

BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB

DATE: 19 July 2018

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PART I

Item 6: 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 Dealⁱ](#), as amended by Growth Deal 2 ([£10.2 million further support to Thames Valley Berkshireⁱⁱ](#)) and Growth Deal 3 ([Factsheet GD3ⁱⁱⁱ](#)) with particular reference to the schemes included in the Transport Packages of the [Strategic Economic Plan^{iv}](#).
2. The headline figure for transport scheme grants under the three Growth Deals is £135.926m. This included £24m of “DfT retained” allocation relating to the Wokingham Distributor Roads. This report provides progress reports on all 26 programme entry schemes and the TVB Smart City Cluster (Smart Berkshire) scheme.
3. £14.742m was spent on transport schemes in 2015/16, £16.546m in 2016/17 and £15.055m in 2017/18. We are planning to spend £22.808m this year. The remainder has an indicative approval over two future years 2019/20 and 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 2018/19 and there is a provisional profile for payments in the financial years 2019/20 - 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
Total		135.9

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 approved	14.7	16.5	15.1	22.8	-	-	69.1
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>	-	-	-	-	15.6	27.2	42.8
Total	14.7	16.5	15.1	22.8	66.8		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	-	1.335	1.000	-	-	-	2.335
2.02	Bracknell: Warfield Link Road	GD 1	Complete	3.500	-	-	-	-	-	3.500
2.03	Newbury: London Rd Industrial Estate	GD 1	Complete	0.500	1.400	-	-	-	-	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

	Scheme Name		Status	15/16	16/17	17/18	18/19	19/20	20/21	£m
2.06	Reading: Green Park Railway Station	GD 1	On site	-	-	4.575	4.575	-	-	9.150
2.07	Bracknell: Coral Reef Roundabout	GD 1	Complete	2.100	-	-	-	-	-	2.100
2.08	Slough: MRT Phase 1	GD 1	Complete	3.100	2.500	-	-	-	-	5.600
2.09.1	Sustainable Transport: NCN 422	GD 1	On site	-	2.100	1.500	0.600	-	-	4.200
2.09.2	Sustainable Transport: A4 Cycle	GD 1	On site	-	0.483	-	-	-	-	0.483
2.10	Slough: A332 improvements	GD 1	On site	1.267	1.433	-	-	-	-	2.700
2.11	Reading: South Reading MRT Ph 1	GD 1	On site	-	2.970	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	On site	-	-	-	2.000	<i>0.900</i>	-	2.900
2.14	Reading: East Reading MRT Ph1	GD 1	Full approval	-	-	-	-	<i>3.000</i>	<i>16.067</i>	19.067
2.25	Reading: East Reading MRT Ph2	GD 3								
2.15	Bracknell: Martins Heron Roundabout	GD 1	On site	-	0.200	2.700	-	-	-	2.900
2.16	Maidenhead: Station Access	GD 1	Full approval	-	-	-	1.275	<i>2.475</i>	-	3.750
2.17	Slough: A355 route	GD 1	Complete	2.275	2.125	-	-	-	-	4.400
2.18	not used	-	-	-	-	-	-	-	-	-
2.19	Bracknell: Town Centre Regeneration	GD 2	Complete	2.000	-	-	-	-	-	2.000
2.20	not used	-	-	-	-	-	-	-	-	-
2.21	Slough: Langley Station Access Improvements	GD 2	On site	-	-	1.500	-	-	-	1.500
2.22	Slough: Burnham Station Access Improvements	GD 2	On site	-	2.000	-	-	-	-	2.000
2.23	Reading: South Reading MRT Phases 3-4	GD 3*	On site *Subject to funding changes	-	-	2.250	5.300	<i>2.598</i>	-	10.148
2.24	Newbury: Railway Station Improvements	GD 3	Conditional approval recommended	-	-	-	3.630	<i>0.921</i>	<i>1.500</i>	6.051
2.26	Wokingham: Winnersh Relief Road Phase 2	GD 3*	Programme entry *Subject to funding changes	-	-	-	2.848	<i>2.022</i>	<i>1.390</i>	6.260
2.27	Maidenhead Town Centre: Missing Links	GD 3	Programme entry	-	-	-	0.180	<i>0.868</i>	<i>2.000</i>	3.048
2.28	Bracknell: A3095 Corridor Improvements	GD 3	Full approval recommended	-	-	-	-	<i>2.000</i>	<i>3.519</i>	5.519
2.29	Wokingham: Winnersh Parkway	GD 3 reserve scheme	Programme entry	-	-	-	-	<i>0.250</i>	<i>2.750</i>	3.000
	Grand Total			14.742	16.546	15.055	22.808	15.534	27.226	111.911

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](#)^v. 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 two of the 26 currently have 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. Full opening due Autumn 2018
2.03	Newbury: London Rd Industrial Estate	One-year-on impact report elsewhere on this agenda
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 March 2019
2.17	Slough: A355 route	One-year-on impact report elsewhere on this agenda
2.19	Bracknell: Town Centre Regeneration	One-year-on impact report due March 2019

Table 5: Risk rating of schemes with a 2015/16, 2016/17, 2017/18 or 2018/19 start (17)

	Scheme	Status	RAG rating	Notes
2.01	Newbury: Kings Road Link Road	On site	Green	Completion due December 2019
2.05	Newbury: Sandford Park	Due on-site Autumn 2018	Red	Awaiting completion of development agreement with Newbury College
2.06	Reading: Green Park Station	On site	Green	Opening due summer 2019
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 July 2018
2.10	Slough: A332 improvements	On site	Green	Completion due August 2018
2.11 and 2.12	Reading: South Reading MRT phases 1 and 2	On site	Green	Completion due September 2018

2.13	Wokingham: Thames Valley Park and Ride formerly Reading: Eastern Reading Park and Ride	On site	Green	Completion due summer 2019
2.14 and 2.25	Reading: East Reading Mass Rapid Transit 1&2	Full approval	Red	Planning permission granted by Reading, but refused by Wokingham
2.15	Bracknell: Martins Heron	On site	Green	Completion due November 2018
2.16	Maidenhead: Station Access	Full approval	Green	Due on-site January 2019
2.21	Slough: Langley Station Access Improvements	On site	Green	Completion due December 2018
2.22	Slough: Burnham Station Access Improvements	On site	Green	Completion due August 2018
2.23	Reading: South Reading MRT Phases 3-4	On site	Green	Completion March 2020
2.24	Newbury: Railway Station Improvements	Conditional approval recommended	Amber	Full Business Case elsewhere on this agenda
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 November 2018

Table 6: Risk rating of schemes with later starts (3)

	Scheme	Status	RAG rating	Notes
2.04.4	Wokingham Distributor Roads	Detailed scheme in development	Amber	DfT assessment process. Funding now 100% to Arborfield Cross Relief Road
2.28	Bracknell: A3095 Corridor Improvements	Full approval recommended	Amber	Full Business Case elsewhere on this agenda
2.29	Wokingham: Winnersh Parkway	Detailed scheme in development	Amber	Full Business Case due for presentation in March 2019

12. In addition to these 26 capital schemes, there is a further Local Growth Deal funded project called 2.30 TVB Smart City Cluster (Smart Berkshire). The project delivers three key deliverables:

- a. Smart city platform: consisting of an Internet of Things (IoT) communication platform across Reading, Wokingham, West Berkshire and Bracknell and a cross-authority open data platform. This is enabling infrastructure for the delivery of a wide range of IoT technologies including traffic signal communications which will provide the revenue savings to maintain and operate the system.
- b. Challenge funded IoT solutions: grant funded IoT solutions to real Local Authority challenges which will utilise the platform. These grants will be awarded through competition and will be on the basis of co-funding.
- c. Cross authority / cross sector smart city group: This includes a Steering Group to oversee the project delivery and act as a catalyst for wider smart city debate, project development and funding

A pro-forma giving detailed progress is included in Appendix 1.

Human Rights Act and Other Legal Implications

13. The [Assurance Framework](#)^{vi} 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

14. Elsewhere on this agenda are reports on the Business Rates Retention Pilot and Growth Deal 3 re-prioritisation. The detailed implications for the Local Growth Deal are spelt out in those reports. In summary, if the recommendations are approved, two schemes with Growth Deal funding (2.23 South Reading MRT phases 3 and 4 and 2.26 Wokingham Winnersh Relief Road Phase 2) will instead be funded from the Business Rates Retention Pilot scheme, and three new schemes awarded Programme Entry Status and allocated the newly available Growth Deal funds.
15. The Thames Valley Berkshire LEP website has published summary information about all its Growth Deal-funded projects, including all transport projects. Please go to [Thames Valley Berkshire Local Growth Fund e-Book](#)^{vii}
16. There is a detailed progress report on each of the 27 schemes at Appendix 1 to this report.

Monitoring and Evaluation

17. 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, there will be requirements to cooperate with the overall monitoring and evaluation plan for the Growth Deal.
18. 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.

19. 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.

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

ⁱⁱhttps://www.gov.uk/government/uploads/system/uploads/attachment_data/file/399438/Thames_Valley_Berkshire_Factsheet.pdf

ⁱⁱⁱhttps://www.gov.uk/government/uploads/system/uploads/attachment_data/file/589268/170202_Thames_Valley_Berkshire_LEP_GD_factsheet.pdf

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

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

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

^{vii} <http://www.thamesvalleyberkshire.co.uk/investing-in-growth>