

## BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB

DATE: 16 March 2017

CONTACT OFFICER: Roger Parkin, Interim Chief Executive Slough Borough Council, lead Chief Executive to the BLTB

### 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<sup>i</sup>](#), as amended by Growth Deal 2 ([£10.2 million further support to Thames Valley Berkshire<sup>ii</sup>](#)) with particular reference to the schemes included in the Transport Packages of the [Strategic Economic Plan<sup>iii</sup>](#).
2. Since your last meeting, the government has announced [Growth Deal 3<sup>iv</sup>](#), including six new transport schemes for Thames Valley Berkshire worth a total of £33.826m, taking the headline figure for transport scheme grants to £135.926m. This report introduces the six new schemes approved in GD3, and provides progress reports on the other previously approved schemes.
3. A seventh scheme has also been approved under Growth Deal 3, called “Smart Reading, Bracknell and West Berkshire”. This report also introduces this scheme.
4. £14.742m was spent on transport schemes in 2015/16 and we are projecting a spend of £16.546m in 2016/17. The remainder has an indicative approval over four future years 2017/18 to 2020/21.

##### *Recommendations*

5. That you give programme entry status to
  - 2.23 Reading: South Reading MRT Phases 3-4
  - 2.24 Newbury: Railway Station Improvements
  - 2.25 Reading: East Reading MRT Phase 2
  - 2.26 Wokingham: Winnersh Relief Road Phase 2
  - 2.27 Maidenhead Town Centre: Missing Links
  - 2.28 Bracknell: A3095 Corridor Improvements
6. That you note the approval given to the ‘Smart Reading, Bracknell and West Berkshire’ project
7. That you note the progress made on the schemes previously given programme entry status, as set out in Appendix 6

## Other Implications

### Financial

8. 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.
9. 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	
Less Unallocated	0.7	
		55.4
Growth Deal 1 “DfT Major Schemes”		24.0
Growth Deal 2		7.5
Growth Deal 3 new approval	33.8	
Plus unallocated	0.7	
		34.5
<b>Total</b>		<b>135.9</b>

10. 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
Combined Growth Deal 1 and 2 and LTB Allocation <b>approved</b>	<b>14.7</b>	<b>16.5</b>	-	-	-	-	<b>31.2</b>
Growth Deal 1 (DfT Major Schemes) <i>indicative</i>	-	-	24.0				24.0
Combined Growth Deal 1, 2 and 3 LTB Allocation <i>indicative profile</i>	-	-	18.7	31.0	20.6	10.4	80.7
Total	<b>14.7</b>	<b>16.5</b>	104.7				135.9

11. 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, 2 and 3 Scheme Funding Profiles

<u>SEP Ref</u>	<b>Scheme Name</b>		<b>Status</b>	<b>15/16</b>	<b>16/17</b>	<b>17/18</b>	<b>18/19</b>	<b>19/20</b>	<b>20/21</b>	<b>£m</b>
2.01	Newbury: King's Rd Link Road	GD 1	On site	-	<b>1.335</b>	1.000	-	-	-	2.335
2.02	Bracknell: Warfield Link Road	GD 1	On site	<b>3.500</b>	-	-	-	-	-	3.500
2.03	Newbury: London Rd Industrial Estate	GD 1	On site	<b>0.500</b>	<b>1.400</b>	-	-	-	-	1.900
2.04	Wokingham: Distributor Roads	DfT major	Programme entry	-	-	-	-	-	-	-
2.05	Newbury: Sandleford Park	GD 2	Full approval	-	-	1.000	1.400	0.500	-	2.900
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	<b>2.100</b>	-	-	-	-	-	2.100
2.08	Slough: Rapid Transit Phase 1	GD 1	On site	<b>3.100</b>	<b>2.500</b>	-	-	-	-	5.600
2.09.1	Sustainable Transport: NCN 422	GD 1	On site	-	<b>2.100</b>	1.500	0.600	-	-	4.200
2.09.2	Sustainable Transport: A4 Cycle	GD 1	On site	-	<b>0.483</b>	-	-	-	-	0.483
2.10	Slough: A332 improvements	GD 1	On site	<b>1.267</b>	<b>1.433</b>	-	-	-	-	2.700
2.11	Reading: South Reading MRT Ph 1	GD 1	On site	-	<b>2.970</b>	1.530	-	-	-	4.500
2.12	Reading: South Reading MRT 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 Ph1	GD 1	Programme entry	-	-	-	5.400	10.200	3.467	19.067
2.25	Reading: East Reading MRT Ph2	GD 3	Awaiting programme entry	-	-	-	5.400	10.200	3.467	
2.15	Bracknell: Martins Heron Roundabout	GD 1	On site	-	<b>0.200</b>	1.800	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	Complete	<b>2.275</b>	<b>2.125</b>	-	-	-	-	4.400
2.18	not used	-	-	-	-	-	-	-	-	-
2.19	Bracknell: Town Centre Regeneration Infrastructure	GD 2	On site	<b>2.000</b>	-	-	-	-	-	2.000
2.20	not used	-	-	-	-	-	-	-	-	-
2.21	Slough: Langley Station Access Improvements	GD 2	Full approval	-	-	1.500	-	-	-	1.500

<a href="#">SEP Ref</a>	Scheme Name		Status	15/16	16/17	17/18	18/19	19/20	20/21	£m
2.22	Slough: Burnham Station Access Improvements	GD 2	On site	-	<b>2.000</b>	-	-	-	-	2.000
2.23	Reading: South Reading MRT Phases 3-4	GD 3	Awaiting programme entry	-	-	1.748	5.300	3.100	-	10.148
2.24	Newbury: Railway Station Improvements	GD 3	Awaiting programme entry	-	-	-	3.630	2.421	-	6.051
2.26	Wokingham: Winnersh Relief Road Phase 2	GD 3	Awaiting programme entry	-	-	-	2.848	2.022	1.390	6.260
2.27	Maidenhead Town Centre: Missing Links	GD 3	Awaiting programme entry	-	-	0.313	0.409	0.326	2.000	3.048
2.28	Bracknell: A3095 Corridor Improvements	GD 3	Awaiting programme entry	-	-	-	-	2.000	3.519	5.519
	<b>Grand Total</b>			<b>14.742</b>	<b>16.546</b>	<b>18.716</b>	<b>30.962</b>	<b>20.569</b>	<b>10.376</b>	<b>111.911</b>

### Risk Management

12. The delegation of programme management responsibilities to the LEP/BLTB brings risks. The well-established scrutiny given by both BST(O)F and BLTB meetings is designed to mitigate that risk.
13. 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](#)<sup>v</sup>. 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.

### Human Rights Act and Other Legal Implications

14. The [Assurance Framework](#)<sup>3</sup> 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**

### Growth Deal 3 – New schemes

15. TVB has been successful in securing financial approval from Government for four further transport schemes which were recently announced as part of the Growth Deal 3 package. They are
  - 2.23 Reading: South Reading MRT Phases 3-4 (see Appendix 1)
  - 2.24 Newbury: Railway Station Improvements (see Appendix 2)
  - 2.25 Reading: East Reading MRT Phase 2 (see joint pro-forma with phase 1 at Appendix 7)
  - 2.26 Wokingham: Winnersh Relief Road Phase 2 (see Appendix 3)
  - 2.27 Maidenhead Town Centre: Missing Links (see Appendix 4)
  - 2.28 Bracknell: A3095 Corridor Improvements (see Appendix 5)
  - 2.xx Smart Reading, Bracknell and West Berkshire
  
16. **2.23 Reading: South Reading MRT Phases 3-4.** This scheme extends South Reading MRT Phases 1 and 2 (currently on site and funded in GD1) further towards Reading Town Centre. A further two Phases 5 and 6 will be required to connect the segregated Bus Lane to Reading Station.
  
17. **2.24 Newbury: Railway Station Improvements.** This scheme coordinates improvements to the station being funded by Network Rail and Great Western Railway with the Market Street redevelopment and funds improvements to the station forecourt area.
  
18. **2.25 Reading: East Reading MRT Phase 2.** This scheme extends 2.14 East Reading MRT Phase 1 along Napier Road to Vastern Road Roundabout. Phases 1 and 2 of this scheme will now be merged and managed as a single scheme.
  
19. **2.26 Wokingham: Winnersh Relief Road Phase 2.** This scheme will complete the Winnersh Relief Road, phase 1 of which is developer funded and currently on site.
  
20. **2.27 Maidenhead Town Centre: Missing Links.** This scheme will provide improved pedestrian and cycling facilities in and around Maidenhead Town Centre.
  
21. **2.28 Bracknell A3095 Corridor Improvements.** This scheme supports the large housing developments along the A3095 to the south of Bracknell including bus and pedestrian facilities as well as junction improvements.
  
22. **2.xx Smart Reading, Bracknell and West Berkshire.** This is a project with a strong transport component, but as it is about the application of new technology in order to improve transport outcomes it is not appropriate for the LTB assurance framework. There will be an oral presentation.

## Monitoring and Evaluation

23. The Monitoring and Evaluation Plan for the Thames Valley Berkshire Growth Deal has now been drafted 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, (see detailed report elsewhere on this agenda) there will be requirements to cooperate with the overall monitoring and evaluation plan for the Growth Deal.
24. 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 the scheme proformas. This requirement is less onerous for schemes under £5m Growth Deal contribution, and runs to much more detail for the larger schemes.
25. For most schemes there will be little or no additional Growth Deal monitoring burden beyond that already signalled. Extra effort may be required to comply with the standard set out in the Monitoring and Evaluation plan which is “accurate, timely, verified and quality assured monitoring data”. For schemes mentioned by name in the Monitoring and Evaluation Plan (see list below) there will be a separate discussion about the duties on the scheme promoter:

- 2.01 Newbury: King’s Road Link Road
- 2.04 Wokingham: Distributor Roads Programme
- 2.06 Reading: Green Park Railway Station
- 2.08 Slough: Rapid Transit Phase 1
- 2.14 Reading: East Reading Mass Rapid Transit

## **Background Papers**

Each of the schemes referred to above has a 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 will be finalised with government in the next few weeks.

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<sup>i</sup>[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/327587/35\\_Thames\\_Valley\\_Berkshire\\_Growth\\_Deal.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/327587/35_Thames_Valley_Berkshire_Growth_Deal.pdf)

<sup>ii</sup> <http://thamesvalleyberkshire.co.uk/NewsDetails/163102m-expansion-of-growth-deal-boosts-local-plan-for-thames-valley-berkshire-economy-19917>

<sup>iii</sup> The TVB Strategic Economic Plan is available from [thamesvalleyberkshire.co.uk/Strategic\\_Economic\\_Plan](http://thamesvalleyberkshire.co.uk/Strategic_Economic_Plan)

<sup>iv</sup>[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/589268/170202\\_Thames\\_Valley\\_Berkshire\\_LEP\\_GD\\_factsheet.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/589268/170202_Thames_Valley_Berkshire_LEP_GD_factsheet.pdf)

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