

BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB

DATE: 17 November 2016

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PART I

Item 5: Thames Valley Berkshire Local Growth Deal 2015/16 to 2020/21

Purpose of Report

1. To report on the progress of the [Thames Valley Berkshire Local Growth Deal](#)ⁱ, with particular reference to the schemes included in the Transport Packages of the [Strategic Economic Plan](#)ⁱⁱ.
2. The government subsequently announced [further support to Thames Valley Berkshire](#)ⁱⁱⁱ. Growth Deal 2 included four new transport schemes worth a total of £7.5m, taking the headline figure for transport schemes to £102.1m. This report provides progress reports on all schemes, whether announced in GD1 or GD2.
3. £14.7m was approved for spending in 2015/16 and, following a successful review of year 1, £17.0m is approved for spending in 2016/17, of which £16.35m is currently programmed. The remainder has an indicative approval over four future years 2017/18 to 2020/21 with a provisional profile.

Recommendations

4. That you note the progress made on the schemes previously given programme entry status, as set out in Appendix 1

Other Implications

Financial

5. Thames Valley Berkshire LEP has been granted freedoms and flexibilities in managing the Growth Deal Capital Programme. This means that we will receive an annual allocation of capital within which it will be our responsibility to manage the allocation to individual schemes. This is a positive development for TVB LEP and recognises the confidence that government has in our governance arrangements.
6. The government has confirmed the allocation of funding for 2016/17 and there is a provisional profile for payments in the financial years 2017/18 - 2020/21.

Table 1: Available Finance for Transport Schemes in TVB Growth Deal

£m	2015/16 – 2020/21
LTB previously approved	14.5
Growth Deal 1	56.1
Growth Deal 1 “DfT Major Schemes”	24.0
Growth Deal 2	7.5
Total	102.1

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

Table 2: Growth Deal Financial Allocation for 2015/16

£m	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Carried forward from previous year							
Combined Growth Deal 1 and 2 and LTB Allocation Approved	14.7	16.4	-	-	-	-	31.1
To carry forward to following year							
Growth Deal 1 (DfT Major Schemes) indicative)	-	-	24.0				24.0
Combined Growth Deal 1 and 2 and LTB Allocation indicative profile	-	-	16.8	18.8	10.7	0.7	47.0
Total	14.7	16.4	71.0				102.1

8. Table 3 sets out the final allocation of scheme finance for 2015/16 and 2016/17 and the provisional allocation for future financial years, which are subject to alteration following the government’s confirmation of the Growth Deal funding profile.

Table 3 – Growth Deal 1 and 2: Confirmed and provisional allocations to schemes

SEP Ref	Scheme Name		Status	15/16	16/17	17/18	18/19	19/20	20/21	£m
2.01	Newbury: King’s Road Link Road	GD 1	On site	-	1.340	1.000	-	-	-	2.340
2.02	Bracknell: Warfield Link Road	GD 1	On site	3.500	-	-	-	-	-	3.500
2.03	Newbury: London Rd Ind Estate	GD 1	On site	0.500	1.400	-	-	-	-	1.900
2.04	Wokingham: Distributor Roads	DfT major	Programme entry	-	-	-	-	15.900	8.100	24.000
2.05	Newbury:	GD	Full	-	-	1.000	1.400	0.500	-	2.900

SEP Ref	Scheme Name		Status	15/16	16/17	17/18	18/19	19/20	20/21	£m
	Sandleford Park	2	approval							
2.06	Reading: Green Park Railway Station	GD 1	Full approval	-	-	4.575	4.575	-	-	9.150
2.07	Bracknell: Coral Reef Roundabout	GD 1	Complete	2.100	-	-	-	-	-	2.100
2.08	Slough: Rapid Transit Phase 1	GD 1	On site	3.100	2.500	-	-	-	-	5.600
2.09.1	Sustainable Transport: NCN 422	GD 1	Full Approval	-	2.100	1.500	0.600	-	-	4.200
2.09.2	Sustainable Transport: A4 Cycle	GD 1	Full Approval	-	0.483	-	-	-	-	0.483
2.10	Slough: A332 improvements	GD 1	On site	1.267	1.433	-	-	-	-	2.700
2.11	Reading: South ReadingMRT Ph 1	GD 1	On site	-	2.970	1.530	-	-	-	4.500
2.12	Reading: South ReadingMRT Ph 2									
2.13	Wokingham: Thames Valley Park and Ride (formerly Reading: Eastern Reading Park and Ride)	GD 1	Programme entry	-	-	2.000	0.900	-	-	2.900
2.14	Reading: East Reading MRT	GD 1	Programme entry	-	-	-	5.400	10.200	-	15.600
2.15	Bracknell: Martins Heron Roundabout	GD 1	Conditional approval recommended	-	-	2.000	0.900	-	-	2.900
2.16	Maidenhead: Station Access	GD 1	Programme entry	-	-	1.750	5.000	-	-	6.750
2.17	Slough: A355 route	GD 1	On site	2.275	2.125	-	-	-	-	4.400
2.18*	not used	-	-	-	-	-	-	-	-	-
2.19*	Bracknell: Town Centre Regeneration Infrastructure	GD 2	On site	2.000	-	-	-	-	-	2.000
2.20*	not used	-	-	-	-	-	-	-	-	-
2.21*	Slough: Langley Station Access Improvements	GD 2	Full approval recommended	-	-	1.500	-	-	-	1.500
2.22*	Slough: Burnham Station Access Improvements	GD 2	Full approval	-	2.000	-	-	-	-	2.000
	Not yet allocated	LTB		-	-	-	-	-	0.677	0.677
	Grand Total			14.742	16.351	16.855	18.775	26.600	8.777	102.100

*these schemes are not described in the SEP

Risk Management

9. The delegation of programme management responsibilities to the LEP brings additional risk. The well-established scrutiny given by both BST(O)F and BLTB meetings is designed to mitigate that risk.
10. 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](#)^{iv}. 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.
11. The risks associated with each scheme are monitored locally and one of the 22 currently has a “red” risk rating. Tables 4, 5 and 6 show the current risk rating of each of the schemes.

Table 4: Risk Rating of schemes with a 2015/16 start

	Scheme	Current status	RAG rating	Notes
2.02	Bracknell: Warfield Link Road	On site, ahead of schedule	Green	No issues
2.03	Newbury: London Rd Industrial Estate	On site, on schedule	Green	No issues
2.07	Bracknell: Coral Reef Roundabout	Completed on site ahead of schedule	Green	Junction working well, first year monitoring report due Autumn 2017
2.08	Slough: Rapid Transit Phase 1	On site, on schedule	Green	These three schemes are being managed together and share the same contractor. Resources being managed between sites to good effect
2.10	Slough: A332 improvements	On site, on schedule	Green	
2.17	Slough: A355 route	On site, on schedule	Green	
2.19	Bracknell: Town Centre Regeneration Infrastructure	LEP funded elements completed on site on schedule	Green	Main Town Centre works continuing to April 2017

Table 5: Risk Rating of Schemes with a 2016/17 Start

	Scheme	Current status	RAG rating	Notes
2.01	Newbury: Kings Road Link Road	On site	Green	Started on site on 24 October 2016
2.09.1	Sustainable Transport: NCN 422	Start on site due Winter 2016	Green	Investment switched from Windsor to Bracknell following objections from Crown Estate
2.09.2	Sustainable Transport: A4 Cycle	Start on site due January 2017	Green	No issues
2.11 and 2.12	Reading: South Reading MRT phases 1 and 2	On site, on schedule	Green	No issues
2.22	Slough: Burnham Station Access Improvements	Start on site due December 2016	Green	No issues

Table 6: Risk Rating of Schemes with later Starts

	Scheme	Current status	RAG rating	Notes
2.04.2	Wokingham Distributor Roads	In development	Amber	Approval for these roads is retained by DfT. Business case for the distributor roads progressing well
2.05	Newbury: Sandford Park	Full financial approval; due on site Autumn 2017	Amber	Additional finance agreed, development deal negotiations not yet concluded
2.06	Reading: Green Park Station	Full financial approval; due on site January 2018	Green	Additional finance agreed, procurement and detailed preparation underway
2.13	Wokingham: Thames Valley Park and Ride formerly Reading: Eastern Reading Park and Ride	Start on site due Autumn 2017	Amber	Full Business Case being worked up for presentation in March 2017. Planning permission due November 2016
2.14	Reading: East Reading Mass Rapid Transit	Start on site due April 2018	Amber	Full Business Case being worked up for presentation in March 2017. Planning permission due Spring 2017
2.15	Bracknell: Martins Heron Roundabout	Start on site due June 2017	Green	Additional finance agreed. Conditional financial approval recommended in report elsewhere on this agenda
2.16	Maidenhead: Station Access	Detailed scheme in development	Red	Difficult site: workable scheme not yet designed or tested
2.21	Slough: Langley Station Access Improvements	Start on site due April 2017	Green	Full financial approval recommended in report elsewhere on this agenda

Human Rights Act and Other Legal Implications

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

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

Supporting Information

13. There is a detailed progress report on each of the programme entry schemes at Appendix 1 to this report.

Monitoring and Evaluation

14. The Monitoring and Evaluation Plan for the Thames Valley Berkshire Growth Deal has been prepared with advice from 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.

15. 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 paragraph 6 of each scheme pro-forma (see Appendix 1). This requirement is less onerous for schemes under £5m Growth Deal contribution, and runs to much more detail for the larger schemes.

16. 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 particular 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
- 2.14 Reading: East Reading Mass Rapid Transit

Background Papers

Each of the schemes referred to above has a detailed pro-forma summarising the details of the scheme. Both the SEP and LTB prioritisation processes and scoring schemes are also available background papers. The Monitoring and Evaluation Plan for TVB Growth Deal is available on request from the LEP.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/327587/35_Thames_Valley_Berkshire_Growth_Deal.pdf

ii The TVB Strategic Economic Plan is available from thamesvalleyberkshire.co.uk/Strategic_Economic_Plan

iii <http://thamesvalleyberkshire.co.uk/NewsDetails/ArtMID/511/ArticleID/3035/163102M-EXPANSION-OF-GROWTH-DEAL-BOOSTS-LOCAL-PLAN-FOR-THAMES-VALLEY-BERKSHIRE-ECONOMY->

iv <http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Assurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf>