

MEETING OF THE BERKSHIRE LOCAL TRANSPORT BODY (BLTB) – THURSDAY 12 NOVEMBER 2020

CONTACT OFFICER: Josie Wragg, Chief Executive, Slough Borough Council, lead officer to the BLTB

Item 6: Establish a new pipeline of projects and allocation of the remaining Local Growth Funds

Purpose of Report

1. To present the prioritised list of sixteen bids received in response to the July 2020 call for bids.
2. To recommend a pipeline of future schemes that can be mobilised quickly should any additional LEP funding become available.
3. To give programme entry status to Bracknell Town Centre - “The Deck”, a town centre regeneration project.

Recommendation

You are recommended to:

4. Approve the prioritisation scores of the sixteen bids received as set out in Table 1 and creation of a new pipeline.
5. Give programme entry status to Bracknell: “The Deck” town centre regeneration project within the Local Growth Fund programme.

Other Implications

Financial

6. The risks associated with large scale infrastructure investments are well known, and the BLTB has established risk management arrangements for the Local Growth Fund transport capital programme (£135.9m over six years), referred to as the BLTB Assurance Framework.
7. As part of the Local Growth Fund oversight a new BLTB Assurance Framework (Third Revision) was approved by the BLTB in July 2019, item 11.
8. Compliance with the Assurance Framework and the updated 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:
9. Support economic development in general and the LEP’s strategy in particular
 - a) Represent good or better value for money
 - b) Be delivered on time and to budget
 - c) Follow appropriate procurement procedures.
10. Promoters of infrastructure projects seeking funding will need to follow the Assurance Framework and updated prioritisation methodology for any additional funding. This means that

the pipeline of schemes will be prioritised having met the eligibility criteria, according to the evaluation process, moving to Programme Entry Status acceptance, followed by submission and independent assessment of a WebTAG compliant Full Business Case before being considered for financial approval.

11. It is a requirement of government that all LGF monies must be transferred to delivery partners by March 2021. In order to do so schemes must have made a “significant” start by this date.
12. Local Growth Funds are administered and controlled by Thames Valley Berkshire LEP and the Royal Borough of Windsor & Maidenhead, the LEP’s Accountable Body.

Risk Management

13. The risk management arrangements already put in place by the Local Transport Body are as follows:
 - a) The [Assurance Framework](#) has been drafted following DfT guidance and has been approved by the DfT for use in allocating capital funds for transport schemes.
 - b) Hatch Regeneris have been appointed to act as Independent Assessors for all LEP-funded schemes.

Human Rights Act and Other Legal Implications

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

Supporting Information

15. The call for bids was approved at your meeting on [15 July 2020](#) (item 28), and the prioritisation methodology is set out at Appendix 2 below.
16. The table below sets out the details of the bids received. The full pro-forma submissions of the 16 registered bids are available via the hyperlinks in the table below. Hatch Regeneris, the Independent Assessor has also been involved in this process and has endorsed our approach.

Prioritisation of future projects

17. Table 1 shows the results of the prioritisation scoring, using the prioritisation methodology outlined within appendix 1.

Table 1 New Schemes Pipeline November 2020

Short Title	Short description	SEP	Deliverable	Economic Impact	TVB area	Nat Cap	Total Weighted score	Rank	Funds Requested
TVB Smart City Cluster Scaling Digital Transport	Deploy technology to deliver travel capacity for business growth across Berkshire whilst meeting challenges of climate change & poor air quality	3	6	8	2	3	23	1	3,000,000
South Reading MRT phase 5 and 6	Dedicated bus priority on A33 corridor, linking Reading town centre to Green Park, Mere oak P&R & in the longer-term proposed Grazeley Garden Settlement & UoR Four Valleys developments	3	4	8	2	3	21	2	10,000,000
Ascot Town Centre	Public realm scheme to provide a vibrant, active high street, unlock potential for emerging development & provide infrastructure for active & sustainable travel	3	4	8	2	3	21	2	5,500,000
A322 Smart Corridor	This scheme aims to bring further enhancements to the strategic route A322/A329 between the M3 & M4 using intelligent transport systems allowing us to link junctions to provide better traffic control not just in Bracknell but with the junctions managed by Wokingham BC & Surrey County Council	3	6	4	3	3	19.5	4	2,200,000
Waterloo Road-Old Wokingham Road Access	Providing additional road capacity at the junction of Peacock Lane / Old Wokingham Road / Waterloo Road & introduces a new pedestrian / cycle route from Wokingham Borough Council's Eastern Gateway Development to the existing pedestrian cycle network at Jennett's Park in Bracknell	2	4	8	1	3	19	5	2,500,000
Enhancing the Connection	Replaces obsolete/ unreliable 20-year-old existing Real Time Information (RTI) displays; through display of information for multiple operators' services, will support the strategic objective of encouraging sustainable transport choices, tallying with objectives in the Berkshire LAs Local Transport Plans, & with the national aim to reduce overall carbon emissions	3	4	4	3	3	18	6	2,500,000
A4 Windmill Way to TVU	Creation of enhanced areas of public realm along the A4/ Bath Road, with promotion of active travel & public transport via road space reallocation	2	2	8	2	3	18	6	6,000,000
Brunel Way Public Realm	A4 / Brunel Way / William Street public realm to support the Shopping Centre redevelopment & new Central Business	1	2	8	2	3	17	8	19,500,000

Short Title	Short description	SEP	Deliverable	Economic Impact	TVB area	Nat Cap	Total Weighted score	Rank	Funds Requested
	District & enhance accessibility to the transport interchange								
Local Cycling & Walking Infrastructure Plan	Application focuses on providing cycling, & walking (Core Walking Zone) along some key links providing connectivity to Wokingham town centre	3	4	4	1	3	16	9	3,165,000
Amen Corner South Spine Road	As part of a new development to the south of London Road, Bracknell, there is a requirement for the provision of a new spine road linking London Rd & Cain Rd to access the development	2	2	8	1	1.5	15	10	2,500,000
Tilehurst Station Upgrade	Tilehurst station is constrained, with poor quality facilities, not conducive to encouraging rail usage. The growth potential is for Tilehurst as a feeder station to larger service centres in the Thames Valley & beyond to London or the West. Scheme will deliver an improvement in the quality of the station area, attracting new users/& open up new journey opportunities. An expansion of car parking & cycle parking facilities will give potential customers greater certainty of finding a place to park & attract more customers to use the station	2	4	4	1	3	15	10	6,500,000
Northern Loop FTR Grazeley	Wokingham BC is lead authority in designing a self-contained Garden Settlement at Grazeley in partnership with West Berkshire and Reading Borough Councils	3	2	4	1	3	14	12	10,800,000
Green Park Access Grazeley	The scheme provides roads north towards Green Park which will be used by high frequency public transport services connecting to Green Park Railway Station. This would unlock 1,000 – 2,000 dwellings via the provision of public transport capacity, and the resulting highway network capacity	2	2	4	1	3	13	13	1,360,000
M4 Transport Bridge Grazeley	Wokingham BC is lead authority in designing a self-contained Garden Settlement at Grazeley in partnership with West Berkshire District and Reading Borough Councils	2	2	4	1	3	13	13	12,800,000
M4 J10	M4 Junction 10 layout changes, altering the filter lanes to/from the M4 to/from the A329(M) in response to congestion & safety concerns	2	2	4	1	3	12.5	15	4,800,000
Slough Canal Horizon	A project embedded with unique solutions for current & future requirements. Encompassing green foundations, digital	1	2	4	1	3	11.5	16	5,076,240

Short Title	Short description	SEP	Deliverable	Economic Impact	TVB area	Nat Cap	Total Weighted score	Rank	Funds Requested
	innovation, enterprise stimulus & clear vision for contributing to TVB								

18. Of the sixteen bids received, four were projects that had previously been submitted as part of the [Getting Building Fund](#) call in June 2020 but were not funded.

Allocation of remaining Local Growth Funds and Programme Entry Status

19. £955,882 of LGF remains available for allocation to schemes, following the reduction in scope of 2.05 Newbury: Sandleford Park, returning £900,000 of LGF for reallocation.
20. The LEP is currently in the sixth and final year of the LGF, with all money to be expended by March 2021. As the existing BLTB pipeline of projects has recently been exhausted, and with a requirement to spend by March 2021, the LEP Board recommends to the BLTB that schemes from the recent Getting Building Fund (GBF) pipeline are considered for funding. However, key for any scheme wanting to utilise LGF funding will be the ability to obtain an approved business case and for work to have substantially started by March 2021.
21. The process for identifying projects for the GBF created a pipeline of 27 projects, of which 6 have been funded. Of the remaining projects on the prioritised pipeline, only “The Deck” scheme for Bracknell Town Centre regeneration will be able to be fully underway by Q1 2021.
22. You are recommended to issue Programme Entry Status, utilising the remaining £955,882 of unallocated LGF to Bracknell Town Centre - “The Deck” project.

Background Papers

23. The prioritisation methodology is attached at Appendix 1

APPENDIX 1 – PRIORITISATION METHODOLOGY

1. The following methodology is substantially the same as that used in Growth Deal 1, 2, 3 (2016), 3 (2018), 3 (2020), 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:

Factor	Weighting
Infrastructure Projects will contribute to the delivery of the Thames Valley Berkshire SEP*	10%
Deliverability	20%
Sustainable long-term green economic growth	40%
Tangible benefit to the sub-region	10%
Investing in natural capital	15%
Maximising social value	5%
Total	100%

*The Strategic Economic Plan (SEP) will be augmented with the Berkshire Local Industrial & Recovery Strategy (BLIRS) in due course

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

Factor	Raw Scores			Weighting	Weighted scores		
	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
Sustainable long-term green 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
Total				Max =	30.0	Min=	10.0

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 the independent assessor, 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. As agreed at the July 2019 BLTB meeting, and following on from the concerns about deliverability, the independent assessor 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.

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

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

APPENDIX 2 - THE SCORING METHODOLOGY FOR THE SIX FACTORS

1. Infrastructure Projects will contribute to the implementation of the Thames Valley Berkshire SEP or emerging Local Industrial Strategy

		Examples of Descriptors	Scoring Guide
Contribute to the implementation of the Thames Valley Berkshire SEP	High 3 marks	<ul style="list-style-type: none"> The Housing SDL cannot proceed without this Distributor Road; investment in this scheme will unlock £££'s of private investment This scheme is identified as part of Core Policy XX Town Centre Regeneration in the Council's adopted Core Strategies Document 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 	<p>A high score will be awarded to proposals for direct investment which:</p> <p>Support one or more of the objectives¹ 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>AND/OR</p> <p>Are directly linked to the following connectivity issues named in the SEP Implementation Plan² 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>AND/OR</p> <p>Promote local sustainable transport networks (see Strategy p 17)</p>
	Medium 2 marks	<ul style="list-style-type: none"> This infrastructure will help unlock a housing scheme of [less than 100] units This scheme will support the regeneration of the industrial estate, and contribute to the retention of x,000 jobs in the borough 	<p>A medium score will be awarded to proposals for other investments which support:</p> <ul style="list-style-type: none"> Education Estate Employment Sites Utilities Local housing sites

¹ 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

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

	LoW 1 mark		A low score will be awarded to all other proposals
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2. Deliverability

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

3. Sustainable long-term green economic growth

		Examples of Descriptors	Scoring Guide
Sustainable long-term green economic growth	High 3 marks	<ul style="list-style-type: none"> • This scheme will also support development which will add 39,322 sq m of retail space and bring 400 jobs to the area • The scheme will facilitate development of 25,000m2 of retail space 60,000m2 of office space and 800 new dwellings. • 85,800sqm of employment development. • SDL incorporates up to 15,000sqm of employment. 	<p>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</p> <p>Additional credit will be achieved by the inclusion of specific green recovery agenda criteria relating to environmental benefits (e.g. air quality improvements, CO2 reduction, modal shift, other environmental benefits to the community etc)</p>
	Medium 2 marks	<ul style="list-style-type: none"> • Enabling commercial and residential development • Enabling redevelopment for housing of frontage properties currently blighted. • Enhancing the attractiveness of town centre and associated major redevelopment sites • Supporting Town Centre Regeneration 	<p>A medium score will be awarded to a proposal which can quantify (in terms of commercial or retail floor space, jobs or houses)</p> <p>EITHER</p> <p>a minor regeneration, small new development or other minor impact on the economy which is directly linked to the scheme;</p> <p>OR</p> <p>a major regeneration, large new development or other substantial impact on the economy which is indirectly linked to the scheme</p> <p>Some inclusion of green recovery agenda criteria</p>
	Low 1 mark	<ul style="list-style-type: none"> • GVA to be investigated • Improving journey times and reliability • Customers and suppliers will also benefit from better access, improved journey times, and lower vehicle operating costs • Reducing congestion on a key highway corridor 	<p>A low score will be awarded to all other proposals.</p>

4. Tangible benefit to the sub-region

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

5. Investing in Natural Capital

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

6. Maximise Social Value

		Examples of Descriptors	Scoring Guide
Maximise social value	High – 3 marks	<ul style="list-style-type: none"> 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. This scheme will create xx apprenticeships in association with the local college 	<p>A high score will be awarded to proposals which can</p> <p>EITHER quantify a positive impact on, OR 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"> personal affordability; physical activity; road accidents; crime and security; access to a range of goods and services; and community severance <p>OR 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"> Positive impact for the communities affected by rat-running Facilitates residential development including new primary school and extra care home facility Reduced risk of accidents as result of better management of traffic and better provision for road crossings. It is likely that the scheme would lead to impacts that would require full SDI appraisal. 	<p>A medium score will be awarded to proposals which</p> <p>EITHER make un-quantified positive claims about impact in relation to the above social/distributional issues OR 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"> Allowing opportunities to develop local walking and cycling improvements Improved journey times to and from London There are no significant impacts. 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. 	<p>A low score will be awarded to all other proposals</p>

