

## **BERKSHIRE LOCAL TRANSPORT BODY (BLTB)**

**REPORT TO:** BLTB

**DATE:** 18 July 2019

**CONTACT OFFICER:** Joe Carter, Director of Regeneration, Lead Officer to the BLTB

### **PART I**

#### **Item 10: Review of Prioritisation Methodology**

##### ***Purpose of Report***

1. This report sets out the actions taken to review your prioritisation methodology in the light of the March 2019 LEP Assurance Framework 4.0 (AF 4.0) which sets out the LEPs' governance, oversight and scrutiny arrangements. It recommends that the structure of the methodology be endorsed, but that some changes are made to the pro-forma used to submit schemes for the long list; to the scoring criteria; and to the arrangements for granting programme entry status to schemes and monitoring their progress.
2. Capital infrastructure schemes receiving financial support from the LEP move through the six stages: inclusion in a prioritised long list; programme entry status; financial approval; start on site; completion; impact reports.
3. This report is concerned with a review of the first three stages, i.e. how we prioritise schemes to form a "pipeline" for future funding, as required by paragraphs 8.4-8.7 of AF 4.0.

##### ***Recommendation***

4. You are recommended to:
  - a) Confirm the six factors with their proposed weightings set out in appendix 2
  - b) Adopt the detailed scoring methodology, including the revised arrangements for assessing Deliverability set out in appendix 3
  - c) Adopt the revised Bid Pro-forma set out in appendix 4
  - d) Invite all future scheme promoters applying for programme entry status to submit a Full Business Case Development Programme as set out in paragraphs 27-28 below

##### ***Other Implications***

##### ***Financial***

5. There are no direct financial implications of this report. AF4.0, the BLTB's revised Assurance Framework and the detailed prioritisation methodology are designed to comply with good governance and value for money arrangements associated with awarding public funds to individual schemes.

### Risk Management

6. Compliance with AF4.0 and the prioritisation methodology is specifically designed to address the risks inherent with planning and managing a major capital programme of investment. The objectives are to identify, prioritise and support individual capital schemes which will:
  - a) Support economic development in general and the LEP's strategy in particular
  - b) Represent good or better value for money
  - c) Be delivered on time and to budget
  - d) Follow appropriate procurement procedures

### Human Rights Act and Other Legal Implications

7. Slough Borough Council will provide legal support for the BLTB should any questions arise.

### **Supporting Information**

8. During 2019, the Berkshire Strategic Transport Forum (both Officers' and Members' meetings) has considered the current operation of the prioritisation methodology. This review has included colleagues from across Berkshire, from the wider transport industry, from the DfT and has taken advice from Hatch Regeneris, our appointed independent assessor of schemes.
9. At appendix 1 is a summary chart of the "as is" process, together with some notes, queries and issues that were raised by participants during the review phase of this exercise.
10. At appendix 2 is the prioritisation methodology; no changes are proposed.
11. At appendix 3 is the detailed scoring scheme. This describes the criteria used for the award of high, medium or low scores on each factor and gives examples of relevant descriptors. The scoring criteria for the deliverability factor have been changed to recognise the need for more robust consideration of this factor.
12. At appendix 4 is the proposed pro-forma used to submit schemes for the long list. The questions are unchanged, but the notes giving advice and guidance for completing the pro-forma have been amended to reflect the changes elsewhere in the methodology.

### **Eligibility Criteria**

13. Each call for bids will have its own eligibility criteria depending on the source of the capital funds. Colleagues will recall that the recent Business Rates Retention Pilot and Local Growth Deal funds each came with their own conditions.
14. These eligibility criteria usually cover the following factors:

- a) Revenue or capital expenditure
- b) Overall scheme financial value – either minimum or maximum or both
- c) Percentage of matching funds required to be supplied by the scheme promoter
- d) Opening and closing of a time period during which the funds must be spent

Depending on the source of the funds, other eligibility criteria may be added.

15. Following the review, this report recommends retention of the same process for calling for bids as and when capital funds become available.

### **3-Point Scoring Scale for Six Weighted Factors**

16. Schemes which meet the eligibility criteria will then be subjected to the scoring process (see appendix 2 for the detail) which establishes the relative priority of all the schemes submitted.

17. The six factors with weightings are:

<b>Factor</b>	<b>Weighting</b>
Contribute to the implementation of the Thames Valley Berkshire SEP*	15%
Deliverability	20%
Long-term, sustainable economic growth	40%
Tangible benefit to the sub-region	15%
Investing in natural capital	5%
Maximising social value	5%
<b>Total</b>	<b>100%</b>

\*The Strategic Economic Plan (SEP) will be augmented with the Local Industrial Strategy (LIS) in due course

18. Following the review, this report recommends retention of these six factors and their relative weightings.

### **Scoring Guide for the Six Factors**

19. At appendix 3 is the detailed scoring guide for each of the six factors in the prioritisation methodology. It gives the criteria used to award 3, 2 or 1 marks on each factor, along with examples of evidence that would meet the scoring criteria.
20. During the review, there was much concern about the deliverability of schemes with programme entry status. In particular, colleagues highlighted the following factors which were common to schemes which had not proceeded to timetable:
- a) Land assembly, ownership or control
  - b) Planning permission
  - c) Partnership arrangements across boundaries or agencies
  - d) Optimism bias in preliminary value for money calculations

21. Therefore, this report recommends that the scoring criteria for the Deliverability factor be altered to give the highest scores to schemes which have satisfactorily addressed these risk factors. The detail of the proposed changes is set out in appendix 3.

### ***Design of the Bid Pro-forma***

22. No changes are recommended to the number, wording or order of the questions in the bid pro-forma. However, we are recommending some minor changes, mainly in advice and guidance to bid writers linking the information requested to the scoring guide. In particular these changes highlight the new guidelines for scoring factor 2. Deliverability.
23. The revised bid pro-forma is at appendix 4.

### ***Award of Programme Entry Status***

24. The prioritised long list becomes the pipeline of schemes awaiting programme entry status. BLTB will then operate the “cab-rank” principle awarding programme entry to the schemes in priority order until all the available funds are allocated. Should further funds become available (for instance because a higher priority scheme cannot progress) then the next available scheme in the prioritised list will be considered for programme entry.
25. Schemes with programme entry status are required to submit a WebTAG-compliant Full Business Case for independent assessment. AF4.0 requires that Full Business Cases must achieve “high” value for money in order to be recommended for financial approval. The LEP has appointed Hatch Regeneris as Independent Assessors to scrutinise the business case submissions of scheme promoters.
26. Following on from the concerns about deliverability, the independent assessor has suggested adding an extra stage of assurance and checking at the point where a scheme is converting from next in line in the priority list to programme entry status.
27. Schemes seeking programme entry status from BLTB will therefore need to meet three conditions:
  - a) To have the highest priority in the long-list of pipeline schemes
  - b) There being sufficient available uncommitted funds in the relevant funding programme
  - c) To have submitted a Full Business Case development programme to the satisfaction of the LEP’s Independent Assessor
28. The Full Business Case development programme will include, amongst other things:

- a) a timetable for producing an Appraisal Specification and Option Assessment Reports as well as the five cases of the Full Business Case
  - b) a statement of what modelling tools are available
  - c) a commitment to delivering sufficient design work and operational planning prior to FBC submission
29. The LEP and its Independent Assessor will work with colleagues on the BST(O)F to produce advice on the style content of an FBC development plan.

***Monitoring of progress of programme entry schemes towards financial approval***

30. The current arrangements require each scheme with programme entry status to submit a progress report to meetings of the BLTB 3 times a year and at each of the BST(O)F meetings. In order to reflect the concerns about management of risks to scheme deliverability, this report recommends that any scheme reporting a delay to its timetable (or to its revised timetable) will be identified in the new Verto progress report to BLTB. The scheme promoter will be invited to address the meeting and take questions about the reasons for the changed timetable.

***Conclusion***

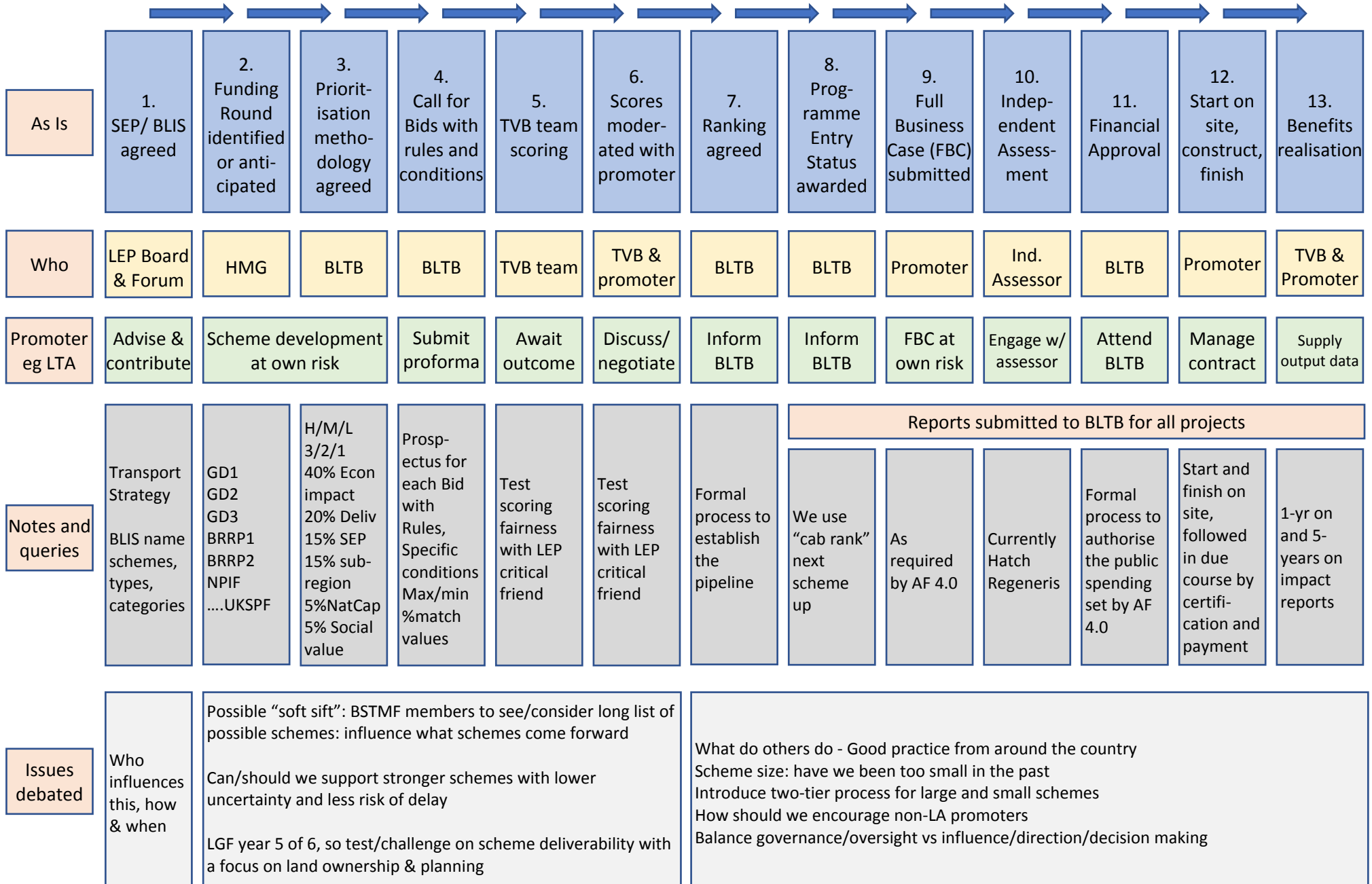
31. There has been a full and thorough review of the process of identifying and prioritising capital infrastructure schemes for future LEP funding. The process has endorsed previous practice and identified a number of practical suggestions for managing the risks around scheme deliverability.

***Background Papers***

32. BST(O)F and BST(M)F papers and correspondence with the independent assessor and others connected with this review of the prioritisation methodology.

# Appendix 1

To review the prioritisation methodology in anticipation of the need to regenerate the pipeline of schemes for a future spending allocation/bidding round



## Prioritisation Methodology

1. The following methodology is substantially the same as that used in Growth Deal 1, 2, 3 (2016), 3 (2018), BRRP1 and BRRP2 bidding rounds.
2. First bids are checked for compliance with the overall eligibility criteria for the funding round. Schemes with missing, incomplete, inadequate or late pro-forma information may not be considered. All schemes declared eligible are then scored and allocated a priority ranking on the long list, or pipeline, of schemes. All qualifying schemes are scored and placed in order in the pipeline.
3. As and when funds become available, schemes are proposed for programme entry status following the “cab-rank” principle. Before being granted programme entry status, each scheme is assessed against its place in the prioritised list, available funds and its readiness to proceed to financial approval.
4. On each factor, a scheme will be awarded high (3 marks), medium (2 marks) or low (1 mark), see appendix 3 for the details of how marks are allocated. On each factor, each scheme is bound to score at least one mark, and will be given the highest mark that is supported by the information in the pro-forma. So, if a scheme submission matches both the examples for a medium and a high judgement, it will be judged high.
5. These raw scores are then weighted to reflect the relative importance of the six factors as follows:

<b>Factor</b>	<b>Weighting</b>
Infrastructure Projects will contribute to the delivery of the Thames Valley Berkshire SEP*	15%
Deliverability	20%
Long-term, sustainable economic growth	40%
Tangible benefit to the sub-region	15%
Investing in natural capital	5%
Maximising social value	5%
<b>Total</b>	<b>100%</b>

\*The Strategic Economic Plan (SEP) will be augmented with the Local Industrial Strategy (LIS) in due course

6. The calculation will be performed according to the following table:

<b>Factor</b>	<b>Raw Scores</b>			<b>Weighting</b>	<b>Weighted scores</b>		
	High	Med	Low		High	Med	Low
Contribute to the implementation of the Thames Valley Berkshire SEP	3	2	1	x 1.5	4.5	3.0	1.5
Deliverability	3	2	1	x 2.0	6.0	4.0	2.0
Long-term, sustainable economic growth	3	2	1	x 4.0	12.0	8.0	4.0

Tangible benefit to the sub-region	3	2	1	x 1.5	4.5	3.0	1.5
Investing in natural capital	3	2	1	x 0.5	1.5	1.0	0.5
Maximising social value	3	2	1	x 0.5	1.5	1.0	0.5
<b>Total</b>				<b>Max =</b>	<b>30.0</b>	<b>Min=</b>	<b>10.0</b>

7. The range of possible scores will be 30 (all high scores) - 10 (all low scores). A ranking putting all the submitted schemes in order will be produced.
8. The schemes are first scored by staff from the LEP, and then moderated with the scheme promoter. Once all the scores are moderated and agreed, the draft prioritised list is published for further checking before being recommended to BLTB for approval.
9. Following the review, no changes are recommended to this process.



Appendix 3

**The Scoring Methodology for the Six Factors**

1. Infrastructure Projects will contribute to the implementation of the Thames Valley Berkshire SEP

No changes have been suggested for this factor

1		Examples of Descriptors	Scoring Guide
Contribute to the implementation of the Thames Valley Berkshire SEP	High – 3 marks	<ul style="list-style-type: none"> <li>The Housing SDL cannot proceed without this Distributor Road; investment in this scheme will unlock £££'s of private investment</li> <li>This scheme is identified as part of Core Policy XX Town Centre Regeneration in the Council's adopted Core Strategies Document</li> <li>The development of MRT on this corridor is key to increasing the capacity of the network to deliver the journeys that will support the growing economy</li> </ul>	<p>A high score will be awarded to proposals for direct investment which: Support one or more of the objectives<sup>1</sup> in the SEP, in particular (see page 30):</p> <p>3 Labour Supply: Address congestion; Bring forward planned housing</p> <p>6 Functioning Towns: Infrastructure within towns; Infrastructure between towns; Town centre investment</p> <p><b>AND/OR</b></p> <p>Are directly linked to the following connectivity issues named in the SEP Implementation Plan<sup>2</sup> section on Infrastructure (page 9):</p> <p>Packages 1, 2 and 3: further phases or extensions of projects funded in Growth Deal 1, 2 and 3</p> <p>Package 5: MRT schemes</p> <p>Package 6: Access to London Heathrow; Access to London via motorway and rail; Electrification beyond Newbury; Rail links to London Gatwick; Third Thames Crossing near Reading</p> <p><b>AND/OR</b></p> <p>Promote local sustainable transport networks (see Strategy p 17)</p>
	Medium – 2 marks	<ul style="list-style-type: none"> <li>This infrastructure will help unlock a housing scheme of [less than 100] units</li> <li>This scheme will support the regeneration of the industrial estate, and contribute to the retention of x,000 jobs in the borough</li> </ul>	<p>A medium score will be awarded to proposals for other investments which support:</p> <ul style="list-style-type: none"> <li>Education Estate</li> <li>Employment Sites</li> <li>Utilities</li> <li>Local housing sites</li> </ul>
	Low – 1 mark		<p>A low score will be awarded to all other proposals</p>

<sup>1</sup> The objectives of the SEP are (see page 30 of <http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Strategic%20Economic%20Plan/TVB%20SEP%20-%20Strategy.pdf?inline-view=true>)

PEOPLE

1. Use better those who are already in the workforce
2. Inspire the next generation and build aspirations and ambition
3. Ensure that economic potential is not restricted by labour supply issues

IDEAS

4. Ensure that knowledge is effectively commercialised and grown within Thames Valley Berkshire
5. Strengthen networks and invest in the 'soft wiring' to use ideas better
6. Make Thames Valley Berkshire's towns genuine hubs in the ideas economy

<sup>2</sup><http://www.thamesvalleyberkshire.co.uk/getfile/Public%20Documents/Strategic%20Economic%20Plan/TVB%20SEP%20-%20Implementation%20Plan.pdf?inline-view=true>

## 2. Deliverability

The scoring guide has been amended to add specific consideration of land assembly, ownership or control; planning permission; and, where relevant, partnership arrangements across boundaries or agencies. The original criterion of optimism bias in preliminary value for money calculations is retained.

The effect of these proposed changes is to make it a tougher test on the deliverability factor, meaning that a higher priority will be given to better prepared schemes, and a lower priority to more schemes with more uncertainty.

2		Examples of Descriptors	Scoring Guide
Deliverability	High – 3 marks	<ul style="list-style-type: none"> <li>• Outline Planning permission and/or positive planning history</li> <li>• Partnership finance clearly identified</li> <li>• Preliminary Benefit cost ratio (BCR) calculated as positive</li> </ul>	<p>A high score will be awarded to capital proposals which have a strong prospect of a start on site in the relevant period for this call for bids. This will be awarded if there is a positive assessment of all of:</p> <ul style="list-style-type: none"> <li>a) Land assembly, ownership or control</li> <li>b) Planning permission</li> <li>c) Optimism bias in preliminary value for money calculations</li> </ul> <p><b>AND</b> (where relevant) a positive assessment of</p> <ul style="list-style-type: none"> <li>d) Partnership arrangements across boundaries or agencies</li> </ul>
	Medium – 2 marks	<ul style="list-style-type: none"> <li>• Features in published Local Plan</li> <li>• Finance subject to further discussion</li> <li>• No preliminary BCR calculation, but comparable schemes have recently been positively assessed</li> </ul>	<p>A medium score will be awarded to proposals which have a reasonable prospect of a start on site the relevant period for this call for bids. This will be awarded if there is a positive assessment of two of:</p> <ul style="list-style-type: none"> <li>a) Land assembly, ownership or control</li> <li>b) Planning permission</li> <li>c) Optimism bias in preliminary value for money calculations</li> </ul> <p><b>AND</b> (where relevant) a positive assessment of</p> <ul style="list-style-type: none"> <li>d) Partnership arrangements across boundaries or agencies where relevant</li> </ul>
	Low – 1 mark		<p>A low score will be awarded to all other proposals</p>

### 3. Long term sustainable economic growth

No changes have been suggested for this factor

3		Examples of Descriptors	Scoring Guide
Long-term, sustainable economic growth	High – 3 marks	<ul style="list-style-type: none"> <li>This scheme will also support development which will add 39,322 sq m of retail space and bring 400 jobs to the area</li> <li>The scheme will facilitate development of 25,000m<sup>2</sup> of retail space 60,000m<sup>2</sup> of office space and 800 new dwellings.</li> <li>85,800sqm of employment development.</li> <li>SDL incorporates up to 15,000sqm of employment.</li> </ul>	A high score will be awarded to a proposal which can quantify (in terms of commercial or retail floor space, jobs or houses) a major regeneration, large new development or other substantial impact on the economy which is directly linked to the transport scheme
	Medium – 2 marks	<ul style="list-style-type: none"> <li>Enabling commercial and residential development</li> <li>Enabling redevelopment for housing of frontage properties currently blighted.</li> <li>Enhancing the attractiveness of town centre and associated major redevelopment sites</li> <li>Supporting Town Centre Regeneration</li> </ul>	A medium score will be awarded to a proposal which can quantify (in terms of commercial or retail floor space, jobs or houses) <b>EITHER</b> a minor regeneration, small new development or other minor impact on the economy which is directly linked to the scheme; <b>OR</b> a major regeneration, large new development or other substantial impact on the economy which is indirectly linked to the scheme
	Low – 1 mark	<ul style="list-style-type: none"> <li>GVA to be investigated</li> <li>Improving journey times and reliability</li> <li>Customers and suppliers will also benefit from better access, improved journey times, and lower vehicle operating costs</li> <li>Reducing congestion on a key highway corridor</li> </ul>	A low score will be awarded to all other proposals.

### 4. Tangible benefit to the sub-region

No changes have been suggested for this factor

4		Examples of Descriptors	Scoring Guide
Tangible benefit to the sub-region	High – 3 marks	<ul style="list-style-type: none"> <li>The scheme will support x,000 jobs, which will provide employment for people from across the TVB area</li> <li>The planned catchment for the new retail units is a 25-mile radius</li> <li>The proposed route runs through three boroughs</li> </ul>	A high score will be awarded to proposals which have significant impact well beyond a local area
	Medium – 2 marks	<ul style="list-style-type: none"> <li>X,000 sq m of refurbished employment space will allow the borough to be more competitive in retaining jobs</li> </ul>	A medium score will be awarded to proposals which have a major impact, but only in a local area
	Low – 1 mark	<ul style="list-style-type: none"> <li>The primary school will support the development of 100 houses in the neighbourhood</li> </ul>	A low score will be awarded to all other proposals

## 5. Investing in Natural Capital

No changes have been suggested for this factor

5		Examples of Descriptors	Scoring Guide
Investing in Natural Capital	High – 3 marks	<ul style="list-style-type: none"> <li>• No adverse noise, biodiversity, heritage or water environment impacts and enhancement of landscape features</li> <li>• The proposal includes the decontamination of xx hectares of former industrial land</li> <li>• The proposal includes on site generation of electricity from renewable sources</li> </ul>	<p>A high score will be awarded to proposals which <b>EITHER</b> can quantify a positive impact <b>OR</b> can demonstrate that mitigating measures will significantly reduce any negative impacts on one or more of the following:</p> <ul style="list-style-type: none"> <li>• greenhouse gas emissions;</li> <li>• air quality;</li> <li>• noise disturbance;</li> <li>• natural environment, heritage and landscape; and</li> <li>• streetscape and urban environment.</li> </ul>
	Medium – 2 marks	<ul style="list-style-type: none"> <li>• minor benefits in terms of air quality / carbon emissions compared to the 'do nothing' situation</li> <li>• Reducing slow moving/ queuing traffic would contribute to reduction in NO2 emissions in AQMA</li> </ul>	<p>A medium score will be awarded to proposals which <b>EITHER</b> make un-quantified positive claims about impact on the above environmental factors <b>OR</b> can demonstrate that mitigating measures will reduce negative impacts</p>
	Low – 1 mark	<ul style="list-style-type: none"> <li>• Carbon emissions will be reduced through a more direct route for freight vehicles</li> <li>• Decrease in the number of people affected by noise and improvements in local air quality</li> <li>• Positive impact on carbon emissions.</li> <li>• Promoting public transport over private car use</li> </ul>	<p>A low score will be awarded to all other proposals</p>

## 6. Maximise Social Value

No changes have been suggested for this factor

6		Examples of Descriptors	Scoring Guide
Maximise social value	High – 3 marks	<ul style="list-style-type: none"> <li>• This stretch of road, including the junction, is responsible for an annual 40 slight injury accidents (approx 5% of the Borough's overall figure) and a further 8 KSI accidents in the last three years. The scheme is designed to reduce both these figures by half in three years following completion.</li> <li>• This scheme will create xx apprenticeships in association with the local college</li> </ul>	<p>A high score will be awarded to proposals which can  <b>EITHER</b>            quantify a positive impact on,  <b>OR</b>            can demonstrate that mitigating measures will significantly reduce any negative impacts in relation to one or more of the following:</p> <ul style="list-style-type: none"> <li>• personal affordability;</li> <li>• physical activity;</li> <li>• road accidents;</li> <li>• crime and security;</li> <li>• access to a range of goods and services; and</li> <li>• community severance</li> </ul> <p><b>OR</b>            can open up apprenticeships or new jobs associated with the proposal to local unemployed and long-term unemployed people</p>
	Medium – 2 marks	<ul style="list-style-type: none"> <li>• Positive impact for the communities affected by rat-running</li> <li>• Facilitates residential development including new primary school and extra care home facility</li> <li>• Reduced risk of accidents as result of better management of traffic and better provision for road crossings.</li> <li>• It is likely that the scheme would lead to impacts that would require full SDI appraisal.</li> </ul>	<p>A medium score will be awarded to proposals which  <b>EITHER</b>            make un-quantified positive claims about impact in relation to the above social/distributional issues  <b>OR</b>            can demonstrate that mitigating measures that will reduce but do not eliminate negative social/distributional impacts</p>
	Low – 1 mark	<ul style="list-style-type: none"> <li>• Allowing opportunities to develop local walking and cycling improvements</li> <li>• Improved journey times to and from London</li> <li>• There are no significant impacts.</li> <li>• It is unlikely that the scheme would lead to any impacts that would require full SDI appraisal. The expected impacts are likely to be both marginal in extent and dispersed among people groups or spatially.</li> </ul>	<p>A low score will be awarded to all other proposals</p>

## Pro-forma bid

*{Town – Scheme Name}*

### Summary and overview

**1. Scheme name:**

*{Town – Scheme Name}*

**2. Scheme promoter:**

*{...} Council / other*

**3. Contact details: (name, email, telephone numbers)**

*{...}*

**4. Brief description of the scheme and the main activities within it:**

*{please use 25 words or fewer: this summary will be used in schedules and other covering reports. Words over the limit will be deleted}*

**5. Location of the scheme:**

Local Authority: *{...}* Council

Parliamentary Constituency: *{this is important for briefing the MP – and embarrassing if not accurate}*

Postcode: *{as accurate as you can please, for plotting on a map}*

### Rationale for the scheme and strategic fit

**6. {not used}**

**7. How will the scheme contribute to the delivery of Thames Valley Berkshire's Strategic Economic Plan (SEP)?**

*{Please reference the SEP, which is available at*

<http://www.thamesvalleyberkshire.co.uk/documents?folder=192&view=files>*}*

*{Information supplied here will be scored against 1. Infrastructure Projects will contribute to the delivery of the Thames Valley Berkshire SEP}*

**8. What is the rationale for the scheme?**

*{Please describe the overall case for developing this scheme}*

**9. What barriers to growth will it address? What is the evidence?**

*{Please quantify where possible}*

*{Information supplied here will be part of the information used to score against 3. Long-term, sustainable economic growth}*

**10. What other options have been considered?**

*{Please describe any other solutions considered but not pursued}*

*{Information supplied here will be part of the information used to score against 2. Deliverability – a WebTAG compliant Full Business Case requires an Option Appraisal Report}*

**11. What would be the consequences of a “do nothing” option?**

*{Please describe}*

**12. Which partner organisations are involved in, and committed to, the scheme?**

*{Please list your partners and distinguish between essential partners (eg Network Rail); funders; supporters; etc}*

*{Information supplied here will be part of the information used to score against 2. Deliverability – cross boundary or cross agency partnership arrangements should be underpinned with some evidence of their commitment}*

## Value for money

**13. What outputs will the scheme deliver?**

Outputs		2018/ 19	2019/ 20	2020/ 21	2021/ 22	2022/ 23	Later
Houses (units)	LGF/Growth Deal						
	Other public sector (specify which)						
	Private sector						
	Total						
Jobs	LGF/Growth Deal						
	Other public sector (specify which)						
	Private sector						
	Total						
Employment floorspace (sq m)	LGF/Growth Deal						
	Other public sector (specify which)						
	Private sector						
	Total						
Businesses created	LGF/Growth Deal						
	Other public sector (specify which)						
	Private sector						
	Total						
Business assists	LGF/Growth Deal						
	Other public sector (specify which)						
	Private sector						
	Total						
Other (specify)	LGF/Growth Deal						
	Other public sector (specify which)						
	Private sector						
	Total						

*{Information supplied here will be part of the information used to score against 2. Deliverability – a WebTAG compliant Full Business Case requires an Economic Case}*

**14. How have these outputs been estimated?**

*{Please describe the evidence or source of your calculations}*

*{Information supplied here will be part of the information used to score against 2. Deliverability – a WebTAG compliant Full Business Case requires an Economic Case}*

**15. What wider outcomes will be achieved in TVB? Please quantify these if possible.**

*{Please say what other benefits, if any the scheme will deliver, and how far afield those benefits will be felt}*

*{Information supplied here will be part of the information used to score against 4. Tangible benefit to the sub-region}*

**16. To what extent are these outputs (and downstream outcomes/impacts) likely to be additional? What is the basis for this assessment?**

*{additional to background economic growth that is likely to occur without this project}*

**17. What is the nature of the resourcing package that is proposed (e.g. balance between private sector investment, loans and grants, etc.)?**

*{Information supplied here will be part of the information used to make sure that the bid meets the terms of the call for bids – eg minimum and maximum scheme value; matching funds contribution}*

**18. What is the funding package through which the scheme will be delivered?**

Source	Year	2018/19	2019/20	Later years
Business rates retention pilot				
Growth Deal or other Government Grant	Capital			
	Revenue			
Other public sector	<i>Please specify</i>			
CIL/s.106				
Private sector	<i>Please specify</i>			

## Deliverability and risks

**19. How secure are the funding contributions from your own organisation and elsewhere?**

*{Information supplied here will be part of the information used to score against 2. Deliverability – cross boundary or cross agency partnership arrangements should be underpinned with some evidence of their commitment}*

**20. What are the key scheme milestones?**

*{Please include planning permission; preparation of full business case; procurement; start on site; completion of construction; other key project milestones, including if these have already been achieved}*



*{Information supplied here will be part of the information used to score against 2. Deliverability – Land assembly, ownership or control and planning permission}*

**21. What are the proposed arrangements for project management?**

*{please say}*

*{Information supplied here will be part of the information used to score against 2. Deliverability – cross boundary or cross agency partnership arrangements should be underpinned with some evidence of their commitment}*

**22. What are the principal risks linked to the scheme’s delivery, and what actions will be (or have been) taken to mitigate and manage these?**

<b>Risk</b>	<b>Likelihood (H / M / L)</b>	<b>Severity (H / M / L)</b>	<b>Mitigating actions</b>

*{Information supplied here will be part of the information used to score against 2. Deliverability}*

**23. What assessment has been made of the value for money of this scheme?**

*{if any}*

*{Information supplied here will be part of the information used to score against 2. Deliverability – optimism bias in preliminary value for money calculations}*

**24. How will this scheme contribute to the natural capital of Thames Valley Berkshire?**

*{please say}*

*{Information supplied here will be scored against 5. Investing in Natural Capital: one or more of greenhouse gas emissions; air quality; noise disturbance; natural environment, heritage and landscape; and streetscape and urban environment}*

**25. How will this scheme maximise social value for Thames Valley Berkshire? In responding to this question, please say how this scheme will support apprenticeships.**

*{Information supplied here will be scored against 6. Maximise social value: one or more of personal affordability; physical activity; road accidents; crime and security; access to a range of goods and services; and community severance OR can open up apprenticeships or new jobs associated with the proposal to local unemployed and long-term unemployed people}*

*{TVB LEP supports the recommendations in the Transport Infrastructure Skills Strategy [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/495900/transport-infrastructure-strategy-building-sustainable-skills.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/495900/transport-infrastructure-strategy-building-sustainable-skills.pdf) which was published in January 2016. We draw your attention to the recommendations made in “Transport infrastructure skills strategy: one year on” (July 2017) <https://www.gov.uk/government/publications/transport-infrastructure-skills-strategy-one-year-on>}*

### **List of supporting information and evidence**