

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

**REPORT TO:** BLTB

**DATE:** 4 June 2020

**CONTACT OFFICER:** Josie Wragg, Chief Executive Slough Borough Council,  
Lead Officer to the BLTB

### **Item 4: Revised Local Growth Fund Programme 2015/16 to 2020/21 – Update June 2020**

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

1. To note two changes to the current programme of LGF schemes:
  - 1.1. Scheme 2.33 GWR Maidenhead to Marlow Branch Line upgrade has been withdrawn by Buckinghamshire Thames Valley LEP and GWR
  - 1.2. Scheme 2.37 Bracknell A322/A329 Corridor Improvements has been Reprofiled.
2. Consequently, to grant programme entry status to four schemes from the approved March 2020 BLTB list of prioritised pipeline schemes:
  - 2.1. Scheme 2.29 Wokingham Winnersh Park and Ride addendum 2 Turning Head and Urban Realm improvements
  - 2.2. Scheme 2.24 Newbury Station addendum 2 Cycle Hubs and Office Space Improvements
  - 2.3. Scheme 2.45 Slough Langley High Street Improvements phase 1
  - 2.4. Scheme 2.46 Slough Langley High Street Improvement phase 2.

#### ***Recommendation***

3. You are recommended to note:
  - 3.1. the withdrawal of the allocated funding for scheme 2.33 GWR Maidenhead to Marlow Branch Line for £1,525,000;
  - 3.2. the change in the allocated funding for Scheme 2.37 Bracknell A322/A329 Corridor Improvements from £2,000,000 to £400,000.
4. You are therefore recommended to grant programme entry status to schemes:
  - 4.1. 2.29 Wokingham Winnersh Park and Ride addendum 2 Turning Head and Urban Realm Improvements for £675,000;
  - 4.2. 2.24 Newbury Station addendum 2 Cycle Hubs and Office Space Improvements for £340,000;
  - 4.3. 2.45 Slough: Langley High Street Improvements phase 1 for £1,324,000; and
  - 4.4. 2.46 Slough: Langley High Street Improvement phase 2 for £1,033,000.

## ***Other Implications***

### ***Financial***

5. The LGF programme covers six financial years, 2015-16 to 2020-21, and the expectation is that the funds allocated to Thames Valley Berkshire LEP will be spent in that period, or failing that, fully committed to schemes that have started on site by March 2021 and have a “tail” of funding carried over into financial year 2021-22.
6. In July 2018 programme entry status was awarded to scheme 2.33 GWR: Maidenhead to Marlow Branch Line Upgrade, allocating £1,525,000 from Thames Valley Berkshire LEP’s Local Growth Fund. Thames Valley Berkshire LEP was the junior funder, with Buckinghamshire Thames Valley LEP awarding £1,700,000 to the project. In April 2020, Buckinghamshire Thames Valley LEP (BTV LEP), notified Thames Valley Berkshire LEP that the scheme was unable to progress within the required timescales and as such they would reallocate their LGF money for scheme 2.33 GWR: Maidenhead to Marlow Branch Line Upgrade to other Buckinghamshire Thames Valley LEP priorities. See appendix 3. Thames Valley Berkshire LEP are therefore proposing to reallocate £1,525,000 to the agreed March 2020 prioritised pipeline of schemes.
7. In January 2019, programme entry status was awarded to the following schemes:
  - 7.1. Scheme 2.37 Bracknell A322/A329 Corridor Improvements was allocated £1,200,000, with a further £800,000 being allocated at the July 2019 BLTB meeting bringing the total funds allocated to £2,000,000;
  - 7.2. Scheme 2.39 Wokingham Coppid Beech Northbound On-Slip Widening was allocated £2,322,431.
  - 7.3. Notification was provided at the March 2020 meeting that scheme 2.39 Wokingham Coppid Beech Northbound On-Slip Widening was being withdrawn. Due to the linked nature of schemes 2.39 and 2.37, Bracknell Forest Council decided to reduce the scope of scheme 2.37 Bracknell A322/A329 Corridor Improvements. This reconfigured scheme is now requesting £400,000 of its original allocation of £2,000,000 to deliver part of the scheme.
8. The amount available for reallocation is £3,436,882, as set out in Table 1 below. This report recommends that this reallocated LGF funding allows pipeline schemes to be brought forward.

Table 1: Reallocation amounts

	Unallocated LGF amount following March 2020 BLTB	311,882	
Add:			
	2.33 GWR Maidenhead to Marlow Branch Line Upgrade	1,525,000	
	2.37 Bracknell A322/A329 Corridor Improvements reprofiled	1,600,000	
			3,436,882
Less, if agreed:			
	2.29 Wokingham Winnersh Park and Ride addendum 2 Urban Realm Improvements	675,000	
	2.24 Newbury Station addendum 2 Cycle Hubs and Office Space Improvements	340,000	
	2.45 Slough: Langley High Street Improvements phase 1	1,324,000	
	2.46 Slough Langley High Street Improvement phase 2	1,033,000	
	Total	3,372,000	
	Unallocated amount as at 4 June 2020		64,882

9. Although the vast majority of LGF is ringfenced for strategic transport schemes there remains the possibility that the LEP will bring forward skills or enterprise capital projects for consideration, if these offer VfM, make more of a strategic impact and can be delivered swiftly. In the light of the current Covid-19 situation, the LEP Board continues to review this situation.

#### Risk Management

10. There remains a risk that the new scheme identified in this report will be unable to mobilise quickly enough to achieve the necessary start on site by March 2021; in that event any LGF not committed would be liable for return the government unspent.
11. This risk has been anticipated and reassurances have been given by Wokingham Borough Council, West Berkshire Council and Slough Borough Council that the schemes being proposed for programme entry status are already in development and will be able to start on site in the required time.

#### Human Rights Act and Other Legal Implications

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

#### **Supporting Information**

13. At your meeting in March 2020, a list of 6 potential LGF schemes was considered and prioritised. They are listed at Appendix 1. These 6 schemes

were subsequently broken down into a number of phases. See Appendix 2 for short summaries of each scheme component and hyperlinks to detailed scheme proformas.

14. Six schemes were taken from the agreed (March 2020) prioritised list and granted programme entry status. Those schemes were:
  - a. Superfast Broadband Complete Coverage project
  - b. TVB Smart City Cluster project extension
  - c. Independent Assessment Reports
  - d. Scheme 2.24 Newbury: Railway Station Improvements (addendum 1, essential Gate line)
  - e. Scheme 2.29 Wokingham Winnersh Triangle Park and Ride (addendum 1, essential Car Park)
  - f. Reading buses: Completing the Connection
  
15. Following the withdrawal of scheme 2.33 GWR Maidenhead to Marlow Branch Line Upgrade, the reprofiling of scheme 2.37 Bracknell A322/A329 Corridor Improvements and the existing unallocated funds, there are £3,436,882 of LGF remaining. We request the BLTB to award programme entry status to the next schemes in the priority pipeline list:
  - 15.1. 2.29 Wokingham Winnersh Park and Ride addendum 2 Turning Head and Urban Realm Improvements
  - 15.2. 2.24 Newbury Station addendum 2 Cycle Hubs and Office Space Improvements
  - 15.3. 2.45 Slough: Langley High Street Improvements phase 1 and
  - 15.4. 2.46 Slough: Langley High Street Improvements phase 2.
  
16. **2.29 Wokingham Winnersh Park and Ride addendum 2 Turning Head and Urban Realm improvements** - is a joint venture between Wokingham Borough Council and Frasers Property, owners of Winnersh Triangle Business Park. The scheme aims to create a unique opportunity for placemaking, to deliver more than just a Park and Ride facility, an enhanced public transport interchange with a new access, an improved public realm and station forecourt area in order to maximise shared value and will help shape and improve the area. The Scheme aims at capitalising on the assets of both Winnersh Triangle Railway Station and the adjacent business parks and help to release its potential as both an employment hub targeting a total of 10,000 people working on site by 2030, an increase of 4,000 jobs over the existing employees, as well as a gateway to both Reading and London.
  
17. **2.24 Newbury Station addendum 2 Cycle Hubs and Office Space Improvements:** these proposed changes to the two elements of the scheme follow further development work and feedback on the scheme since full financial approval was granted in February 2019. The scheme promoters wish to progress different options to those originally proposed as it is considered that these are the right proposals to deliver the best scheme for rail passengers and the town.

**Cycle hubs:** originally on the south side of the station, a more detailed design option process has reviewed the location of the cycle hub provision in the light of latest future housing growth in Newbury.

**Business start-up units:** initially proposed to be located alongside the station building at the eastern end, a more suitable location has been identified as a separate entity to the station, nearer the cycle hubs, but still in a prime location for access to and from the rail network.

18. **2.45 Slough: Langley High Street Improvements phase 1:** The B470 Station Road / High Street runs through the centre of Langley village and is a key strategic link for businesses and residents (A4, M4 and M25), providing access to jobs, education and amenities. However, this important stretch of road is frequently subject to traffic congestion particularly during peak hours. Meadfield Road is a secondary road joining High Street opposite Langley Memorial Ground and immediately south of Harrow Market. The road is key through route connecting residential streets in the east of Langley to the High Street and their access to amenities and Langley Station. Meadfield Road also serves as a connecting road between High Street and Market Lane, leading to Hollow Hill Lane.
19. **2.46 Slough: Langley High Street Improvements phase 2:** High Street Langley: Between Elmhurst Road and Meadfield Road – The widening of this section of the High Street will connect directly with the proposed widening and upgrade of the traffic signal junctions upstream at Meadfield Road and the completed Langley Road/Station junction. The widening seeks to secure improved traffic flow, improvements to air quality that were impacted during the experimental closure of Hollow Hill Lane and improve road safety along this congested part of the network. The widening will also contribute to unlock better amenity access to the Langley Recreation Ground used by up to 3000 households in the Langley area. In terms of jobs/office-space creation, the proposed widening will contribute circa 100 new jobs associated with the Langley Business Centre.

### **Conclusion**

20. The nominated pipeline schemes represent viable schemes meeting LEP objectives and meet the criteria for support from these funds and is worthy of your support.

## APPENDIX 1 – Local Growth Deal list of prioritised schemes agreed March 2020

Weighting	1.5	2	4	1	1	0.5				
Factor	SEP	Deliverable	Economic Impact	TVB area	Natural Capital	Social Value	Total Weighted score	Rank	Contribution Sought	Cumulative spend
<b>LGF Eligible Projects</b>										
Reading Buses: Completing the Connection	4.5	6	8	2	3	1.0	24.5	1	1,541,243	1,541,243
Superfast Broadband - Extension	4.5	6	8	2	1	0.5	22	2	46,920	1,588,163
2.29 Wokingham: Winnersh Triangle Park and Ride - Extension	4.5	4	8	1	2	0.5	20.0	3	1,411,142	2,999,305
2.24 Newbury: Railway Station improvements - Extension	4.5	4	8	1	1	1.0	19.5	4	640,000	3,639,305
2.30 TVB Smart City Cluster Extension	4.5	6	4	2	2	0.5	19	5	283,620	3,922,925
Slough Langley High Street (phases 1, 2 & 3)	4.5	2	8	2	1	0.5	18.0	6	4,000,000	7,922,925

<b>Appendix 2: Re-allocated LGF funding – Proposed Project ranking</b>						
<b>Rank</b>	<b>Bidder</b>	<b>Short Title</b>	<b>Short Description</b>	<b>Notes</b>	<b>Amount sought</b>	<b>Already Funded</b>
1	Wokingham Borough Council	<a href="#">Winnersh Triangle Parkway Extension</a> (Car Park)	Development of a single deck car park (constructed over the existing ground level car park), improved access to the station and improved public realm.	Extension	£736,142	£2,850,000
2	West Berkshire Council	<a href="#">Newbury Station Extension</a> (Gateline)	It amends original plans for Scheme 2.24 Newbury: Railway Station Improvements and seeks to deliver better arrangements for the cycle hubs, business start-up and access to and from the south side of the station.	Extension	£300,000	£6,051,000
3	Reading Buses	<a href="#">Completing the Connection</a>	Delivering customer access to live travel information and smart ticketing for local and inter-urban public transport across the Thames Valley Berkshire region.	New scheme	£1,541,243	N/A
4	Wokingham Borough Council	<a href="#">Winnersh Triangle Parkway</a> (Enhancements)	As above.	Extension	£675,000	£2,850,000
5	West Berkshire Council	<a href="#">Newbury Station</a> (cycle provision)	As above.	Extension	£140,000	£6,051,000
6	West Berkshire Council	<a href="#">Newbury Station Extension</a> (Business Units)	As above.	Extension	£200,000	£6,051,000
7	Slough Borough Council	<a href="#">Langley High Street 1</a> Phase 1	Introduce a two-lane, in each direction, carriageway on the B470 Station Road/ Langley High Street between Langley Station and Elmhurst Road.	Extension	£1,324,000	N/A
8	Slough Borough Council	<a href="#">Langley High Street 2</a> Phase 2	As above.	Extension	£1,033,000	N/A
9	Slough Borough Council	<a href="#">Langley High Street 3</a>	As above.	Extension	£1,643,000	N/A

		Phase 3				
10	Thames Valley Berkshire LEP	Independent Assessment of evaluations	To fund LEP five-year evaluation reports for HMG – currently no provision.	New	£45,000	N/A
<b>Re-allocated BRRP funding – Proposed projects</b>						
1	West Berks Council	<a href="#">Superfast Berkshire complete coverage</a>	This bid seeks resource funding for a 3-month exercise identifying solutions for stranded customers & providing a route to SFB connection, increasing TVB SFB coverage to c100%.	Extension	£46,920	£500,000
2	Reading Borough Council	<a href="#">TVB Smart City Cluster</a>	Extend 'Thames Valley Berkshire Smart City Cluster' project to all of Berkshire through the inclusion of Slough and the Royal Borough of Windsor and Maidenhead.	Extension	£283,620	£1,730,000



## Appendix 3



01 May 2020

Bill Hicks, Head of Infrastructure Thames  
Valley Berkshire LEP Ltd 100 Longwater  
Avenue,  
Green Park,  
Reading, Berkshire  
RG2 6GP

Dear Bill,

### **Re: LGF grant allocation for Marlow to Maidenhead Rail improvements**

Further to our recent discussions regarding the above, I am writing to advise you of the outcome of our Capital Programme Subgroup Meeting, which was held on Friday 03 April 2020, with representatives from Great Western Railway and Network Rail.

Buckinghamshire LEP provisionally awarded £1.7 million Local Growth Funds and programme entry to Great Western Railway (GWR) for the Marlow to Maidenhead Rail scheme in 2015/16. The LGF grant funding was profiled to be committed and spent on scheme delivery by March 2020, with £1.37m in 2018/19 and £0.33 in 2019/20.

I am also aware that Thames Valley Berkshire LEP as a joint partner in the scheme, has provisionally allocated an additional £1.52 million LGF3 grant through competitive bidding round in 2018/19 and these funds were due to be fully expended on scheme delivery by March 2020.

However, due to protracted dealings with Network Rail the project is now significantly delayed and as we approach the final year of LGF programme delivery the scheme has been reported as high risk to our government partners, MHCLG and DfT.

The BLEP Board has delegated project performance oversight to its Capital Programme Subgroup. Representatives from GWR and Network Rail were invited to a meeting of the Subgroup on Friday 3<sup>rd</sup> April, to seek confirmation of the delivery arrangements GWR has put in place to deliver upon its programme commitment and to determine the course of appropriate action in respect delays and LGF expenditure.

The meeting was extremely helpful in providing clarity around the Network Rail approval process and associated technical work, operational safety concerns and other matters that have contributed to the

delays. However, during the meeting we were advised by GWR and Network Rail that notwithstanding delays to this point, the scheme was unlikely to be completed and operational before November 2021 and would therefore fall outside the expected LGF programme delivery window.

In consideration of the delays, low confidence and uncertainty around dates for scheme approval and delivery, the BLEP Capital Programme Subgroup concluded that whilst it would continue to work with partners to support the scheme delivery, it would make a recommendation to BLEP Board on 22<sup>nd</sup> May to defer the project to future programme and reallocate the £1.7m LGF grant to alternative schemes.

I appreciate this decision may not be without some disappointment and I recognise the reciprocal implications this may have for the Thames Valley Berkshire LEP LGF programme. I hope that we can continue to work together in supporting the scheme through to delivery at some future date and use this opportunity to forge stronger relationships with GWR, Network Rail, other delivery partners and stakeholders.

Please do not hesitate to contact me if you have any further queries.

Yours sincerely

A handwritten signature in black ink that reads "John Rippon". The signature is written in a cursive, flowing style.

John Rippon

Programme Manager, Buckinghamshire LEP