer road journeys reducing congestion on some of the busiest parts of the motorway network, and 5,200 tonnes less CO2 released into the atmosphere (an estimated 55% of
passengers using the service will previously have travelled by road to get to the airport). On completion of the project 20% of UK population will be within one interchange of Heathrow. The Assessment is being updated (July 2016) and is expected to demonstrate even greater economic benefits than the 2011 report.

The service will also open up alternative travel options for airport workers and make employment opportunities at the airport more attractive and accessible to a wider range of people, with travel times of 26 minutes from Reading and only 7 minutes from Slough.

Further, the WRLtH scheme is for Heathrow now, i.e. with the existing two runway configuration. This was a conclusion of the Airports Commission: “...the case for this improvement to the surface access arrangements to Heathrow is made on the basis of the current scale of operation, and the investment case is in no way dependent on the development of an additional runway.”

Expansion of London Heathrow Airport

Thames Valley Berkshire is at the centre of a fiercely competitive area that desperately needs to facilitate more and better aviation links from an expanded Heathrow. This is crucial to maintaining our competitive advantage; globally. Within the so-called Western Wedge area (comprising West London and parts of the South East radiating out from London along the M40, the M4, the M3 and the A3) the aviation and related activity at Heathrow Airport directly supports 120,000 jobs and £6.2 billion to the economy – numbers that are likely to decline if Heathrow is not expanded. However, an expanded Heathrow would have a significantly beneficial effect on the Western Wedge economy – creating an additional 33,000 jobs and generating an extra £3.4 billion of economic output by 2040. These are not insignificant numbers as the Airports Commission has already acknowledged.

In 2013, five organisations: Buckinghamshire Thames Valley LEP, Enterprise M3 LEP, Oxfordshire LEP, Thames Valley Berkshire LEP and West London Business collaborated on a study into the future of Heathrow, considering the economic impact of expansion, do nothing or the expansion of Gatwick.

In 2015 the Airports Commission report on airport capacity was published. Though one of the recommendations was to expand Heathrow, several conditions were stipulated. In 2016 Heathrow announced that it will meet and, in most cases, exceed these conditions, which the LEP welcomes.

Our position is not oblivious to the environmental issues that airport expansion poses, particularly the effects of aircraft noise on local communities, and we recognise that this is a huge decision for government. However, it’s now time to let the evidence do the talking and get on with delivering a third runway on time.
MIPIM UK

MIPIM UK is the largest exhibition and conference for property professionals in the UK. It is held annually at Olympia, providing a marketplace for international investment delegations from the US, Canada, Japan, China, Australia, Malaysia, Hong Kong and Singapore looking to invest in London and the rest of the UK. It offers a unique opportunity for investors, developers, occupiers and property professionals to meet, discuss opportunities and do business in the UK.

MIPIM UK provides an ideal opportunity for TVB LEP to showcase an extensive range of regeneration and growth projects in the sub region, including a new Science Park and numerous town centre developments. It also offers an opportunity to promote the Greater Thames Valley to the 4000+ delegates at the event. In 2016 we will do so, in collaboration with: Oxfordshire LEP; Solent LEP; Buckinghamshire Thames Valley LEP & Enterprise M3 LEP.

Specifically, we will hold a showcase event at which each LEP will discuss topical issues of pan-LEP importance (previously Heathrow expansion and sector propositions) and on 19 October we will host an invite-only event at the Cavalry & Guards Club, which will provide us with a platform from which to promote the GTV – in the capital.
B. Letters of support from Constituency MPs

The Rt Hon Theresa May MP
Member of Parliament for Maidenhead

Mr Tim Smith
Chief Executive
Thames Valley Berkshire Local Enterprise Partnership
100 Longwater Avenue
Green Park
Reading RG2 6GP

June 2016

Dear Mr Smith,

Thank you for your letter of 31st May advising me of Thames Valley Berkshire LEP’s bid for further Local Growth Funds.

I am delighted to support the bid. The LEP has played an important role in driving economic growth in the local area, and the schemes that you are looking to take forward in the next phase will be extremely beneficial in supporting our infrastructure and helping businesses to expand and create more jobs.

I am particularly pleased to support the schemes that will directly benefit my constituency:
- Upgrading the pedestrian and cycle links in Maidenhead will complement the work already underway to rejuvenate the town centre, making it easier to get around the town and encouraging more people to visit the town centre for shopping and leisure.
- Improving access at Twyford Station is essential, particularly with the introduction of Crossrail services in 2019. There is an urgent need for more car parking spaces.
- Upgrading the Maidenhead to Marlow train line to allow more frequent operations will be extremely important in mitigating some of the negative timetable changes that are planned for commuters along this branch.

In addition, I welcome your proposal for a STEM-based Institute of Technology, which would build on the Thames Valley’s position as a leading player in the UK for digital technologies. I am also pleased that the LEP will continue to support plans for a new Thames bridge east of Reading, and I look forward to progress being made on this important project.

These proposals are vital to the local economy in my constituency and the wider region, and I strongly support the bid that you are putting forward. Please do keep me informed as to the progress of the bid, and let me know if I can be of further assistance.

Thank you again for writing.

Yours sincerely,

The Rt Hon Theresa May MP

The Rt Hon John Redwood MP
Member of Parliament for Wokingham

Mr Tim Smith
Chief Executive
Thames Valley Berkshire
100 Longwater Avenue
Green Park, Reading
Berkshire RG2 6GP

June 2016

Dear Tim,

Thank you for your letter of 31 May 2016.

I agree you should make a bid for Wokingham and West Berkshire projects in conjunction with the Councils.

The priorities include:
- East Thames river crossing for Reading
- Removal of traffic lights and substitution of roundabouts, greater junction capacity and better safety of junctions
- Wokingham distributor roads with railway bridge

I am not sure about the Wimperah Parkway proposal as I don’t see what it buys us. I am also nervous about a Coppid Beech park and ride. Much money has already been spent making the junction difficult for people, and this sounds like more of the same.

I would like you to review your proposed bids to ensure we get the maximum increases in road capacity and safety out of them.

Yours sincerely,

The Rt Hon John Redwood MP
Member of Parliament for Wokingham
Dear Tim,

Thank you for your letter of 31 May 2016, with regards to Thames Valley Berkshire LEP’s plan to bid for funding for Growth Deal 3. I appreciate you taking the time to keep me updated on the detail of the projects which you will seek to fund from the next Growth Deal.

Reading and indeed, the wider Berkshire area, is without a doubt an economic powerhouse which contributes massively to the success of the British economy. However, in an increasingly connected world, we must recognise that we are competing in a very global sense for future business investment and cannot afford to rest on our laurels.

I therefore warmly welcome the LEP’s plans for investment in local infrastructure and skills, to ensure that we retain our competitive edge both in terms of an efficient local transport system and ensuring our workforce is equipped to take on tomorrow’s challenges.

I particularly welcome the schemes which relate to Reading, notably the South Reading Mass Transit scheme, plans to make Reading a ‘Smart City’, the upgrade to Reading West station and the North Downs Line upgrade, which I believe are all essential for ensuring our town continues to thrive as an engine of economic growth.

Please do let me know how I can be of further assistance as we work together to ensure that these projects are fully funded and are delivered at the earliest opportunity.

Yours sincerely,

Alok Sharma MP

Mr Tim Smith
Thames Valley Berkshire LEP
100 Longwater Avenue
Green Park
Reading
RG2 6GP

10 June 2016
Our ref: JH/AS41524

Dear Tim,

Thank you for contacting me about Thames Valley Berkshire LEP’s bid for Growth Deal 3 and for providing further information about each of the four proposed schemes relevant to my Reading East constituency.

Having considered the documentation, I can confirm my support for the bid to government and have therefore, as requested, written to the Secretary of State for Communities and Local Government, the Rt Hon Greg Clark MP, to endorse a persuasive submission from TVB.

I do, however, have one reservation about the content of the bid and the prioritisation of the “Smart City” for Reading, Bracknell and Newbury ahead of the GWR North Downs Line Upgrade. I believe the latter to be a project of immense strategic importance to the wider area and the case presented by GWR has only enhanced my determination to emphasise to the Secretary of State its significant economic benefits.

I recognise that the priority order has been agreed by stakeholders following a thorough process and please be assured that I am in no way opposed to the prospect of a “Smart City” for the region. However, had I been consulted at an earlier date, I would have advocated that the Line Upgrade be given much greater significance. Indeed, I believe strongly that the Smart City scheme ranks lowest out of the four proposed for my constituency in terms of potential for growth, jobs and direct investment.

I know TVB’s shares my focus on enhancing connectivity within Reading and the wider region and, in addition to the schemes included in the Growth Deal 3 bid, am convinced that a Third Thames Bridge and bypass are crucial for our sustained economic development. The meetings of stakeholders continue to be productive in terms of building a consensus to progress vital investigatory work and your continued input will be helpful in this respect.

I look forward to receiving further information about the joint-bid to the Large Local Major Transport Schemes fund and if you require my assistance in progressing this case, please do not hesitate to let me know.

Yours sincerely,

ROB WILSON MP
Member of Parliament for Reading East

Mr Tim Smith
Thames Valley Berkshire LEP
100 Longwater Avenue
Green Park
Reading
RG2 6GP

15 June 2016
Ref: JGRW4413
Dear Tim,

Thank you for your letter of 31st May 2016 informing me about the Thames Valley Berkshire LEP Growth Deal 3 Bid (GDB).

I completely support the bid and, in particular, the three proposed schemes in my constituency:

1) Newbury Railway Station Interchange Improvement
2) Reading, Bracknell & Newbury ‘Smart City’
3) Newbury College STEM HE Accommodation Block

All of these projects are vital to the local economy in both my constituency and the wider Thames Valley, and I strongly support the bid that is being put forward.

In addition, I support your proposal for a STEM-based Institute of Technology which would be an important asset to the Thames Valley, which is widely seen as the UK centre for digital industries.

I look forward to hearing how the bid is progressing and if you require any assistance please do not hesitate to get in touch.

With best wishes,

Yours sincerely,

Richard Benyon

[Signature]

RICHARD BENYON
Member of Parliament for Newbury
The Rt Hon. Fiona MacTaggart, Member of Parliament for Slough

HOUSE OF COMMONS
LONDON SW1A 0AA

Tim Smith
Thames Valley Berkshire Local Enterprise

Dear Tim,

Thank you for your letter dated 31st May 2016 advising me of Thames Valley Berkshire LEP’s bid for further Local Growth Funds. I am sorry that I wasn’t able to reply earlier, in addition to the effort I put into the referendum campaign which diverted me from day to day tasks, my office is currently without key staff members as one has been on jury duty for some time and another had to leave suddenly to care for someone close to him.

I support the Local Growth Fund Round 3 bid. I welcome the important strategic role played by the LEP driving economic growth in the region. Your work with Slough Borough Council has been key to progressing vital projects. I know that Slough benefited from Local Growth 1 and 2 too.

At a time of extreme economic uncertainty we will particularly need the schemes that will grow the local economy in Slough. The regeneration schemes of Stoke Road, Chalvey and former TVU site will support the town’s wider regeneration plans. The transport schemes will most certainly improve the connectivity of Slough which is already a major selling point for the Borough. I hope the Smart City proposal will draw technology based businesses to Slough as well as develop the growth of local start-ups.

Slough has in recent years contributed significantly to Britain’s economic prosperity and continuing a sense of momentum through investments such as these is key to enabling us to continue to play a significant role in future. The interesting projects for Slough which the LEP proposes should create opportunities for local residents in my constituency as well as in the region.

If there is anything I can do to support the Local Growth Fund Round 3, please let me know.

Yours ever,

Fiona MacTaggart MP

Rt Hon Fiona MacTaggart MP
## C. Wider impacts of schemes

<table>
<thead>
<tr>
<th>Rank</th>
<th>Scheme</th>
<th>Total score</th>
<th>Road congestion</th>
<th>Access to development</th>
<th>Access to rail travel</th>
<th>Community severance</th>
<th>Support for housing development</th>
<th>Increased productivity</th>
<th>Improvement in air quality</th>
<th>Travel choice</th>
<th>Travel choice</th>
<th>Connected strategically to the national road and rail networks/projects</th>
<th>SHMA/OAN development</th>
<th>Brownfield development</th>
<th>Making use of public sector land</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>South Reading: Mass Rapid Transit Phases 3-6</td>
<td>29</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>2</td>
<td>Newbury: Railway Station and Interchange Improvement</td>
<td>28.5</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>3</td>
<td>East Reading MRT Phase 2</td>
<td>28</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>4</td>
<td>Wokingham: Winnersh Relief Road</td>
<td>28</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>5</td>
<td>Maidenhead: Town Centre: The Missing Pedestrian &amp; Cycle Links</td>
<td>27.5</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>6</td>
<td>Bracknell: A3095 Corridor Improvements</td>
<td>27</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>7</td>
<td>Reading, Bracknell &amp; Newbury ‘Smart City’</td>
<td>26</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>8</td>
<td>Wokingham: Winnersh Parkway Station</td>
<td>25.5</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>9</td>
<td>Slough: Stoke Road Regeneration</td>
<td>24.5</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>10</td>
<td>Wokingham: Coppid Beech Park and Ride</td>
<td>24.5</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>11</td>
<td>Bracknell STEM Solutions Lab</td>
<td>24</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>12</td>
<td>GWR: Twyford Interchange</td>
<td>24</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>13</td>
<td>Reading West Station Upgrade</td>
<td>24</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>14</td>
<td>Maidenhead to Marlow Branch Upgrade</td>
<td>22</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>15</td>
<td>Binfield Learning Village at Blue Mountain</td>
<td>21.5</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>16</td>
<td>GWR: North Downs Line Upgrade</td>
<td>21</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>17</td>
<td>Slough: Former TVU site Regeneration</td>
<td>21</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>18</td>
<td>Slough Mass Rapid Transit Phase 2</td>
<td>20</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>19</td>
<td>Windsor Racecourse Park and Ride</td>
<td>19</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>20</td>
<td>Slough ‘Smart City’</td>
<td>19</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Rank</td>
<td>Scheme</td>
<td>Total score</td>
<td>Road congestion</td>
<td>Access to development sites</td>
<td>Access to rail travel</td>
<td>Community severance</td>
<td>Bus travel</td>
<td>Support for housing development</td>
<td>Increased productivity</td>
<td>Improvement in air quality</td>
<td>Travel choice</td>
<td>SHMA/OAN</td>
<td>Connected strategically to the national road and rail networks/projects</td>
<td>Brownfield development</td>
<td>Making use of public-sector land</td>
</tr>
<tr>
<td>------</td>
<td>--------</td>
<td>-------------</td>
<td>-----------------</td>
<td>-----------------------------</td>
<td>-----------------------</td>
<td>---------------------</td>
<td>------------</td>
<td>-------------------------------</td>
<td>----------------------</td>
<td>--------------------------</td>
<td>--------------</td>
<td>-----------</td>
<td>-----------------------------------------------------------------</td>
<td>--------------------------</td>
<td>----------------------------</td>
</tr>
<tr>
<td>21</td>
<td>Slough Mass Rapid Transit Phase 3 and A4 Park and Ride</td>
<td>18.5</td>
<td>x</td>
<td>x</td>
<td>x x x x x x x x x x x x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Slough International Conference Centre</td>
<td>18.5</td>
<td>x</td>
<td></td>
<td>x x x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>University of Reading - International Weather Centre of Excellence</td>
<td>18.5</td>
<td></td>
<td></td>
<td></td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Slough A355 Route Enhancement Phase 2</td>
<td>17</td>
<td>x</td>
<td></td>
<td>x x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Slough A332/A355 Junct. south of M4J6</td>
<td>14</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Chalvey Regeneration</td>
<td>13</td>
<td>x</td>
<td>x x x x x x x x x x x x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Newbury College: STEM-HE Accommodation Block</td>
<td>12</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td>x x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# E. Growth Deal commitments – our track record

This table summarises how we have met or made significant progress with **20** of our **current** Growth Deal commitments:

<table>
<thead>
<tr>
<th>GROWTH DEAL COMMITMENT</th>
<th>PROGRESS IN YEAR 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Communicate the ongoing outputs and outcomes of the deal to the local communities and stakeholders by publishing the Growth Deal and reporting regularly, and publicly, on their progress to implement the strategy.</td>
<td>A digital copy of our Impact Report was published to circa 7,000 individuals. It was also communicated through online channels (LEP website, Twitter and LinkedIn) and traditional PR streams (press release). Hard copies were sent to 104 key stakeholders, including Berkshire MPs. Regular communication is issued to local communities and stakeholders via our monthly e-update, Twitter (over 2,200 followers) and website.</td>
</tr>
<tr>
<td>2 Bracknell Warfield Link Road - A new road to unlock 2200 new houses at a Strategic Development Location in Bracknell.</td>
<td>Under construction and on schedule as at 27 July 2016. The road construction has been underway for over 12 months and there have been 58 housing starts and 56 completions recorded so far.</td>
</tr>
<tr>
<td>3 Bracknell Coral Reef - This scheme will deliver improvements to the A322 Coral Reef roundabout reducing traffic congestion in Bracknell and supporting improved access between the M3 and M4.</td>
<td>Scheme completed April 2016 on budget and eight months ahead of the original schedule. The new signal controlled junction is performing very well, and is in line with the design projections. A full one-year-on impact report is in preparation. Housing outputs are linked to 2 and 6.</td>
</tr>
<tr>
<td>4 Newbury London Road Industrial Estate - A new junction and road for the London Road Industrial Estate in Newbury to support future redevelopment.</td>
<td>Under construction and on schedule as at 27 July 2016. The development of the Industrial Estate scheme will open up a 10-hectare edge of town centre site for redevelopment and employment intensification. It will unlock the potential for additional housing delivery and encourage an extension to the town centre; a major component in delivering the Newbury Vision 2025.</td>
</tr>
<tr>
<td>5 Slough Rapid Transit Phase 1 - The Western and Central sections of the Slough Rapid Transit project to provide a</td>
<td>Under construction and on schedule as at 27 July 2016. The provision of a bus only route between the Trading Estate and the Railway Station is the first phase of an ambitious scheme</td>
</tr>
<tr>
<td>5</td>
<td>Continuous part-segregated bus priority route on the A4 between Slough Trading Estate, Slough town centre, Slough station and M4 Junction 5 at Brands Hill.</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>6</td>
<td>Bracknell Town Centre Regeneration – Transport improvements to support new retail and leisure facilities in Bracknell town centre.</td>
</tr>
<tr>
<td>7</td>
<td>Slough A332 Improvements - This scheme is concerned with junction improvements, road widening and other works along the A332. It will reduce congestion, encourage a smoother flow of vehicles and provide journey time reliability. It will support delivery plans for Slough town centre – including 3,000 new dwellings.</td>
</tr>
<tr>
<td>8</td>
<td>Slough A355 Route - The purpose of this scheme is to improve traffic flow on the strategic north-south A355 route between the M4, Slough Trading Estate and the M40 and to enhance access to Slough town centre. The scheme itself involves the remodelling of the Copthorne roundabout, signal and junction upgrades, selected road widening and bus priority measures.</td>
</tr>
<tr>
<td>9</td>
<td>Solutions Labs - three state of the art specialist STEM laboratories at Reading, Newbury and Slough Colleges.</td>
</tr>
</tbody>
</table>
The table below sets out our progress in meeting another Growth Deal commitment - the development and delivery of the priority transport schemes that are fundable within available pre-allocated Local Growth Fund resources:

<table>
<thead>
<tr>
<th>Scheme name</th>
<th>2015/16 LEP £</th>
<th>Future years LEP £</th>
<th>Total LEP £</th>
<th>Total Non-LEP contribution £</th>
<th>Scheme total £</th>
<th>% LEP</th>
<th>% other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bracknell: Warfield Link Road</td>
<td>3,500,000</td>
<td>0</td>
<td>3,500,000</td>
<td>1,700,000</td>
<td>5,200,000</td>
<td>67%</td>
<td>33%</td>
</tr>
<tr>
<td>Newbury: London Rd Industrial Estate</td>
<td>500,000</td>
<td>1,400,000</td>
<td>1,900,000</td>
<td>500,000</td>
<td>2,400,000</td>
<td>79%</td>
<td>21%</td>
</tr>
<tr>
<td>Bracknell: Coral Reef</td>
<td>2,100,000</td>
<td>0</td>
<td>2,100,000</td>
<td>910,000</td>
<td>3,010,000</td>
<td>70%</td>
<td>30%</td>
</tr>
<tr>
<td>Slough MRT</td>
<td>3,100,000</td>
<td>2,500,000</td>
<td>5,600,000</td>
<td>3,500,000</td>
<td>9,100,000</td>
<td>62%</td>
<td>38%</td>
</tr>
<tr>
<td>Slough: A332</td>
<td>1,266,667</td>
<td>1,433,333</td>
<td>2,700,000</td>
<td>2,300,000</td>
<td>5,000,000</td>
<td>54%</td>
<td>46%</td>
</tr>
<tr>
<td>Slough: A355</td>
<td>2,275,000</td>
<td>2,125,000</td>
<td>4,400,000</td>
<td>1,400,000</td>
<td>5,800,000</td>
<td>76%</td>
<td>24%</td>
</tr>
<tr>
<td>Bracknell: Town Centre</td>
<td>2,000,000</td>
<td>0</td>
<td>2,000,000</td>
<td>4,382,000</td>
<td>6,382,000</td>
<td>31%</td>
<td>69%</td>
</tr>
<tr>
<td>Newbury: Solutions Lab</td>
<td>333,333</td>
<td>0</td>
<td>333,333</td>
<td>666,667</td>
<td>1,000,000</td>
<td>33%</td>
<td>67%</td>
</tr>
<tr>
<td>Reading: Solutions Lab</td>
<td>50,000</td>
<td>0</td>
<td>50,000</td>
<td>101,049</td>
<td>151,049</td>
<td>33%</td>
<td>67%</td>
</tr>
<tr>
<td></td>
<td>15,125,000</td>
<td>7,458,333</td>
<td>22,583,333</td>
<td>15,459,716</td>
<td>38,042,000</td>
<td>59%</td>
<td>41%</td>
</tr>
</tbody>
</table>

Council                          | 10,622,000   | £1 levered in 47p public money |
Private sector                   | 4,836,667    | £1 levered in 21p private money |
Total                            | 15,458,667   | £1 levered in 68p total |

A range of survey works for Flood Channel Section 1 (Datchet to Hythe End) was completed in March 2016, including site investigation works, topographical and bathymetry surveys, groundwater and gas monitoring, and ecological surveys.

The overall scheme will reduce flood risk to 10,000m² of commercial floor space and open up 145 hectares of potentially developable land, boosting local productivity. It provides a long term and comprehensive solution to reducing flood risk between Datchet and Teddington.

Lower Thames Flood Defences – Installation of flood resistance products to protect high risk homes near the River Thames.
The Berkshire Strategic Transport Forum meets regularly at officer level (six times a year) and member level (three times a year). A range of local and national transport bodies are represented and there has been positive and active engagement from:

- Department for Transport
- Highways England
- Network Rail
- Heathrow Airport
- Great Western Railway
- South West Trains
- Reading Buses
- All six unitary councils

In addition, TVB LEP and colleagues from local councils have been active in the following consultations and stakeholder groups:

- Oxford to Cambridge Expressway
- M25 South West Quadrant Study
- Southern Rail Access to Heathrow
- Western and Wessex Route Studies

and subsequent prioritisation workshops:

- Hendy Review consultation
- Western and Wessex Franchise consultations

In particular, the LEP continues to champion the delivery of a Western Rail Link to Heathrow through a Stakeholder Steering Group and a dedicated, DfT WRLtH Programme Board (from summer 2016).

This scheme is the number one infrastructure priority for TVB LEP, along with the expansion of Heathrow. In this regard the LEP led a consortium of five organisations: Buckinghamshire Thames Valley LEP, Enterprise M3 LEP, Oxfordshire LEP, Thames Valley Berkshire LEP and West London Business to commission a study into the future of Heathrow, which was subsequently cited in the Davies Commission interim report.

<table>
<thead>
<tr>
<th>Take a more proactive role in consultation on long-term rail planning and franchise specification; and provide a co-ordinating role between constituent local authorities.</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Take a more proactive role in consultation on long-term strategic road network planning and provide a co-ordinating role between constituent local authorities.</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>The Berkshire Strategic Transport Forum meets regularly at officer level (six times a year) and member level (three times a year). A range of local and national transport bodies are represented and there has been positive and active engagement from:</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>In addition, TVB LEP and colleagues from local councils have been active in the following consultations and stakeholder groups:</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>In particular, the LEP continues to champion the delivery of a Western Rail Link to Heathrow through a Stakeholder Steering Group and a dedicated, DfT WRLtH Programme Board (from summer 2016).</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>This scheme is the number one infrastructure priority for TVB LEP, along with the expansion of Heathrow. In this regard the LEP led a consortium of five organisations: Buckinghamshire Thames Valley LEP, Enterprise M3 LEP, Oxfordshire LEP, Thames Valley Berkshire LEP and West London Business to commission a study into the future of Heathrow, which was subsequently cited in the Davies Commission interim report.</th>
</tr>
</thead>
</table>
Further, a meeting with key transport partners took place in February 2016 to discuss how the LEP can take a more proactive role on long-term strategic road network planning and provide a co-ordinating role between industry partners.

It was subsequently agreed with DfT (on 20 June) that a structure and mechanism should be put in place to co-ordinate and communicate; strategically and over the long-term. A Co-ordinating Group will be convened by the DfT (on 15 September 2016) but led by the LEP.

The LEP maintains a ‘corporate memory’ of all meetings and engagements with government agencies involved in long-term rail planning and franchise specification, and long-term strategic road network planning.

The LEP was the first in the country to invest Growing Places Funds (now £8.3m) into a Funding Escalator (FE) dedicated to the financial support of early-stage, high-growth-potential SMEs. This approach was subsequently followed by two other LEPs in the South East. The Escalator is designed to overcome barriers of banks and financial partners unwilling to invest in perceived high risk projects. It offers non-traditional finance and is managed for the LEP by an FCA regulated Fund Manager. There are four main elements to the FE:

- **Commercialisation Loan Scheme**: limited support for newly established companies to help them reach the next stage, including pre-revenue SMEs
- **Expansion Loan Scheme**: support to help a business scale up and accelerate its growth
- **Equity Growth Fund**: support for ambitious growing businesses, available when matched with private funds
- **Trade Finance Loan Scheme**: for established SME businesses that have a short term trade funding requirement

Outputs as at 21 June 2016:

£6,826,683 loans approved at credit committee stage for 52 SMEs; £3,716,000 actually loaned to 24 SMEs and £955,887 of equity investments in four SMEs, matched by £9.9m of private equity. 57 jobs created/safeguarded.
Business Growth Hub

Projected economic return of investment: To create 177 jobs by 31 March 2018 (157 of which will be created by 31 March 2017)

Performance: Since its establishment the Growth Hub has:

- Engaged with 660 businesses
- Assisted 210 businesses
- Assisted 20 pre start/start-ups
- Invested £488,000 in grants matched with £949,000 of private investment
- Leveraged a further £1.756m debt and equity investment into client companies
- Provided skill based training to 109 business leaders

A review of Thames Valley Berkshire’s Business Growth Hub operation for the RGF-funded 14/15 Wave 2 Programme was completed in April 2015. This found that the Berkshire business support landscape is relatively simple; there are very few publicly funded business support initiatives in Berkshire.

There are however, some smaller programmes directed and funded by local authority economic development officers targeted at early stage start-up and lifestyle businesses, and sector specific initiatives such as GROW, which provides collaborative working space for start-ups, primarily in the digi-tech space.

Operating on the principle of “any door is the right door”, the Growth Hub will refer businesses to other business support initiatives and also work with those businesses that progress and are referred to the Hub for further support. Where possible local initiatives are brought under the Growth Hub brand.

Looking ahead: The LEP has shaped an ERDF Call, which has the potential to generate £1,500,000 for the provision of a Business Growth Hub service between 2017 and 2021. Thereafter it is envisaged that it will be run on a self-funding basis.
| 14 | Support extension of superfast broadband coverage to 90% of UK premises by 2016, via existing broadband projects (Phase 1). | Phase 1 was completed on 30 September 2015 through a contract with BT, which resulted in 20,000 more premises with access to superfast broadband. As a result, 92% of TVB premises have access to Superfast Broadband, up from 87%. |
| 15 | Commit to work with local partners and BT to support delivery. To support extension of superfast broadband coverage to 95% of UK premises by 2017 (Phase 2). The LEP will also work with local partners to help ensure match funding is in place for the next round of projects (Phase 3). | The LEP, as part of the Superfast Berkshire Project Board, was one of a very few in the country to opt for an open procurement approach to Phase 2 and, as a result, contracts have been let to Gigaclear and Call Flow Solutions. They are deploying solutions in West Berkshire in order to upgrade nearly 12,000 premises before the end of 2017 and 11 cabinets in the Royal Borough of Windsor & Maidenhead, which will benefit around 1,750 premises by mid-2016. In May 2016, the LEP agreed to forward fund the third phase of procurement for the Superfast Berkshire project using up to £1.8m of Growing Places Funds. This will again be an open procurement process and will eventually take TVB to >99% coverage. |
| 16 | Enhance the current Careers Information, Advice and Guidance offer by influencing the shape of provision so that it meets the needs of the local economy. Moreover, they have the ability to link employers with education providers; can have strategic influence over skills supply; and encourage the coordination of local services towards a shared goal. To achieve this, Thames Valley Berkshire LEP will facilitate stronger linkage between education providers and local businesses. | A detailed study to map employer engagement across schools was completed in December 2015, which provided baseline data for an Enterprise Adviser Network. A Careers & Enterprise Co-ordinator was appointed on 14 March 2016 and the Enterprise Network for TVB was launched in May 2016. It is recognised that the intervention must take a strategic approach to strengthening an Enterprise Advisor Network across all of TVB, by forging meaningful relationships between schools and businesses, such that structured encounters with young people enhance their career choices and employability. |
| 17 | Clearly articulate and evidence their skills priorities in the light of strategic national and local growth opportunities and communicate them to the FE and skills sector. | The LEP has an in-house Economic Research Analyst, who has agreed the data-sharing protocol in order to access the SFA Data Cubes. In November 2015 the LEP published a Skills Priority Statement (SPS) for Berkshire. Drawing on national and local intelligence (including the views of local businesses, which were collected through a widely circulated Call for Evidence) the document clearly articulates the skills required in Berkshire to support and grow the economy. It also identifies where local interventions are likely to have greatest impact in terms of addressing skills deficits. |
The SPS has been communicated to the FE and skills sector at a number of meetings and events, and via a social media campaign. It will be refreshed in 2016 to include analysis of local training provision (including Apprenticeships) and identify any mismatches between skills demand and supply. By communicating our skills priorities clearly, we ensure that colleges and training organisations have consistently high levels of awareness of them. By providing timely, balanced and objective information through our SPS, we help ensure that skills funding accurately reflects local priorities and needs.

Revised principles determining the investment of LGF into skills capital (and other) projects were agreed by the LEP Forum on 20 May 2016, as a result of the Thames Valley Post-16 Training and Education Area Review. This was communicated directly to the FE Principals on 15 June.

The Berkshire FE College Principals’ Group nominates one of its number as a director of Thames Valley Berkshire LEP Ltd in order to represent FE in Berkshire. This appointment is explicit in our Articles of Association. Conversely, the LEP CEO is a member of the Berkshire FE Principals’ Group. At least two LEP directors sit on college governing boards in the area.

The current LEP FE director, Campbell Christie CBE, also chairs the Skills, Education and Employment (SEE) Programme Group. The ‘SEE Group’ is the leading, local structure that enables a conversation and strengthens links between the training that colleges and training organisations provide, and the needs of local employers. The Group includes the SFA, colleges, local authority representatives and training organisations, and helps to make clear the economic landscape and anticipate emerging opportunities and skills demands.

The LEP has built-in a reporting mechanism (to the SEE Group) for all skills-related contract specifications published by the SFA and DWP, in order to lead in monitoring and reviewing ESF performance.

This approach is entirely in line with the Skills Funding Agency paper of February 2015: Local Enterprise Partnerships: increasing their influence on skills budgets, which sets out how the government and SFA will ensure that commitments made in Growth Deals will be met through the skills funding system; and with clause 7.8 in the SFA’s 2015/16 Funding Memorandum for FE Colleges (7.8), which states: “The College must provide evidence that it has worked in partnership..."
Support the six local planning authorities to ensure they positively engage with the Duty to Cooperate to deliver strategic planning priorities and update their local plans in accordance with the timetable to be submitted as part of the LEP monitoring framework.

We have a regular dialogue via a Liaison Group that includes senior officers from each of the six unitary authorities in the Thames Valley Berkshire Area. There is also regular dialogue with both the Heads of Planning and the Heads of Development Control groups.

The six Berkshire local authorities along with Thames Valley Berkshire LEP have jointly commissioned a Berkshire (including South Bucks) Strategic Housing Market Assessment (SHMA) and Functional Economic Market Area study. Both were published in February 2016.

The SHMA found that more than 112,000 homes would be required to meet an objectively assessed need (OAN) in the period to 2036. The FEMA (Part 1) identified three core ‘Functional Economic Market Areas’ (FEMAs): Western Berkshire, Central Berkshire and Eastern Berkshire.

Part 2 of the study will apply further analysis alongside the FEMA work to identify the future quantity of land or floor space required for economic development uses in each FEMA and unitary authority area. These ‘Economic Development Needs Assessments’ (EDNAs) will be published in August 2016. Three different LEP members of staff have been involved in the project meetings for the SHMA, FEMA and EDNA; well over a dozen meetings that all contribute to the LPAs’ Duty to Co-operate.

The number of dwellings being completed in Berkshire has increased steadily since 2010. Whilst numbers have yet to return to pre-recession levels, the trend is positive. The graphs and tables below summarise this:
F. Housing growth trends

TVB Housing Completions

TVB Housing Starts

Pace of housebuilding – excess of starts over completions

Housing Starts by Local Authority

Housing Completions by Local Authority

**Pace of housebuilding by Local Authority - excess of starts over completions**

<table>
<thead>
<tr>
<th>Local Authority</th>
<th>Starts</th>
<th>Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bracknell Forest</td>
<td>30</td>
<td>-50</td>
</tr>
<tr>
<td>Reading</td>
<td>-230</td>
<td>380</td>
</tr>
<tr>
<td>Slough</td>
<td>90</td>
<td>-70</td>
</tr>
<tr>
<td>West Berkshire</td>
<td>330</td>
<td>-110</td>
</tr>
<tr>
<td>Windsor and Maidenhead</td>
<td>-10</td>
<td>130</td>
</tr>
<tr>
<td>Wokingham</td>
<td>290</td>
<td>-30</td>
</tr>
<tr>
<td>TVB</td>
<td>500</td>
<td>390</td>
</tr>
</tbody>
</table>

**Housebuilding in 2015**

<table>
<thead>
<tr>
<th>Local Authority</th>
<th>Stock 2015</th>
<th>Starts</th>
<th>Rate</th>
<th>Stock 2015</th>
<th>Starts</th>
<th>Rate</th>
<th>Stock 2015</th>
<th>Starts</th>
<th>Rate</th>
<th>Stock 2015</th>
<th>Starts</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bracknell Forest</td>
<td>48,290</td>
<td>420</td>
<td>0.9%</td>
<td>71</td>
<td>240</td>
<td>0.5%</td>
<td>188</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reading</td>
<td>67,300</td>
<td>190</td>
<td>0.3%</td>
<td>268</td>
<td>410</td>
<td>0.6%</td>
<td>146</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Slough</td>
<td>53,080</td>
<td>200</td>
<td>0.4%</td>
<td>236</td>
<td>470</td>
<td>0.9%</td>
<td>64</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Berkshire</td>
<td>66,260</td>
<td>390</td>
<td>0.6%</td>
<td>152</td>
<td>460</td>
<td>0.7%</td>
<td>114</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Windsor and Maidenhead</td>
<td>62,150</td>
<td>210</td>
<td>0.3%</td>
<td>248</td>
<td>370</td>
<td>0.6%</td>
<td>148</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wokingham</td>
<td>64,100</td>
<td>760</td>
<td>1.2%</td>
<td>36</td>
<td>450</td>
<td>0.7%</td>
<td>112</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>