

## BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB

DATE: 15 March 2018

CONTACT OFFICER: Nigel Pallace, 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>](#)) and Growth Deal 3 ([Factsheet GD3<sup>iii</sup>](#)) with particular reference to the schemes included in the Transport Packages of the [Strategic Economic Plan<sup>iv</sup>](#).
2. The headline figure for transport scheme grants under the three Growth Deals is £135.926m. This report provides progress reports on all 26 approved schemes.
3. £14.742m was spent on transport schemes in 2015/16 and £16.546m in 2016/17. We are planning to spend £15.055m this year. The remainder has an indicative approval over three future years 2018/19 to 2020/21.

##### *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 2017/18 and there is a provisional profile for payments in the financial years 2018/19 - 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	33.8	
Plus unallocated	0.7	
		34.5
<b>Total</b>		<b>135.9</b>

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

Table 2: Growth Deal Financial Allocations by Financial Year

£m	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Combined Growth Deal 1, 2, 3 and LTB Allocation <b>approved</b>	<b>14.7</b>	<b>16.5</b>	<b>15.1</b>	-	-	-	<b>46.3</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>	-	-	-	26.4	15.0	24.2	65.6
Total	<b>14.7</b>	<b>16.5</b>	<b>15.1</b>	89.6			135.9

8. Table 3 sets out the final allocation of scheme finance for 2015/16, 2016/17 and 2017/18 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

	Scheme Name		Status	15/16	16/17	17/18	18/19	19/20	20/21	£m
2.01	Newbury: King's Rd Link Road	GD 1	On site	-	<b>1.335</b>	<b>1.000</b>	-	-	-	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	Complete	<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	-	-	-	2.400	0.500	-	2.900
2.06	Reading: Green Park Railway Station	GD 1	Full approval	-	-	<b>4.575</b>	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	Complete	<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>	<b>1.500</b>	0.600	-	-	4.200
2.09 .2	Sustainable Transport: A4 Cycle	GD 1	On site	-	<b>0.483</b>	-	-	-	-	0.483

	<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>
2.10	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>	<b>1.530</b>	-	-	-	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	On site	-	-	-	<b>2.000</b>	<b>0.900</b>	-	2.900
2.14	Reading: East Reading MRT Ph1	GD 1	Full approval	-	-	-	<b>3.000</b>	<b>3.000</b>	<b>13.067</b>	19.067
2.25	Reading: East Reading MRT Ph2	GD 3		-	-	-	-	-	-	
2.15	Bracknell: Martins Heron Roundabout	GD 1	On site	-	<b>0.200</b>	<b>2.700</b>	-	-	-	2.900
2.16	Maidenhead: Station Access	GD 1	Full approval	-	-	-	<b>1.275</b>	<b>2.475</b>	-	3.750
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	Complete	<b>2.000</b>	-	-	-	-	-	2.000
2.20	not used	-	-	-	-	-	-	-	-	-
2.21	Slough: Langley Station Access Improvements	GD 2	Full approval	-	-	<b>1.500</b>	-	-	-	1.500
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	Full approval	-	-	<b>2.250</b>	<b>5.300</b>	<b>2.598</b>	-	10.148
2.24	Newbury: Railway Station Improvements	GD 3	Programme entry	-	-	-	<b>3.630</b>	<b>0.921</b>	<b>1.500</b>	6.051
2.26	Wokingham: Winnersh Relief Road Phase 2	GD 3	Programme entry	-	-	-	<b>2.848</b>	<b>2.022</b>	<b>1.390</b>	6.260
2.27	Maidenhead Town Centre: Missing Links	GD 3	Programme entry	-	-	-	<b>0.722</b>	<b>0.326</b>	<b>2.000</b>	3.048
2.28	Bracknell: A3095 Corridor Improvements	GD 3	Programme entry	-	-	-	-	<b>2.000</b>	<b>3.519</b>	5.519
2.29	Wokingham: Winnersh Parkway	GD3 reserve scheme	Programme entry	-	-	-	-	<b>0.250</b>	<b>2.750</b>	3.000
	<b>Grand Total</b>			<b>14.742</b>	<b>16.546</b>	<b>15.055</b>	<b>26.350</b>	<b>14.992</b>	<b>24.226</b>	<b>111.911</b>

### Risk Management

9. 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.
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](#)<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.

11. The risks associated with each scheme are monitored locally and none of the 2 currently has a “red” risk rating. Tables 4, 5 and 6 show the current risk rating of each of the schemes.

Table 4: Completed schemes (6)

	Scheme	Notes
2.02	Bracknell: Warfield Link Road	The road is partly open to the public, but the northern section is currently in use as an access road for housing construction and closed to the public for safety reasons
2.03	Newbury: London Rd Industrial Estate	One-year-on impact report due summer 2018
2.07	Bracknell: Coral Reef	One-year-on impact report submitted November 2018
2.08	Slough: Rapid Transit Phase 1	One-year-on impact report due early 2019
2.17	Slough: A355 route	One-year-on impact report due early 2019
2.19	Bracknell: Town Centre Regeneration	One-year-on impact report due autumn 2018

Table 5: Risk rating of schemes with a 2015/16, 2016/17 or 2017/18 start (10)

	Scheme	Status	RAG rating	Notes
2.01	Newbury: Kings Road Link Road	On site	Green	Completion due December 2019
2.06	Reading: Green Park Station	Due on-site March 2018	Green	Additional finance agreed, procurement and detailed preparation underway
2.09.1	Sust. Transport: NCN 422	On site	Green	Completion due December 2019
2.09.2	Sust. Transport: A4 Cycle	On site	Green	Completion due March 2018
2.10	Slough: A332 improvements	On site	Green	Completion due March 2018
2.11 and 2.12	Reading: South Reading MRT phases 1 and 2	On site	Green	Completion due July 2018
2.15	Bracknell: Martins Heron	On site	Green	Completion due November 2018
2.21	Slough: Langley Station Access Improvements	Due on-site March 2018	Green	-
2.22	Slough: Burnham Station Access Improvements	On site	Green	Completion due March 2018
2.23	Reading: South Reading MRT Phases 3-4	Due on-site March 2018	Green	-

Table 6: Risk rating of schemes with later starts (10)

	Scheme	Status	RAG rating	Notes
2.04.4	Wokingham Distributor Roads	In development	Amber	DfT assessment process. Funding now 100% to Arborfield Cross Relief Road
2.05	Newbury: Sandford Park	Due on-site Autumn 2018	Amber	Delay due to re-tendering of associated Primary School construction
2.13	Wokingham: Thames Valley Park and Ride formerly Reading: Eastern Reading Park and Ride	Site clearance commenced February 2018	Green	
2.14 and 2.25	Reading: East Reading Mass Rapid Transit 1&2	Full approval	Green	Planning permission due June 2018
2.16	Maidenhead: Station Access	Full approval	Green	
2.24	Newbury: Railway Station Improvements	Detailed scheme in development	Amber	Full Business Case due for presentation in July 2018
2.26	Wokingham: Winnersh Relief Road Phase 2	Detailed scheme in development	Amber	Full Business Case due for presentation in November 2018
2.27	Maidenhead Town Centre: Missing Links	Detailed scheme in development	Amber	Full Business Case due for presentation in July 2018
2.28	Bracknell: A3095 Corridor Improvements	Detailed scheme in development	Amber	Full Business Case due for presentation in July 2018
2.29	Wokingham: Winnersh Parkway	Detailed scheme in development	Amber	Timetable awaited

### Human Rights Act and Other Legal Implications

12. The [Assurance Framework](#)<sup>vi</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**

13. The Thames Valley Berkshire LEP website has published summary information about all its Growth Deal-funded projects, including all 26 transport projects. Please go to [Thames Valley Berkshire Local Growth Fund e-Book](#)<sup>vii</sup>

14. There is a detailed progress report on each of the 26 schemes at Appendix 1 to this report.

### Independent Assessment Contract

15. For the last four years, the LEP has retained the services of White Young Green as Independent Assessors of full business cases seeking financial approval. Their four-year contract comes to an end on 31 March 2018.

16. Working in partnership with Buckinghamshire Thames Valley LEP, we have recently considered competitive quotes from four suitably qualified consultants for the next four-year contract (2018-2022).

17. The best bid, as assessed by a price and quality evaluation, was from Regeneris Consulting and they will be taking over as our Independent Assessors of transport business cases.

18. We would like to thank White Young Green for their services over the last four years.

### Monitoring and Evaluation

19. 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.

20. 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.

21. 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 is also available.

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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>[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/399438/Thames\\_Valley\\_Berkshire\\_Factsheet.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/399438/Thames_Valley_Berkshire_Factsheet.pdf)

<sup>iii</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>iv</sup> <http://www.thamesvalleyberkshire.co.uk/documents?page=1&folder=192&view=files>

<sup>v</sup><http://www.thamesvalleyberkshire.co.uk/berkshire-strategic-transport-forum>

<sup>vi</sup><http://www.thamesvalleyberkshire.co.uk/berkshire-strategic-transport-forum>

<sup>vii</sup> <https://www.yumpu.com/document/view/59823525/local-growth-fund-ebook>