

BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB

DATE: 31 January 2019

CONTACT OFFICER: Joe Carter, Director of Regeneration, Lead Officer to the BLTB

PART I

Item 4: Revised Local Growth Fund Programme 2015/16 to 2020/21

Purpose of Report

1. To report on the delay to the progress of scheme 2.14 and 2.25 East Reading MRT Phases 1 and 2, and the subsequent confirmation from the scheme promoter that it cannot be delivered within the current Local Growth Fund (LGF) programme, i.e. by the end of 2020/21.
2. To propose the re-allocation of £19,067,000 LGF allocated to scheme 2.14 and 2.25 East Reading MRT Phases 1 and 2 - to seven schemes taken from the previously agreed prioritised list.

Recommendation

3. You are recommended to delete scheme 2.14 and 2.25 East Reading MRT Phases 1 and 2 from the LGF programme following notification from Reading Borough Council that it cannot now be progressed before March 2021.
4. You are recommended to grant programme entry status to the following schemes (agreed at the meeting of the BLTB in July 2018):
 - a. 2.35 Reading: Reading West Station Upgrade
 - b. 2.36 Wokingham: Coppid Beech Park and Ride
 - c. 2.37 Bracknell: A322 A329 Corridor Improvements
 - d. 2.38 Theale: Theale Station Park and Rail Upgrade
 - e. 2.39 Wokingham: Coppid Beech northbound on-slip widening
 - f. 2.40 Windsor: Town Centre Package
5. You are recommended to defer consideration of programme entry status for scheme 2.41 Slough: SMaRT Phase 3 A4 West Park and Ride until the meeting of the BLTB in March.

Other Implications

Financial

6. 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.

7. Reading Borough Council (RBC), in accordance with the conditions of the capital grant, have notified the LEP that they cannot now achieve a start on site for the East Reading (ER) MRT scheme. There is therefore, £19,067,000 of LGF available for reallocation. This report recommends that seven new schemes from the previously agreed list be considered for programme entry status.
8. The amount available for reallocation is £20,233,000, comprising £1,166,000 as yet unallocated (at November 2018) and £19,067,000 from the ER MRT scheme. The total of the seven schemes considered for programme entry status is £18,744,931.

Table 1: Reallocation amounts

	Unallocated amount as at November 2018	1,166,000	
Add:	2.14 and 2.25 East Reading MRT phases 1 and 2	19,067,000	
			20,233,000
Less:	2.35 Reading: Reading West Station Upgrade	3,100,000	
	2.36 Wokingham: Coppid Beech Park and Ride	2,400,000	
	2.37 Bracknell: A322 A329 Corridor Improvements	1,200,000	
	2.38 Theale: Theale Station Park and Rail Upgrade	4,000,000	
	2.39 Wokingham: Coppid Beech northbound on-slip widening	2,322,431	
	2.40 Windsor: Town Centre Package	1,562,500	
		14,584,931	
		Available	5,648,069
Less:			
if agreed	2.41 Slough: SMaRT Phase 3 A4 West Park and Ride	4,160,000	
			1,488,069

9. Although the vast majority of LGF is ringfenced for strategic transport schemes there remains the possibility that the LEP will bring forward skills capital projects for consideration, if these offer VfM, make more of a strategic impact and can be delivered swiftly. This will be confirmed before the BLTB meeting in March.
10. If no new schemes are given programme entry status and the £20,233,000 remained uncommitted at March 2021, it would have to be returned to the government unspent.

Risk Management

11. There remains a risk that the new schemes 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.
12. This risk has been anticipated and the pipeline of prioritised schemes agreed to allow for rapid deployment.

Human Rights Act and Other Legal Implications

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

Supporting Information

14. East Reading MRT Phases 1 and 2 is a proposed public transport, walking and cycling link between central Reading town centre and the proposed Thames Valley Park and Ride site to the east of the Reading urban area, running parallel to the Great Western Mainline. The scheme includes a new structure across Kennetmouth, which requires planning permission from both RBC (the western section) and Wokingham Borough Council (WBC) (the eastern section).
15. Phase 1 was given programme entry status in July 2013, and Phase 2 in March 2017. The scheme was a named scheme in the March 2014 Strategic Economic Plan and supported by government in Growth Deal 1 (Phase 1) and Growth Deal 3 (Phase 2).
16. The full business case was approved by the BLTB in November 2017, and on 12 January 2018, the LEP issued a capital grant letter to RBC for £19,067,000.
17. On 30 May 2018, the scheme was granted planning consent by RBC but on 25 June 2018, Wokingham Borough Council (WBC) refused planning consent.
18. This was reported to the BLTB in November 2018, and that meeting supported RBC's intention to amend the planning application and resubmit to WBC. The meeting also rehearsed the scenario whereby the scheme was refused planning consent again.
19. On 12 December 2018, WBC refused a second planning application for the scheme; RBC has subsequently written to the LEP confirming that it cannot now meet the deadline of March 2021 for achieving a start on site.
20. The BLTB's Assurance Framework states at paragraph 15.4.d [that]

"... after considering routine progress reports BLTB may [...] delete the scheme from the Programme"

and at paragraph 19 that

"... the capital grant letter, will cover timing and triggers for payments, any conditions about contributions from other funders, the consequences of scheme delay or failure to meet conditions, and formal audit and clawback provisions."

Precedent

21. At the BLTB meeting on 16 November 2018, LGF monies were re-allocated from the Maidenhead Station project when the total allocated could not be spent by RBWM:

“...it was agreed that the prioritisation methodology was robust and remained the most appropriate way to allocate the funding in this instance given the limited sum for allocation and the availability of a strong scheme. Members asked whether the Business Case for the next scheme on the list, Wokingham, Winnersh Parkway, was ready and it was responded that it would be prepared once it was given programme entry status. The LTB voted in favour of Option A – Award Programme Entry Status to the next Scheme of the 2016 Prioritised List (Wokingham, Winnersh Parkway), with the exception of Councillor Bicknell who voted against”.

Pipeline of prioritised schemes

22. At your meeting in July 2018, a list of 16 potential LGF schemes was considered and prioritised. They are listed at Appendix 1. See Appendix 2 for short summaries of each scheme and hyperlinks to detailed scheme proformas.
23. The first three on the list were awarded programme entry status at that meeting.
24. The scheme promoters of the next seven schemes in the prioritised list have been consulted about their readiness to proceed, and the following schemes have all indicated that they are in a position to achieve a start on site by March 2021:
- a. 2.35 Reading: Reading West Station Upgrade
 - b. 2.36 Wokingham: Coppid Beech Park and Ride
 - c. 2.37 Bracknell: A322 A329 Corridor Improvements
 - d. 2.38 Theale: Theale Station Park and Rail Upgrade
 - e. 2.39 Wokingham: Coppid Beech northbound on-slip widening
 - f. 2.40 Windsor: Town Centre Package
25. The seventh scheme, 2.41 Slough: SMaRT Phase 3 A4 West Park and Ride, which requires the co-operation of colleagues from South Bucks District Council and Buckinghamshire County Council, is not yet in a position to respond and has requested further time to liaise with partners.

Overall priorities for the LEP LGF programme

26. By March 2019 it is likely that skills capital projects will be competing for LGF. As noted in the financial implications section above, there will be at least £1.48m unallocated in March and possibly more if Slough SMaRT Phase 3 is not ready to proceed.
27. A further report will be made to the March meeting.

Conclusion

28. The delay to the East Reading MRT scheme is an opportunity to bring forward at least six smaller schemes from the prioritised list.

Supporting Information

29. Correspondence between RBC and LEP and the proforma for each of the schemes on the prioritised list is available on the TVB LEP website.

APPENDIX 1 – Local Growth Deal list of prioritised schemes agreed in July 2018

	Weighting Factor	1.5	2	4	1.5	0.5	0.5			GD3	
	Factor	SEP	Deliverable	Econ Impact	TVB area	Natural Capital	Social Value	Total Score	Rank	£m Bid for	Cumulative
2.31	Slough: Stoke Road Area Regeneration	4.5	6	12	3	1	1.5	28	1=	7,650,000	Programme entry July 18
2.32	Maidenhead: Housing Sites Enabling Works	4.5	6	12	3	1	1.5	28	1=	4,660,000	Programme entry July 18
2.33	GWR: Maidenhead to Marlow Branch Line Upgrade	4.5	6	8	4.5	1	1.5	25.5	3	1,525,000	Programme entry July 18
2.35	Reading: Reading West Station Upgrade	4.5	6	8	3	1	1.5	24	4=	3,100,000	3,100,000
2.36	Wokingham: Coppid Beech Park and Ride	4.5	6	8	3	1.5	1	24	4=	2,400,000	5,500,000
2.37	Bracknell: A322 A329 Corridor Improvements	4.5	6	8	3	0.5	1.5	23.5	6=	1,200,000	6,700,000
2.38	Theale: Theale Station Park and Rail Upgrade	4.5	6	8	3	1	1	23.5	6=	4,000,000	10,700,000
2.39	Wokingham: Coppid Beech northbound on-slip widening	4.5	6	8	3	0.5	1	23	8	2,322,431	13,022,431
2.40	Windsor: Town Centre Package	4.5	4	8	3	1	1	21.5	9	1,562,500	14,584,931
2.41	<i>Slough: SMaRT Phase 3 A4 West Park and Ride</i>	4.5	2	8	3	0.5	0.5	18.5	10	4,160,000	18,744,931
	Wokingham: Barkham Bridge	3	4	8	1.5	0.5	1	18	11	4,235,641	
	Slough: A355 Route Enhancement Phase 2	4.5	2	8	1.5	0.5	0.5	17	12	3,600,000	
	Slough: Town Centre to M4 Junction 6 Link	3	2	8	1.5	0.5	1	16	13	9,600,000	
	Wokingham: Tan House Crossing	4.5	2	4	1.5	1	1	14	14	1,200,000	
	Slough: Chalvey Regeneration	3	2	4	3	0.5	0.5	13	15	28,000,000	
	Wokingham: California Crossroads	1.5	4	4	1.5	0.5	1	12.5	16	3,581,129	

Appendix 2

Rank	Bidder	Short Title	Short Description	Notes	Amount Sought
1=	Slough	Slough Stoke Road Area Regeneration	Sustainable transport infrastructure and highway works to support regeneration of six major brownfield sites at Stoke Road and improved interchange and parking at Slough station.	Programme Entry July 2018	7,650,000
1=	Windsor and Maidenhead	Maidenhead Housing Sites Enabling Works Phases 1 and 2	Junction improvements and new highway infrastructure required to deliver major housing developments and town centre regeneration in Maidenhead. Phase 1 £5.825m; phase 2 £21.300m.	Programme Entry July 2018	4,660,000
3	GWR	GWR Maidenhead to Marlow Branch Line Upgrade	Infrastructure works to allow two direct trains per hour between Marlow and Maidenhead and improvements to intermediate stations See note at paragraph 15 below	Programme Entry July 2018	1,525,000
4=	Reading	Reading West Station Upgrade	Delivering improved passenger experience and multi-modal interchange through a new station building, highway changes and improvements to platform facilities and the Tilehurst Road entrance.	Recommended for programme entry	3,100,000
4=	Wokingham	Wokingham Coppid Beech Park and Ride	Coppid Beech Park and Ride will improve access to Wokingham and Bracknell Town centres, railway stations and employment sites by tackling congestion in east Wokingham.	Recommended for programme entry	2,400,000
6=	Bracknell Forest	Bracknell A322 A329 Corridor Improvements	Capacity improvements to two key junctions along the A329/A322 corridor building on schemes delivered through the Local Growth, Pinch Point and National Productivity Investment Funds.	Recommended for programme entry	1,200,000
6=	West Berkshire	Theale Station Park and Rail Upgrade	Station enhancements at Theale to improve sustainable transport interchange, increase Park and Rail capacity and enhance customer facilities.	Recommended for programme entry	4,000,000
8	Wokingham	Wokingham Coppid Beech northbound on-slip widening	Widening of the northbound on-slip at the Coppid Beech (A329(M)/London Road) Junction.	Recommended for programme entry	2,322,431
9	Windsor and Maidenhead	Windsor Town Centre Package	Measures to improve pedestrian priority and streetscape around the castle and eastern gateway, purchase of vehicles for a demand-responsive bus service, and car park expansion.	Recommended for programme entry	1,562,500
10	Slough	Slough SMaRT Phase 3 A4 West Park and Ride	<i>Park and ride to serve Slough, Maidenhead and Windsor town centres with bus priorities on the A4 to link with SMaRT Phase 1 infrastructure.</i>	<i>Recommended for further consideration</i>	4,160,000
11	Wokingham	Wokingham Barkham Bridge	A new bridge next to the existing Barkham Bridge (located between Barkham Street and Langley Common Road) to facilitate 2-way traffic through the existing bottleneck.		4,235,641
12	Slough	Slough A355 Route Enhancement Phase 2	Extending the existing A355 Route Enhancement to address congestion north of the Three Tuns A4/A355 intersection with carriageway widening, bus priorities and a new footbridge.		3,600,000
13	Slough	Slough Town Centre to M4 Junction 6 Link	Link between A332 and A355 to provide a direct route from Slough town centre to M4 Junction 6 avoiding A4 Bath Road and Tuns Lane.		9,600,000
14	Wokingham	Wokingham Tan House Crossing	A new Disability Discrimination Act compliant crossing of the railway where an at-grade crossing was previously provided. A temporary footbridge is currently provided but is not "step free".		1,200,000
15	Slough	Slough Chalvey Regeneration	Conversion of heavy rail to bus-based mass rapid transit, new roads, pedestrian and cycling infrastructure, flood alleviation and waste heat recovery to support regeneration.		28,000,000
16	Wokingham	Wokingham California Crossroads	A public realm project that will deliver an enhanced user experience for residents, shoppers, patrons and all who travel through California Crossroads.		3,581,129