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| Title of Report: | A339 Corridor - DfT Challenge Fund Bid |
| Report to be considered by: | Executive on 23 April 2015 |
| Forward Plan Ref: | Urgent Item |

Purpose of Report: To seek Executive approval to include an additional £5.6m of highway improvement works in the Highways and Transport Capital programme in the 2015 to 2018 financial years following the successful bid to the DfT Challenge Fund.

Recommended Action: The Executive are asked to approve the inclusion of this funding in the Capital Programme as profiled in para 2.6 of the report.

Reason for decision to be taken: To ensure the future structural integrity of the A339 Corridor.

Other options considered: None.

Key background documentation: West Berkshire Council's DfT Challenge Fund Bid along with all appendices, available to view at: <http://info.westberks.gov.uk/index.aspx?articleid=27889>

Published Works: As above.

The proposals contained in this report will help to achieve the following Council Strategy priority:

CSP2 – Promoting a vibrant district

The proposals will also help achieve the following Council Strategy principles:

CSP6 - Living within our means

CSP8 - Doing what's important well

The proposals contained in this report will help to achieve the above Council Strategy priority and principles by:
Increasing investment in the Council's highways and infrastructure.

| Portfolio Member Details | |
|---|--|
| Name & Telephone No.: | Councillor Garth Simpson - Tel (01635) 40438 |
| E-mail Address: | gsimpson@westberks.gov.uk |
| Date Portfolio Member agreed report: | 1 April 2015 |

| Contact Officer Details | |
|--------------------------------|------------------------------|
| Name: | Jon Winstanley |
| Job Title: | Projects Manager |
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Implications

- Policy:** None as a result of this report.
- Financial:** The 2015/16 Capital Programme was approved at Council on 3 March 2015 prior to the successful bids being announced by the DfT, hence the need for this report. If approved, this proposal will result in additional grant funding for highway maintenance.
- Personnel:** A resource assessment will be undertaken. Additional resources will be required to deliver the three year programme, however the cost of this additional resource is included in the grant funding.
- Legal/Procurement:** Procurement will be in accordance with the Constitution.
- Property:** None as a result of this report.
- Risk Management:** A full risk assessment has been undertaken and will be updated throughout the course of the project.

| Is this item relevant to equality? | Please tick relevant boxes | | Yes | No |
|--|----------------------------|--|--------------------------|-------------------------------------|
| Does the policy affect service users, employees or the wider community and: | | | | |
| • Is it likely to affect people with particular protected characteristics differently? | | | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| • Is it a major policy, significantly affecting how functions are delivered? | | | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| • Will the policy have a significant impact on how other organisations operate in terms of equality? | | | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| • Does the policy relate to functions that engagement has identified as being important to people with particular protected characteristics? | | | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| • Does the policy relate to an area with known inequalities? | | | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Outcome (Where one or more 'Yes' boxes are ticked, the item is relevant to equality) | | | | |
| Relevant to equality - Complete an EIA available at http://intranet/EqIA | | | | <input type="checkbox"/> |
| Not relevant to equality | | | | <input checked="" type="checkbox"/> |

| Is this item subject to call-in? | Yes: <input type="checkbox"/> | No: <input checked="" type="checkbox"/> |
|---|-------------------------------|---|
| If not subject to call-in please put a cross in the appropriate box: | | |
| The item is due to be referred to Council for final approval | | <input type="checkbox"/> |
| Delays in implementation could have serious financial implications for the Council | | <input checked="" type="checkbox"/> |
| Delays in implementation could compromise the Council's position | | <input type="checkbox"/> |
| Considered or reviewed by Overview and Scrutiny Management Commission or associated Task Groups within preceding six months | | <input type="checkbox"/> |
| Item is Urgent Key Decision | | <input type="checkbox"/> |
| Report is to note only | | <input type="checkbox"/> |

Executive Summary

1. Introduction

- 1.1 The Local Highways Maintenance Challenge Fund was announced in the 2014 Autumn Statement with the purpose of enabling local Highway Authorities to bid for major maintenance projects that are otherwise difficult to fund through the normal needs assessed (LTP) maintenance grant.

2. Proposals

- 2.1 A £10.7m bid was submitted in February 2015 for investment in the A339 from the A34 to the Hampshire Boundary, consisting of 64,215m² of surface dressing, 90,019m² of conventional surfacing, refurbishment/ maintenance of 9 structures as well as 4 key junction improvements that directly support and provide access to regeneration and housing sites, and the provision of 1km footway/cycleway (see Appendix B for a scheme overview).
- 2.2 Of the £10.7m, £5.1m is already identified in the current five year highways capital programme, the majority of which is from S106 and Thames Valley Local Enterprise Growth Fund. This £5.1m represents West Berkshire Council's local contribution to the project. The funding from the DfT Challenge Fund is £5.6m and will address the maintenance of the carriageway and highway structures throughout the route.
- 2.3 The DfT announced on 24th March 2015 that West Berkshire Council's bid has been successful and an additional £5.6m over the next three financial years (2015 to 2018) has been awarded to the Council.

3. Equalities Impact Assessment Outcomes

- 3.1 This item is not relevant to equality.

4. Conclusion

- 4.1 This invest to save scheme on the A339 through Newbury focuses on using asset management principles to provide targeted surfacing interventions, essential maintenance of critical bridge infrastructure and a number of junction and transport improvements over the next 3 years to support existing and future economic growth and housing delivery. This will also generate long term savings in the management of this vital asset.

5. Recommendation

- 5.1 The Executive are asked to approve the inclusion of an additional £5.6m of DfT grant funding to the Highways and Transport Capital Programme for spending in the years 2015/16 – 2017/18.

Executive Report

1. Introduction

- 1.1 The Local Highways Maintenance Challenge Fund was announced in the 2014 Autumn Statement with the purpose of enabling local Highway Authorities to bid for major maintenance projects that are otherwise difficult to fund through the normal needs assessed (LTP) maintenance grant.
- 1.2 Any English local highway authority was eligible to apply and the following types of project would be considered:
- (1) Major maintenance, strengthening or renewal of bridges, tunnels, retaining walls or other structures;
 - (2) Major maintenance or renewal of carriageways;
 - (3) Major maintenance or renewal of footways or cycleways;
 - (4) Major maintenance or renewal of drainage assets;
 - (5) Upgrade of street lighting;
 - (6) A scheme which primarily covers one of the above categories but also includes some enhancement to the network to provide better access to housing and/or employment.
- 1.3 The DfT stipulated that the minimum bid should be £5m and to ensure a strong local commitment, promoters will need to contribute at least 10% of the scheme cost. However, it was made clear by the DfT that the more a local authority can contribute towards the overall project, the better the value for money and the more likely the bid will be successful. The total available funding is £275m covering the next three financial years (starting in 2015/16).

2. The Bid - A339 Newbury, Delivering a High Quality Corridor.

- 2.1 The DfT opened the bidding process and issued the bid criteria in January 2015 with a deadline for submission of 9th February 2015.
- 2.2 Given the limited time to compile a bid it was felt that the greatest chance of success would lie in building on schemes that are already identified in the Highways and Transport Capital Programme. In doing so it would be possible to demonstrate the delivery of economies of scale across a number of areas which directly aligns with 1.2 (6) above.
- 2.3 The A339 Corridor through Newbury features heavily in the current Capital programme given the existing committed and proposed developments in Newbury. Junction improvements have been identified at Robinhood Gyratory, Bear Lane Roundabout and St Johns (Sainsbury's) roundabout as part of the on-going development. In addition, planning permission has been gained for a new traffic signal junction into Fleming Road to help facilitate the regeneration of the London Road Industrial Estate, funded by the Thames Valley Local Enterprise Partnership (TVLEP) Growth Fund.

- 2.4 Building on this existing programme of works, officers outlined the case for investing in the infrastructure of the A339 over the next three years to generate significant savings in the future. A copy of the bid can be seen in Appendix A.
- 2.5 £5.609m has successfully been bid from the DfT which will complement £4.5m of S106 and TVLEP funding and £600k of Council funding already identified in the Capital programme, giving a £10.7m programme in total.
- 2.6 The proposed three year programme for the A339 consists of 64,215m² of surface dressing, 90,019m² of inlay surfacing, refurbishment/ maintenance of 9 structures, 4 key junction improvements that directly support and provide access to regeneration and housing sites, and the provision of 1km footway/cycleway (see Appendix B for a scheme overview). The funding breakdown over the next three financial years can be seen in the table below:

| £000s | 2015-16 | 2016-17 | 2017-18 | Total |
|---------------------------|---------|---------|---------|-------|
| DfT Funding Sought | 2486 | 1753 | 1371 | 5609 |
| LA Contribution | 150 | 300 | 150 | 600 |
| Other Third Party Funding | 2520 | 830 | 1150 | 4500 |

3. Conclusion

- 3.1 This invest to save scheme on the A339 through Newbury, focuses on using asset management principles to provide targeted surfacing interventions, essential maintenance of critical bridge infrastructure and a number of junction and transport improvements over the next 3 years to support existing and future economic growth and housing delivery. This will also generate long term savings in the management of this vital asset.

4. Recommendation

- 4.1 The Executive are asked to approve the inclusion of an additional £5.6m of DfT grant funding to the Highways and Transport Capital Programme for spending in the years 2015/16 – 2017/18.

Appendices

Appendix A - Challenge fund bid document and programme
 Appendix B - Outline scheme plan

Consultees

Local Stakeholders: (Will be consulted on individual projects).

Officers Consulted: Bryan Lyttle, Jenny Graham, Mark Edwards, Melvyn May, Mark Cole, Corporate Board

Trade Union: N/A