

SLOUGH BOROUGH COUNCIL

REPORT TO: Cabinet **DATE:** 9th March 2015

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WARD(S): All

PORTFOLIO: Councillor Sohail Munawar
Commissioner for Social and Economic Inclusion

PART I **NON-KEY DECISION**

FIVE YEAR PLAN PROJECTS FUNDED THROUGH THE THAMES VALLEY BERKSHIRE LEP (TVBLEP)

1 Purpose of Report

The purpose of this report is to provide members with a full summary of the current and historic projects that have been submitted to the Thames Valley Berkshire Local Enterprise Partnership (TVBLEP) by Slough Borough Council, in order to be considered for Local Growth Fund (LGF) funding.

2 Recommendation(s)/Proposed Action

The Cabinet is requested to resolve:

- (a) That the following projects have been submitted to the TVBLEP by Slough Borough Council, in order to be considered for LGF funding;
- (b) That a number of these projects have been accepted for LGF funding, as detailed in section 5 of the report;
- (c) That schemes currently not funded be supported in principle;
- (d) That Cabinet delegate authority to the Acting Head of Transport, to continue dialogue with businesses and internal stakeholders and submit bids to the LEP on behalf of Slough Borough Council.

3. The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan

3a. Slough Joint Wellbeing Strategy Priorities

The following Slough Joint Wellbeing Strategy Priorities are addressed by the following schemes:

Health

Ensuring better community engagement to improve the wellbeing of our residents.

Improving the strategic routes will contribute to the health and wellbeing of those living and working in Slough by increasing access into the local community and enhancing social inclusion. The scheme will also help to address AQMAs by reducing pollution from congestion and 'stop start' road traffic.

Stoke Road Area Regeneration
Langley Railway Station Improvements
Burnham Railway Station Improvements
A4 Park and Ride
A355 Phase 2
Electric Vehicle Club
Slough – Maidenhead Cycle Link

Economy and Skills

These schemes will contribute to the economy of Slough by reducing congestion along the town's strategic routes and making it more attractive as a place for businesses to invest. Improving access to the centre of Slough will also encourage retail developments to utilise Slough as a place to do business, and will attract local people to visit the town centre's retail outlets and contribute to its growth.

The proposed schemes will deliver:

- Increase prosperity of the community and town
- Maintain and grow the town's economy
- Improve transport and communications infrastructure
- Increase inward investment and town centre regeneration

Langley Railway Station Improvements
Burnham Railway Station Improvements
A4 Park and Ride
A355 Phase 2
Slough – Maidenhead Cycle Link
Conference Centre/Higher Education Facility
Town Centre/M4J6 Link

Regeneration and Environment

Slough's environment will be enhanced by the potential reductions in CO2 and NO2 emission levels which are often caused by congestion and 'stop start' traffic. Moreover, providing alternative options i.e. MRT, Park and Ride, Cycle infrastructure and Rail will contribute towards regenerating the image of Slough, and will encourage residents and visitors to utilise the amenities in the centre of Slough. The schemes listed below aim to: facilitate the regeneration of Slough town centre to become a thriving sub regional hub for public transport, retail, culture and living; encourage private sector investment to create employment and economic activity that will increase the viability and vitality of the town and maintain and improve access to recreational and leisure facilities, including parks and open spaces, using these in such a way as to ensure local people gain most benefit.

- Stoke Road Area Regeneration
- Langley Railway Station Improvements
- Burnham Railway Station Improvements
- A4 Park and Ride
- A355 Phase 2
- Electric Vehicle Club

- Slough – Maidenhead Cycle Link
- Town Centre/M4J6 Link
- SWiFT/Chalvey Station

Safer Communities

The major scheme bids will look to enhance community safety in the various locations around the town. Firstly, improvements to access and infrastructure for pedestrians and cyclists will provide safer crossing and cycling facilities, which has the potential to reduce the number of collisions involving pedestrians and cyclists. Secondly, upgrading junctions and signals will help to reduce collisions by limiting the incidences of excessive queuing which can lead to driver frustration and subsequent poor manoeuvres. Improvements to these strategic routes will also allow greater social inclusion and community cohesion through improved connectivity into the town centre.

- Langley Railway Station Improvements
- Burnham Railway Station Improvements
- A355 Phase 2
- Slough – Maidenhead Cycle Link
- Town Centre/M4J6 Link

Housing

Better housing standards, including efficiency and more choice and affordability. The majority of schemes unlock an opportunity for new housing developments, the Stoke Road Corridor amongst others in particular unlocks the opportunity to potentially build new housing in which is currently restricted.

- Stoke Road Corridor Improvements

Cross-Cutting themes:

Civic responsibility

Improving transport and access to Slough's key amenities will encourage business to thrive and residents and visitors to become champions for the area, thus contributing towards the economic growth of the town.

- Langley Railway Station Improvements
- Burnham Railway Station Improvements
- A4 Park and Ride
- Electric Vehicle Club
- Slough – Maidenhead Cycle Link
- SWiFT/Chalvey Station

Improving the image of the town

The various LEP schemes are part of the 5 year plan indicating to that Slough is "Open for Business" improving the overall image of the town. Reduced congestion will result in easier access for business users, residents, and visitors, thus encouraging greater use of the town centre and key business locations.

- Stoke Road Area Regeneration
- Langley Railway Station Improvements
- Burnham Railway Station Improvements
- A355 Phase 2

- Conference Centre/Higher Education Facility

3b **Five Year Plan Outcomes**

The following schemes help to address a number of outcomes in the Five Year Plan. By improving strategic public transport corridors, providing sustainable transport options, and enhancing links between Slough and its surrounding areas (including Heathrow airport, the M4 and London), Slough is established as an attractive and accessible location for businesses to locate, start, grow, and stay. Improving our stations and preparing for the implementation of Crossrail, as well as developing Higher Education facilities and retaining our most talented young people, also contributes towards consolidating Slough's reputation as an extremely attractive and accessible location for businesses to invest. In addition to businesses, improving our public transport, enhancing our strategic road networks, and providing educational and cultural opportunities in the form of a Higher Education facility, also makes Slough a more attractive and accessible place for our residents to live, learn, and relax. In particular, the provision of a Higher Education facility in Slough will also demonstrate to Slough's young people that educational opportunities and positive life chances are available to them in the town. Not only will this help Slough to retain and grow its own talent, it will also help to encourage and inspire Slough's youth to seize the educational and cultural opportunities which will become readily available to them upon the development and implementation of such facilities. Each of these outputs will also contribute to the regeneration of the town, increased cohesion within the community, and the improvement of Slough's image.

The following Five Year Plan outcomes are addressed by the following schemes:

Outcome One: Slough will be the premier location in the south east for businesses of all sizes to locate, start, grow, and stay

- Langley Railway Station Improvements
- Burnham Railway Station Improvements
- A4 Park and Ride
- Slough – Maidenhead Cycle Link
- Conference Centre/Higher Education Facility
- Town Centre/M4J6 Link

Outcome Three: The centre of Slough will be vibrant, providing business, living, and cultural opportunities

- Langley Railway Station Improvements
- Burnham Railway Station Improvements
- A4 Park and Ride
- Slough – Maidenhead Cycle Link
- Conference Centre/Higher Education Facility
- Town Centre/M4J6 Link
- Stoke Road Area Regeneration

Outcome Five: Children and young people in Slough will be healthy, resilient and have positive life chances

- Conference Centre/Higher Education Facility

4 Other Implications

(a) Financial

Scheme Name	LEP Funding	SBC Funding	Capital Strategy Board
Langley Railway Station Improvements	£2m	£4.05m*	OBC to be submitted
Burnham Railway Station Improvements	£1.5m	£3.5m*	OBC to be submitted
SMaRT Phase 1	£5.6m	£2.415m	Approved
A355/Copthorne Roundabout	£4.4m	£1.4m	Approved
A332 Windsor Road	£2.7m	£2.3m	Approved
Stoke Road Area Regeneration	£4m	£1m	Not Approved
A4 Park and Ride	£3.9m	£950K	Not Approved
A355 Phase 2			
SMaRT Phase 2			
Electric Vehicle Club	£1.58m	0	Not Approved
Slough – Maidenhead Cycle Link	£700K	£465K	Not Approved
Conference Centre/Higher Education Facility	£18m	£12m*	Not Approved
Town Centre/M4J6 Link	£7.68m	£1.92m	Not Approved
SWIFT/ Chalvey Station	£16.5m	£0.5m	Not Approved

*part funded by SBC and 3rd Party

(b) Risk Management

Risk	Mitigating action	Opportunities
<u>Legal</u>		
a) Unexpected land compensation claims.	a) Address any claims in accordance with current legislation.	
b) Delay in acquiring frontage land, negotiations and legal process longer than expected.	b) Programme allows time for CPO process to be carried out and time for land transfer.	
c) Planning permission not being granted for elements that are not Permitted Development.	c) Public consultation and close working with Ward Members, NAGs, Parish Councils and partners. On-going dialogue with planning officers to address likely concerns.	
<u>Property</u>	No risks identified	
<u>Human Rights</u>	No risks identified	
<u>Health and Safety</u>	No risks identified	
<u>Employment Issues</u>	No risks identified	
<u>Equalities Issues</u>	No risks identified	Upgrades to pedestrian crossings will provide a safer crossing point for blind and partially sighted residents, thus enhancing social inclusion

<u>Community Support</u>		
a) Unfavourable response to wider public consultation.	a) Programme allows for detailed design to be modified where necessary to meet specific objections.	
<u>Communications</u>		
a) Public unaware of proposals	a) Appropriate consultation to be carried out before works are carried out	
<u>Community Safety</u>	No risks identified	Upgrades to pedestrian crossings will enhance community safety
<u>Financial</u>		
a) Delays in achieving local contribution towards costs. b) Higher than expected costs arising post-business case approval.	a) Ensure SBC funding in place and on-going dialogue with partners. b) Manage scheme costs and benchmark against similar schemes.	
<u>Timetable for delivery</u>		
a) Unexpected lead in time and duration for Statutory Authority Works. b) Delays in procurement process. c) Utilities alterations greater than expected.	a) Discuss and place orders early on and allow adequate lead in time in Project Plan. b) Programme allows adequate time for procurement. c) Early consultation with Statutory Authorities	
<u>Project Capacity</u>	No risks identified	
<u>Other</u>		
a) Changes to design after commencing construction.	a) Fully complete design prior to commencing construction/ allow for contingency provision.	

(c) **Human Rights Act and Other Legal Implications**

There are no Human Rights Act Implications for the proposed action.

(d) **Equalities Impact Assessment**

There is no identified need for the completion of an EIA for the proposed action.

(e) **Workforce**

There are no identified workforce implications for the proposed action.

(f) **Property**

There are no identified property implications for the proposed action.

(g) Carbon Emissions and Energy Costs

There are no identified Carbon Emission and Energy Cost implications for the proposed action.

5 **Supporting Information**

- 5.1 Please see below for full details of each of the current and historic projects that have been submitted by Slough Borough Council for consideration by the TVBLEP.
- 5.2 These schemes have been grouped below into those which have already been funded by the LEP and those which are currently unfunded, but have been evaluated and remain on the LEP's priority list. Those schemes which are as yet unfunded were submitted either as part of the SEP, or in the call for additional bids. The type of scheme is indicated in brackets following the scheme's title below.
- 5.3 Most of the currently funded scheme bids were submitted in 2014 as part of the LEP's Strategic Economic Plan (SEP.) However, a call for additional bids late in 2014 saw the Burnham and Langley station improvements added to the funding list. The majority of the currently funded schemes scored highly during the LEP prioritisation process, with the exception of the Burnham and Langley station improvements. However, despite an initial low score in the LEP's prioritisation process, ministers decided that the two station improvement schemes were strategically important and required prioritisation, and they have thus been awarded funding.
- 5.4 Officers from Slough Borough Council have also been liaising with representatives from BIS and the DfT regarding these schemes, in particular with regard to the Burnham and Langley station improvements. Both schemes gained strong support from BIS and the DfT, and officers were therefore encouraged to submit the schemes when a call for additional bids was released.
- 5.5 The LEP process for prioritising schemes is to evaluate them against the agreed criteria set by the partner organisations, the DfT and the LEP members. This criteria is split into various areas covering Economic Growth, Regeneration, Housing and Transport and is scored to determine whether it is a worthwhile scheme to be considered for Programme Entry. If accepted the points score will then reflect in the programme where the scheme sits. Though this is a priority list Slough has seen low scoring projects such as the Burnham and Langley station schemes being funded due to their importance with regard to growth from Crossrail.
- 5.6 Langley Railway Station Improvements - (Rail, FUNDED)
The purpose of this scheme is to carry out improvement works to Langley railway station, enhancing the north and south entrances, the station car park and pedestrian, cycling, and bus facilities. Better information and signage will be provided and measures to enhance the safety and security of the station. The improvements will be implemented in conjunction with Network Rail, First Great Western and Rail for London (RfL).
- 5.7 Burnham Railway Station Improvements (Rail, FUNDED)
This scheme focuses on Burnham Station and the area surrounding. There are two elements: firstly to improve station facilities; and second to enhance access to the

station from the western part of the Borough, including Slough Trading Estate, and neighbouring areas of South Buckinghamshire.

A new station building will be constructed with access lifts, additional parking, enhanced information, security systems and CCTV. The approach to the entrance will be upgraded with extra lighting and landscaping to increase personal safety and make the station more welcoming. Replacement cycle parking will be provided.

Access will be improved by reconfiguring the local highway network to reduce conflicts between pedestrians, cyclists and vehicles, make bus stops more accessible and achieve better links to Slough Trading Estate and to existing and planned skills, training and educational facilities. These highway works will complement junction improvements planned further north along Burnham Lane. To the south the substandard Station Road bridge will be remodelled to provide an extra traffic lane and better provision for pedestrians and cyclists. This will have the added benefit of obviating future bridge strikes which currently create major disruption on the Great Western Main and Relief Lines and consequent high costs for the national and local economy.

5.8 SMaRT Phase 1 (Bus, FUNDED)

The A4 forms the spine of a 12km strategic public transport corridor that links Maidenhead, Slough and Heathrow and plays an important role in providing surface access to the airport. The western section of the Slough Mass Rapid Transit (SMaRT) project will provide segregated bus lanes fronting Slough Trading Estate. Bus lanes and other priority measures will be provided in the central section between the estate, Slough town centre and eastwards to Junction 5 of the M4.

5.9 A355/Copthorne Roundabout (Strategic road corridor, FUNDED)

This scheme is designed to reduce congestion, improve traffic flow, and improve journey time reliability. In order to do this, a number of enhancements will be carried out on this route, including; Conversion of the Copthorne roundabout to a 'hamburger' design' similar to the Sainsbury roundabout in the Town Centre; alteration of north-south (A355 Tuns Lane) movements to cut across the circulatory carriageway, installation of MOVA i.e. smart controlled signals on 3 approaches to the roundabout: A355 Tuns Lane north; A355 Tuns Lane south; and Cippenham Lane. Widening the south-east corner of the roundabout and reducing the speed limit on A355 south of the junction to 30mph to enable the conversion of the southbound carriageway to three lanes.

5.10 A332 Windsor Road (Strategic Road corridor FUNDED)

The scheme would provide bus priorities and facilities for pedestrians and cyclists in critical locations in support of the Government's wider objective of encouraging sustainable travel, especially for short local journeys, and reducing carbon emissions. Regeneration of the Windsor Road and reduction in congestion will also be met by the scheme.

5.11 Stoke Road Area Regeneration (Regeneration, Rail)

The purpose of this scheme is to support the regeneration of the Stoke Road area focusing on the Grand Union Canal basin and land to the north of Slough railway station. This scheme involves; the enhancement of infrastructure for pedestrians, cyclists and bus services along the B416 Stoke Road/ William Street; undergrounding of electricity transmission lines; canalside infrastructure improvements; upgrading of northern approach to the station.

- 5.12 A4 Park and Ride (Bus, environment, sustainable transport)
The purpose of this scheme is to construct a park and ride site on the western fringe of Slough to provide approximately 500 car parking spaces. It will be linked to the town centres of Slough, Maidenhead and Windsor by bus services along the A4 Bath Road. Bus priorities will be provided along the A4 eastwards to supplement infrastructure works being carried out as part of the Slough Mass Rapid Transit (SMaRT) scheme.
- 5.13 A355 Phase 2 (Strategic road corridor)
The purpose of this scheme is to carry out a second phase of the A355 Route Enhancement scheme, focusing on the route north of the Three Tuns A4/ A355 intersection. It includes widening the carriageway on the Farnham Road railway bridge, a new bridge to accommodate pedestrians and cyclists and additional bus priority measures.
- 5.14 SMaRT Phase 2 (Bus)
Phase 1 of SMaRT is programmed to be completed in Summer/Autumn 2016 and will provide segregated bus lanes and other priority measures between Slough Trading Estate, Slough town centre and Junction 5 of the M4. The purpose of this phase is to deliver the extension of SMaRT eastwards to Heathrow providing options for those who are east of the town centre.
- 5.15 Electric Vehicle Club (Environment, sustainable transport, electric and hybrid vehicles)
The EV Car Club would deliver a fleet of 30 electric and hybrid vehicles available to Slough residents and business users giving them a low carbon transport alternative to connect their places of work, home and leisure.
- 5.16 Slough – Maidenhead Cycle Link (Cycle)
This is a scheme to provide a safe and convenient cycle route between Slough and Maidenhead via South Buckinghamshire, partly shared path and partly cycle track. It would follow the A4 corridor and link with a scheme being promoted by the Thames Valley Buckinghamshire LEP. The scheme would connect the two urban centres of Slough and Maidenhead and give access to Slough Trading Estate to Burnham and Taplow stations and to adjacent residential areas for commuting and other utilitarian cycle trips as well as for leisure and other purposes.
- 5.17 Conference Centre/Higher Education Facility (Higher Education)
This is a scheme to create a conference and exhibition centre in Slough. The centre will possess conference and exhibition facilities, which will attract custom from the plethora of UK based businesses and exhibitors, as well as undoubtedly attracting international custom due to its proximity to Heathrow Airport. The conference centre also has the potential to be utilised as a higher education facility due to its on-site accommodation and lecture theatre capacities.
- 5.18 Town Centre/M4J6 Link (Strategic road corridor)
This project aims to create a link road between Slough town centre and M4 Junction 6 via A332 Windsor Road to relieve congestion on A4 Bath Road and A355 Tuns Lane.
- 5.19 SWiFT/ Chalvey Station (Rail)
This scheme began as a proposed conversion of the Slough to Windsor branch rail line from heavy to light rail including a new halt stop to serve Chalvey. It has since evolved, in part following discussions with First Group, to a proposed “Chalvey halt

station” on the Slough to Windsor branch line, served by two 5-car trains, running on conventional heavy rail.

5.20 These projects have also been informed by strategic working groups such as the Strategic Infrastructure Group (SIG). Two additional working groups (a Town Centre Workshop, and an LGF Workshop) have also been facilitated by Shared Intelligence, in order to allow officers an opportunity to discuss and develop ideas about potential LGF funding bids, and ways to meet the Council’s Five Year Plan and targets for the centre of town.

5.21 Whilst a vast majority of these schemes are transport-related, Slough Borough Council are continuing to develop bids for schemes, such as the Conference Centre/Higher Education facility, which will help to address issues such as regeneration and higher education. Slough Borough Council will continue to pursue the Smart Cities agenda by submitting bids for non-transport schemes, including a higher education facility and digital infrastructure, which will contribute towards the delivery of Outcome 8 of the Five Year Plan (“The council will be a leading digital transformation organisation.”)

6 **Comments of Other Committees**

None

7 **Conclusion**

In conclusion, these are the projects which have been submitted by Slough Borough Council to the TVBLEP.

8 **Appendices Attached**

None

9 **Background Papers**

‘1’ - Thames Valley Berkshire LEP, Strategic Economic Plan, 2015/16 -2020/21, Strategy Document, accessible at:
http://thamesvalleyberkshire.co.uk/Strategic_Economic_Plan

‘2’ - Thames Valley Berkshire LEP, Strategic Economic Plan, 2015/16 -2020/21, Implementation Plan, accessible at:
http://thamesvalleyberkshire.co.uk/Strategic_Economic_Plan

‘3’ - Thames Valley Berkshire LEP, Strategic Economic Plan, 2015/16 -2020/21, Annexes to Implementation Plan, accessible at:
http://thamesvalleyberkshire.co.uk/Strategic_Economic_Plan