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NOTICE OF MEETING

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CABINET REGENERATION SUB COMMITTEE

will meet on

TUESDAY, 26TH SEPTEMBER, 2017

At 5.30 pm

in the

DESBOROUGH 2 & 3 - TOWN HALL, MAIDENHEAD

TO: MEMBERS OF CABINET REGENERATION SUB COMMITTEE

COUNCILLORS SIMON DUDLEY (CHAIRMAN)
JACK RANKIN (VICE-CHAIRMAN)
PHILLIP BICKNELL
CARWYN COX
SAMANTHA RAYNER
MJ SAUNDERS
DEREK WILSON
DAVID EVANS

PRINCIPAL MEMBERS ALSO ATTENDING: COUNCILLORS CHRISTINE BATESON,
DAVID HILTON, ROSS MCWILLIAMS AND PHILIP LOVE

Karen Shepherd - Democratic Services Manager - Issued: 18 September 2017

Members of the Press and Public are welcome to attend Part I of this meeting. The agenda is available on the Council's web site at www.rbwm.gov.uk or contact the Panel Administrator

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AGENDA

PART I

<u>ITEM</u>	<u>SUBJECT</u>	<u>PAGE NO</u>
1.	<u>APOLOGIES FOR ABSENCE</u> To receive any apologies for absence	
2.	<u>DECLARATIONS OF INTEREST</u> To receive any declarations of interest	5 - 6
3.	<u>MINUTES</u> To consider the Part I minutes of the meeting held on 5 September 2017	7 - 12
4.	<u>RIVER THAMES SCHEME - FUNDING</u> To consider the above report	13 - 28
5.	<u>LOCAL GOVERNMENT ACT 1972 - EXCLUSION OF THE PUBLIC</u> That under Section 100(A)(4) of the Local Government Act 1972, the public be excluded from the remainder of the meeting whilst discussion takes place on items 5-6 on the grounds that they involve the likely disclosure of exempt information as defined in Paragraphs 1-7 of part I of Schedule 12A of the Act	

PRIVATE MEETING

6.

MINUTES

To consider the Part II minutes of the meeting held on 5 September 2017

(Not for publication by virtue of Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972)

Details of representations received on reports listed above for discussion in the Private Meeting

None received

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MEMBERS' GUIDE TO DECLARING INTERESTS IN MEETINGS

Disclosure at Meetings

If a Member has not disclosed an interest in their Register of Interests, they **must make** the declaration of interest at the beginning of the meeting, or as soon as they are aware that they have a DPI or Prejudicial Interest. If a Member has already disclosed the interest in their Register of Interests they are still required to disclose this in the meeting if it relates to the matter being discussed.

A member with a DPI or Prejudicial Interest **may make representations at the start of the item but must not take part in the discussion or vote at a meeting.** The speaking time allocated for Members to make representations is at the discretion of the Chairman of the meeting. In order to avoid any accusations of taking part in the discussion or vote, after speaking, Members should move away from the panel table to a public area or, if they wish, leave the room. If the interest declared has not been entered on to a Members' Register of Interests, they must notify the Monitoring Officer in writing within the next 28 days following the meeting.

Disclosable Pecuniary Interests (DPIs) (relating to the Member or their partner) include:

- Any employment, office, trade, profession or vocation carried on for profit or gain.
- Any payment or provision of any other financial benefit made in respect of any expenses occurred in carrying out member duties or election expenses.
- Any contract under which goods and services are to be provided/works to be executed which has not been fully discharged.
- Any beneficial interest in land within the area of the relevant authority.
- Any licence to occupy land in the area of the relevant authority for a month or longer.
- Any tenancy where the landlord is the relevant authority, and the tenant is a body in which the relevant person has a beneficial interest.
- Any beneficial interest in securities of a body where:
 - a) that body has a piece of business or land in the area of the relevant authority, and
 - b) either (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body **or** (ii) the total nominal value of the shares of any one class belonging to the relevant person exceeds one hundredth of the total issued share capital of that class.

Any Member who is unsure if their interest falls within any of the above legal definitions should seek advice from the Monitoring Officer in advance of the meeting.

A Member with a DPI should state in the meeting: ***'I declare a Disclosable Pecuniary Interest in item x because xxx. As soon as we come to that item, I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'***

Or, if making representations on the item: 'I declare a Disclosable Pecuniary Interest in item x because xxx. As soon as we come to that item, I will make representations, then I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'

Prejudicial Interests

Any interest which a reasonable, fair minded and informed member of the public would reasonably believe is so significant that it harms or impairs the Member's ability to judge the public interest in the item, i.e. a Member's decision making is influenced by their interest so that they are not able to impartially consider relevant issues.

A Member with a Prejudicial interest should state in the meeting: ***'I declare a Prejudicial Interest in item x because xxx. As soon as we come to that item, I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'***

Or, if making representations in the item: 'I declare a Prejudicial Interest in item x because xxx. As soon as we come to that item, I will make representations, then I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'

Personal interests

Any other connection or association which a member of the public may reasonably think may influence a Member when making a decision on council matters.

Members with a Personal Interest should state at the meeting: ***'I wish to declare a Personal Interest in item x because xxx'. As this is a Personal Interest only, I will take part in the discussion and vote on the matter.***

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Agenda Item 3

CABINET REGENERATION SUB COMMITTEE

TUESDAY, 5 SEPTEMBER 2017

PRESENT: Councillors Simon Dudley (Chairman), Jack Rankin (Vice-Chairman), Phillip Bicknell, Samantha Rayner, MJ Saunders, Derek Wilson, Christine Bateson, David Evans and Philip Love

Officers: Andy Jeffs, Russell O'Keefe, Alison Alexander, Wendy Binmore and David Scott

APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Carwyn Cox.

DECLARATIONS OF INTEREST

Members requested it be noted that they were all likely to become users of the new Braywick Park Leisure Centre; and Councillor Derek Wilson declared that he was a Member of both the Maidenhead Town Partnership Board and ProM.

MINUTES

RESOLVED UNANIMOUSLY: That the Part I minutes of the meeting held on 25 July 2017 be approved.

BRAYWICK LEISURE CENTRE

Councillor S. Rayner introduced the report and stated that it was a marvellous opportunity to rebuild the Magnet Centre which was now 40 years old. It was time for a new leisure centre with a capital budget of £30,881,000 and an additional £2m previously approved at Full Council in February 2017. The new leisure centre was designed using the Braywick Park and it centred around the park land setting. There would be a garden walkway through to the centre and would provide an opportunity for not just sport, but for recreation, art and culture. Both herself and Councillor Saunders had worked together with a team they were proud of and who understood the concept and the need to deliver it for residents.

If approved by Council, the a planning application would be submitted in October 2017 and the leisure centre should be finished by the end of 2019. Councillor S. Rayner confirmed that the architects had received some tentative advice from planning officers prior to submitting the planning application.

Councillor Saunders reassured Members that costs would not spiral as there was good developmental control being applied. He had established clear expectations and financial parameters to ensure the budget was more than covered by receipts from the Magnet Centre. He anticipated that the redevelopment of the existing leisure centre would generate up to £38m.

Councillor Saunders confirmed that the design of the new leisure centre had satisfied all needs identified. During the process of identifying needs, Councillor Saunders and the project team had talked with stakeholders and clubs in the area and all had their input included; however, if further groups came forward with something that had not been included, the Borough would look to include it where possible.

Councillor Saunders explained that the site for the new leisure centre was to the east of the park due to contamination of land therefore, the project team were reasonably confident there would not be any complications when digging down and if there are, development costs should be met; however, until the digging starts, there will be a small degree of uncertainty but, there was a generous 10% construction contingency fund which should cover that; there was also a plus inflation protection contingency for the works too. Councillor Saunders was confident that the project would be delivered on time and within budget.

The Chairman stated the Borough did not have a strong history on completing projects in house on time and within budget and gave the Stafferton Link Road as an example. Councillor Saunders responded that cost consultants were already embedded in the team and that the budget was a product of their work. The architects were also very experienced in projects using restricted public funds and the project would draw on the experience of key officers. His belief was that the last time the Borough built anything similar in house, it was Manor Green school which was delivered on time and within budget.

Councillor D. Wilson stated that approximately £7m had been spent on refurbishing the Magnet Centre and he had said then that the Magnet was in the wrong location so it made sense to relocate it. He added that a consultation had been carried out in 2015 that asked if residents wanted the Magnet Centre moved and the majority of those that responded were in favour of the leisure centre relocating to Braywick Park. It was an exciting opportunity to have a state of the art leisure centre built without having to close the Magnet Centre till after the new centre was open.

Councillor D. Wilson said the design generated by the architects was quite beautiful with two entrances, one at the front and one at the back so it was accessible. There were some concerns regarding traffic but, with those being addressed, it was a fantastic opportunity which should be endorsed.

The Chairman stated he had received a letter from the Borough at his home address notifying him of the plans to build the new leisure centre; he queried how wide the notification to residents had been. Councillor S. Rayner confirmed a letter had gone to all residents in the neighbouring area, primarily from the Braywick Park area but also those residents that were nearby to the Magnet Centre.

The Chairman said he was concerned for the more elderly or frail residents that used the Magnet Centre for activities such as SMILE. The Magnet was in a central location to town but, Braywick Park was not so central so he wanted to know how those residents were being accommodated. Councillor S. Rayner said she had worked hard with the SMILE team to identify those residents and help them to maintain access. There were currently four bus stops that stopped outside Braywick Park and bus companies were being contacted to see if they would stop inside the site once the new leisure centre had opened. The project team were also keen for cyclists to access the site with secure bike storage racks and cycle route being installed and built.

When asked about car parking capacity, Councillor S. Rayner confirmed there would be 500 car park spaces when the building was completed. The Chairman stated the highway infrastructure was for the town as it was therefore, he wanted to know if any upgrading would be carried out to the highways in lieu of the Maidenhead Golf Course development being brought forward. Russell O'Keefe, Strategic Director Corporate & Community Services confirmed a transport consultant had run the flows through a model and it was deemed unnecessary to upgrade the junction. If other developments came online, the consultant would change the transport flow and then the junction may need adjusting. The Chairman queried the intention not to future proof the junction should the Golf Club development go ahead. David Scott, Head of Communities and Highways stated work was ongoing in that area; the leisure centre day was an extended day where there would be traffic peaks at different times from 6am to 10pm. There would be off peak and peak flows and the modelling took that into account with the roads as they were currently. The chairman stated from mid-2019 to 2023 the

Golf Club could be surrendered back to the Borough and the leisure would be operational well in advance of that so there was no point causing unnecessary upheaval for residents doing junction upgrades that were not required.

The Chairman suggested a new name for the Pearce Suite that was more up to date that resonated with younger residents. The Head of Highways and Communities explained that the Pearce Suite was so named as the land was gifted by J.W. Pearce and was in conjunction with Kidwells Park. Councillor S. Rayner said there was a Pearce Suite at the Magnet Centre and the plan was to keep it and upgrade it. The new leisure centre would be a more cultural space and was to include an auditorium. Councillor D. Evans said it would complement places such as Norden Farm as the size of the venue will complete the Borough's whole cultural offering. The Chairman suggested looking for a new name for the Suite and get residents involved.

Councillor Saunders said the Maidenhead Area Action Plan had aspirations for a concert hall within the York Road opportunity area, but due to costs and space constraints it did not go ahead; that was where the Desborough Suite programme came from which would go somewhere towards that aspiration. However, when the news of the Desborough Suite upgrade went out to the public, the Borough walked away bruised as it was too similar to that which was offered by Norden Farm and in direct competition. Therefore, it was logical for the Borough to have a more modest approach for an upgrade of the Desborough Suite to be more useable and get a 700 seat performance suite concert hall which was an elegant response to the Maidenhead Area Action Plans desire. Councillor Love stated the design of the new leisure centre was superb and the centre would be the end bus stop on many routes which means bus drivers could also use the new centre as a rest stop and get a coffee. It would also open up the Braywick Park Nature Reserve; it was a very exciting opportunity.

The Chairman stated he wanted to see extensive hoarding erected around the building site with the Borough logo and the details of the regeneration of the area and Maidenhead. Would be good to have a visual from Braywick Road with pictures. Councillor S. Rayner said it would explain the Borough's story for residents and visitors to show the Borough is investing in the local area.

Councillor S. Rayner confirmed that the architects designed a leisure centre that would make 75% in energy savings with 200 electric vehicle charging points. Councillor Bicknell said that half the site was for parking and that it was a shame the parking could not be moved underground, although he understood it would cost a lot more than surface parking. Councillor S. Rayner responded there were a lot of trees that had to be preserved and that restricted what could be done. Councillor Bicknell said when looking at the land increase in value, at £4m per acre, in 20 or 30 years, the car park may need to be made bigger, he suggested looking again at underground parking in the future. The Head of Highways and Communities stated that feasibility work was carried out and the design parameters were based on that study. The size of the pool had been increased to 12 lanes, the hall had built in flexibility, the spaces in the gym had been increased and the squash courts had moveable walls; therefore, increased use had been built into the design of the scheme. The Head of Highways and Communities confirmed that the new leisure centre would be big enough to allow for 2,000 new homes to be built in the area. The Strategic Director Corporate & Community Services stated that population projections had been used to predict future usage of the facilities.

Councillor Saunders clarified that the design of the new leisure centre was not yet the final design and that the detailed final version of the design would be ready for the planning application to be submitted.

RESOLVED UNANIMOUSLY: That Cabinet Regeneration Sub Committee noted the report and:

- 1) Noted the delivery of the recommendations in the Part II June 2016 CRSC report in appendix 1.**

- 2) **Approved the submission of a planning application for the provision of a leisure centre at Braywick Park using the concept design, appendix 2.**
- 3) **Recommended to full Council the approval of a capital budget of £30,881,000 (in addition to the existing £2m capital budget for 2017/18) for re-provision of the Magnet Leisure Centre based on the cost plan, appendix 3 (Part II).**

MAIDENHEAD STATION ACCESS UPDATE

Russell O'Keefe, Strategic Director Corporate & Community Services stated the report provided an update on the redevelopment of the forecourt of Maidenhead Station. The funding was subject to the LEP signing off the business case for the transport funding bid.

The scheme contained three core elements which were:

- i) Improved connections between journeys made on foot, bicycle, bus, train, taxi and car.
- ii) Improved linkages between the rail station and the town centre, with environmental enhancements for the station forecourt that will transform the area and create a high-quality gateway to the town centre.
- iii) Construction of replacement parking for any spaces that are displaced from the forecourt in order to create the interchange.

Project Centre had been commissioned for the design and specification of the scheme and he had received the first draft. The project delivered a new public space in front of the ticket office and the details were listed in section 2.6 of the report.

The Strategic Director Corporate & Community Services explained that sign off of the final business case by the Cabinet Regeneration Sub Committee, the scheme would be sent to the LEP for approval prior to funding being released. The LEP were keen to support the project and had agreed to widen the benefits of the project to more than just transport. The decision from the LEP was due 16 November 2017.

The Chairman stated he would write a letter to the Prime Minister requesting her support for the project and informing her that a decision was due on the funding from the LEP. Councillor D. Evans stated that he had attended meetings where the idea of a bus interchange had been brought up but, the land values in that area were very high with acquisition costs of £20m upwards; any interchange would mean buses would need to reverse out of the forecourt into traffic and he could not see a way to make it work the way things were at the current time. He added it had been thoroughly looked into but, at the present time, it could not be delivered. The Strategic Director Corporate & Community Services stated that in future, things might change but, it was not currently feasible.

The Chairman stated the Maidenhead Gold Club and other developments could mean parcels of land became available so it might be possible to look at a bus interchange then. It could be a far broader, exciting opportunity then.

Councillor D. Evans said that if a footbridge was installed at the site, it would need to be a statement bridge of high quality design, not just a functional bridge. The Strategic Director Corporate & Community Services confirmed there was a £2.5m budget set aside for a footbridge but, not for a statement bridge, that would cost more. He confirmed that design work was taking place on the bridge and work was being done to ensure that disabilities were being looked after and catered for. The Strategic Director Corporate & Community Services confirmed that the designs for the bridge would be available by the end of September or beginning of October 2017 and that the designs would be presented to the Cabinet Regeneration Sub Committee in October 2017. The bridge would form part of the business case and could also include a surface crossing. The Head of Communities and Highways said it was a very busy space in the town centre and so it was a challenge designing a statement bridge in a built up, busy area.

The Head of Communities and Highways confirmed that the Borough wanted to provide a drop off and pick up area for taxi's so there would not be many standing taxi's. A taxi rank for standing taxi's was located on Shoppenhangers Road nearby. The Strategic Director Corporate & Community Services confirmed that a consultation with taxi companies and drivers was taking place through Project Centre. Councillor D. Evans stated that when the project first started, it looked like the LEP funding would need to go back. The team had worked so hard to produce a scheme that worked in order to meet the criteria for the funding. The Chairman wanted to thank the LEP for their help and possible funding for the project.

RESOLVED UNANIMOUSLY: That Cabinet Regeneration Sub Committee:

- i) Noted the report and progress to date**
- ii) Noted the proposed timescales for developing the preferred option and developing the business case in order to secure Local Growth Deal Funding.**

LOCAL GOVERNMENT ACT 1972 - EXCLUSION OF THE PUBLIC

The meeting, which began at 4.30 pm, finished at 5.51 pm

CHAIRMAN.....

DATE.....

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Agenda Item 4

Report Title:	River Thames Scheme - Funding
Contains Confidential or Exempt Information?	NO - Part I
Member reporting:	Cllr Dudley, Leader of the Council
Meeting and Date:	Cabinet Regeneration Sub-Committee: 26 September 2017
Responsible Officer(s):	Andy Jeffs, Executive Director
Wards affected:	All

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REPORT SUMMARY

1. The River Thames Scheme is a major infrastructure project led by the Environment Agency providing flood protection for 15,000 homes and businesses, of which 2,300 properties are in the Royal Borough, road, rail and utility infrastructure between Datchet and Teddington.
2. This report recommends consideration of a future funding commitment to assist in delivering the project, thereby protecting residents, business and visitors from the impact of flooding.
3. The financial implications of delivering the recommendations are £10m capital funding over four years from 2020/21 and the introduction of a flood levy on Council Tax generating up to £500,000 annually.

1. DETAILS OF RECOMMENDATION(S)

RECOMMENDATION: That Cabinet Regeneration Sub-Committee recommends to Council that:

- i) £10m, spilt over four years, is added to the capital programme commencing 2020/21 (subject to delivery of the full scheme).
- ii) There is an agreement in principle of paying a flood levy of up to £500,000 per annum to the Environment Agency as a contribution to the operating and maintenance costs (subject to new legislation being enacted to make provision for this)
- iii) If recommendation (ii) is approved a delegation to the Head of Finance in conjunction with the Lead Member for Finance to develop and introduce a flood levy be approved

2. REASON(S) FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

- 2.1 Cabinet and Council considered a report in March and April 2015 respectively and affirmed partnership support for the River Thames Scheme and approved capital annual funding of £285,000 for a four year period commencing in 2015/16.
- 2.2 The River Thames Scheme project, see Appendix A, is lead by the Environment Agency in partnership with:

- Elmbridge Borough Council
- Royal Borough of Kingston upon Thames
- London Borough of Richmond upon Thames
- Royal Borough of Windsor and Maidenhead
- Runnymede Borough Council
- Spelthorne Borough Council
- Surrey County Council
- Department for Environment Food and Rural Affairs (Defra)
- Thames Water
- Thames Regional Flood & Coastal Committee

2.3 The scheme is estimated to cost £476 million for the design and construction phase with funding of £248 million secured to date. Therefore, the scheme currently has a funding gap of £228 million. A cost / benefit exercise is currently underway with updated costs expected in October 2017 - overall scheme costs are likely to significantly increase further.

2.4 All partners are committed to working collectively to reduce costs and identify funding sources to enable delivery of the full scheme, which will reduce risk of flooding and the devastating impact of flooding.

2.5 A major flood is likely to impact up to 15,000 homes; up to 1,300 commercial properties; roads including the M25 – junction 13; rail network and utility infrastructure including electricity sub-stations and water abstraction points providing drinking water between Datchet and Teddington.

2.6 In 2014 around 1,000 homes and many businesses were affected by flooding – approximately 150 properties and many businesses were in the Royal Borough with 40 homes left empty after the flood event requiring building work. In addition the rail link between Windsor & Eton Riverside and Staines was closed as were parts of the road network including the link between Old Windsor and Staines at Runnymede with in excess of 100,000 sandbags distributed.

2.7 The Royal Borough is a committed partner to the scheme and is keen to see the project delivered and the benefits realised. In order to assist the scheme and demonstrate tangible support and unlock wider funding support the recommendations in this paper are before Cabinet.

2.8 It is envisaged that successful delivery of the regeneration programme will realise future capital receipts which can be reinvested, including this project, to directly benefit residents, business and visitors.

Table 1: Option summary

Option	Comments
<p>Strengthen support for the project, investing £10m capital funding and the payment of a flood levy estimated to be up to £500,000 per annum as a contribution to the operating and maintenance costs (Subject to new legislation being enacted to make provision for this)</p> <p>The recommended option</p>	<p>This option is recommended as it will improve deliverability, directly benefiting residents, business and visitors.</p>
<p>Continue as an active partner of the</p>	<p>¹⁻⁴ This option will reduce the probability</p>

Option	Comments
project without committing further funding Not the recommended option	of the scheme being delivered as there will be no contribution to reduce the funding gap directly or act as match matching to secure alternative funding sources
Develop an alternative strategy and flood protection programme for the Royal Borough. Not the recommended option	The overall project offers significant flood protection between Datchet and Teddington and has attracted significant funding and resource from partners to create a viable scheme. An alternative strategy for the Royal Borough may be more challenging in terms of finance and deliverability
Tolerate the current situation and implement minor local flood prevention measures only. Not the recommended option	Recent flood events had a huge impact on communities within the Royal Borough. Tolerating this impact and implementing minor local measures is not considered acceptable

3. KEY IMPLICATIONS

3.1 Key Implications of the recommendations are set out in Table 2.

Table 2: Key implications

Outcome	Unmet	Met	Exceeded	Significantly Exceeded	Date of delivery
Operation of flood channels commenced by:	Beyond 31 March 2026	1 January to 31 March 2026	1 August to 31 December 2025	Before 1 August 2025	31 March 2026

4. FINANCIAL DETAILS / VALUE FOR MONEY

4.1 Financial implications are detailed in table 3.

Table 3: Financial impact

REVENUE (£000s)	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
Addition	0	0	500	500	500	500
Income*	0	0	0	0	0	0
Net impact	0	0	500	500	500	500
CAPITAL (£000s)	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
Addition	0	0	2,500	2,500	2,500	2,500
Reduction	0	0	0	0	0	0
Net impact	0	0	2,500	2,500	2,500	2,500

Notes*:

- Additional revenue to be generated for flood levy

- The indicative cost per household of a £500,000 levy would be £7.39 which represents a council tax increase of 0.8%.

4.2 Funding of £285,000 per annum forms part of the approved capital programme for this project for 2016/17; 2017/18; 2018/19 and 2019/20 as the Royal Boroughs contribution to scheme development costs.

5. LEGAL IMPLICATIONS

5.1 A 'Memorandum of Understanding' is in place between the Environment Agency and the Royal Borough pertaining to the development and delivery of this project. This is underpinned by a legal agreement which covers the approved funding contribution for scheme development.

5.2 A new legal agreement will be completed to cover the additional funding contribution. In parallel the overarching 'Memorandum of Understanding' will be reviewed and updated as appropriate.

5.3 In order to introduce the levy a full review of legislation and current provisions will be undertaken. New legislation may need to be enacted to deliver this commitment.

6. RISK MANAGEMENT

Table 4: Key risks

Risks	Uncontrolled Risk	Controls	Controlled Risk
The scheme is not delivered despite the additional funding contribution	High	Legal agreement to be completed imposing conditions and safeguards around the funding contribution	Low
Capital receipts from the regeneration are not secured	Medium	Realistic, well managed, robust financial forecasting and scrutiny in place	Medium
The introduction of a flood levy is not deliverable	Medium	Specialist resource allocated to develop and deliver a robust, compliant scheme	Low
The scheme becomes unaffordable and undeliverable as the project evolves	High	Regular checkpoint reviews and robust governance in place to minimise the Royal Boroughs exposure	Low

7. POTENTIAL IMPACTS

7.1 Reduced flood risk and reduced impact of flooding for up to 15,000 homes and 1,300 commercial premises and essential transport networks and utility infrastructure protected.

8. CONSULTATION

- 8.1 This report will be considered by the Highways, Transport and Environment Overview and Scrutiny Panel on 21 September 2017 with comments reported to Cabinet Regeneration Sub Committee and Council for consideration.

9. TIMETABLE FOR IMPLEMENTATION

- 9.1 Table 5 shows the stages and deadlines for implementation.

Table 5: Timetable for implementation

Date	Details
26 September 2017	Cabinet Regeneration Sub-Committee
26 September 2017	Council
Commencing October 2017	Development of flood levy proposal
1 st April 2020	Introduction of flood levy
1 st April 2020	Additional capital funding contribution

- 9.2 Implementation date: Immediately, subject to Council Decision

10. APPENDICES

- 10.1 Appendix A – River Thames Scheme: A Case for Investment

11. BACKGROUND DOCUMENTS:

- * Cabinet Report (26 March 2015) - River Thames Scheme Update
- * Council Report (28 April 2015) - River Thames Scheme Update

12. CONSULTATION (MANDATORY)

Name of consultee	Post held	Date sent	Commented & returned
Cllr Dudley	Leader of the Council	11/09/17 13/09/17	11/09/17 13/09/17
Cllr MJ Saunders	Lead Member for Finance	11/09/17	11/09/17
Cllr Bicknell	Deputy Leader and Lead Member for Highway & Transport (including Flooding)	11/09/17	11/09/17
Alison Alexander	Managing Director	08/09/17	10/09/17
Russell O'Keefe	Executive Director	08/09/17	
Rob Stubbs	Deputy Director Finance	08/09/17	12/09/17
Andy Jeffs	Executive Director	08/09/17	11/09/17
Richard Bunn	Chief Accountant	08/09/17	08/09/17
David Scott	Head of Highways & Communities	08/09/17	11/09/17

Decision type: Non-key decision	Urgency item? No
Report Author: Ben Smith, Highways, Parks & Countryside Manager	

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A case for investment

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The River Thames from Datchet to Teddington charts a course through a regional economic powerhouse which is also the largest undefended floodplain in England. The River Thames Scheme is a major programme of flood defences and projects which promises stability and security for the area for generations to come and has already secured more than £250 million in funding. As a local MP and the Prime Minister's Flood Envoy for the Thames Valley, I'm delighted the Government has committed significant funding but further investment is needed.

This booklet highlights the devastating impact of flooding on communities and spells out the ways the scheme will help - making people and their homes safer, keeping businesses, motorways and airports running and protecting our water, electricity and telecommunications supply. I urge you to get behind this vital project to guarantee the future success of our region.

A handwritten signature in blue ink, reading "Philip Hammond".

Rt Hon Philip Hammond MP
Member of Parliament for Runnymede and Weybridge
Secretary of State for Foreign and Commonwealth Affairs

To reduce flood risk to people living and working near the Thames, enhance the resilience of nationally important infrastructure, contribute to a vibrant local economy and maximise the social and environmental value of the river.

Benefits of the River Thames Scheme

The River Thames Scheme will:

- reduce flood risk to up to 15,000 residential properties;
- protect 100,000m² of commercial floor space;
- reduce flood risk to 50km of local and arterial road network and local railway lines and reduce the risk of disruption to nationally significant transport routes including M3, M4 and M25;
- enhance the resilience of the public sewer network, electricity sub-stations and local schools, and;
- offer a unique opportunity to enhance the landscape along the Thames corridor, and unlock recreation, tourism, leisure and environmental value along this iconic river.

We have secured more than £250 million in funding, but further investment is required from beneficiaries and partners for the scheme to proceed. This document sets out the case for investment in the River Thames Scheme as a key enabling project for the continued growth of this vital economic region.

economic powerhouse

The River Thames corridor has a vibrant economy and is part of a wider regional economic powerhouse for the United Kingdom. The economy of the Thames Valley is one of the highest performing in the country, producing a significant share of the UK's wealth. The area is a vital transportation corridor, including the M3, M4, M25, and Heathrow Airport, which provides a gateway to the world.

The boroughs and districts impacted by flooding are characterised by high levels of employment and a highly skilled workforce, with a particular focus on knowledge and technology-based industries.

This area is also home to major global businesses including BA, Samsung, British Gas, Shepperton Studios and BUPA, generating thousands of jobs for local residents.

Heathrow Airport had 471,000 flights serving 73.5 million passengers in 2014. Heathrow employs 76,000, and 15% of its total workforce live in the local authorities which are part of the River Thames Scheme. The airport creates £3.3 billion of Gross Value Added per annum, demonstrating the value of the airport to the economy, and the importance of the local workforce in ensuring business continuity at the airport.

The economic outlook for this area is strong. There is significant inward investment and infrastructure planned for the area over the coming decade. The River Thames is an iconic river and a focal point for tourism and recreation activities with a strong visitor economy, which also brings inward investment.

Natural landscape and heritage

The River Thames corridor is a busy and environmentally valuable landscape which is rich in heritage. It has many nationally important heritage assets such as Windsor, the Magna Carta at Runnymede and Hampton Court. The river is an important ecological corridor and is flanked by green space for those living and working in the south west of London and beyond. A number of lakes in the area have been designated as Special Protection Areas and there are also a number of Sites of Special Scientific Interest, including Thorpe Hay Meadow.



flood risk in the Thames Valley

Flooding is the primary source of natural disasters in the United Kingdom and the alarming regularity of flooding in recent years is consistent with climate change predictions. Flooding is devastating for individuals, communities, businesses and the local and national economy. It damages homes and businesses, endangers life and affects physical and psychological health. It reduces economic output and causes disruption to commerce, road, rail and other critical infrastructure.

The River Thames Scheme covers one of the largest and most at risk developed but undefended flood plains in England. There have been serious floods in this area over the past 100 years, with a notable extreme flood in 1947. Further large floods occurred in 1968 and in 2003. In January and February 2014 there was prolonged and widespread flooding with approximately 1,000 homes and many businesses affected. Much larger and more frequent floods will be experienced in the future and this will have an

“Our estimates indicate that the 2013/14 flooding in Surrey cost the local economy in excess of £100 million”
Leader of Surrey County Council

even greater impact on communities, infrastructure and the economy. The estimated economic impact of a major flood in this location is currently around £1 billion but damage could be twice as great by 2055 because of the impact of climate change.

A major flood in the area would put almost 15,000 homes and 1,300 commercial properties at risk across six districts and boroughs, with 11,000 employed people potentially affected. There would be widespread disruption on arterial, secondary and local roads, with motorway traffic affected on the M3, M4 and at intersections on the M25. Flooding would disrupt key rail routes and block access to nationally important infrastructure such as Heathrow Airport for employees and passengers. There could be a UK-wide impact because of disruption to motorways and Heathrow. 15 to 20 electricity sub-stations would be affected and there are risks of flooding to the public sewer network including disruption to households who may have toilet use restricted during a flood. The River Thames is slow to rise and fall and it takes weeks for flood water in this area to dissipate, prolonging the devastation to local communities.



the scheme



the scheme

The River Thames Scheme (Datchet to Teddington) is a programme of projects and investment to reduce flood risk in communities near Heathrow, including: Datchet, Wraysbury, Egham, Staines-upon-Thames, Chertsey, Shepperton, Sunbury, Kingston and Teddington. It is being developed and promoted by eight risk management authorities working in partnership, with the Environment Agency acting as the lead authority. The partners are Environment Agency, Elmbridge Borough Council, Royal Borough of Kingston upon Thames, London Borough of Richmond upon Thames, Runnymede Borough Council, Spelthorne Borough Council, Surrey County Council, Royal Borough of Windsor and Maidenhead, Enterprise M3 Local Enterprise Partnership, Thames Valley Berkshire Local Enterprise Partnership, Thames Regional Flood and Coastal Committee and Thames Water.

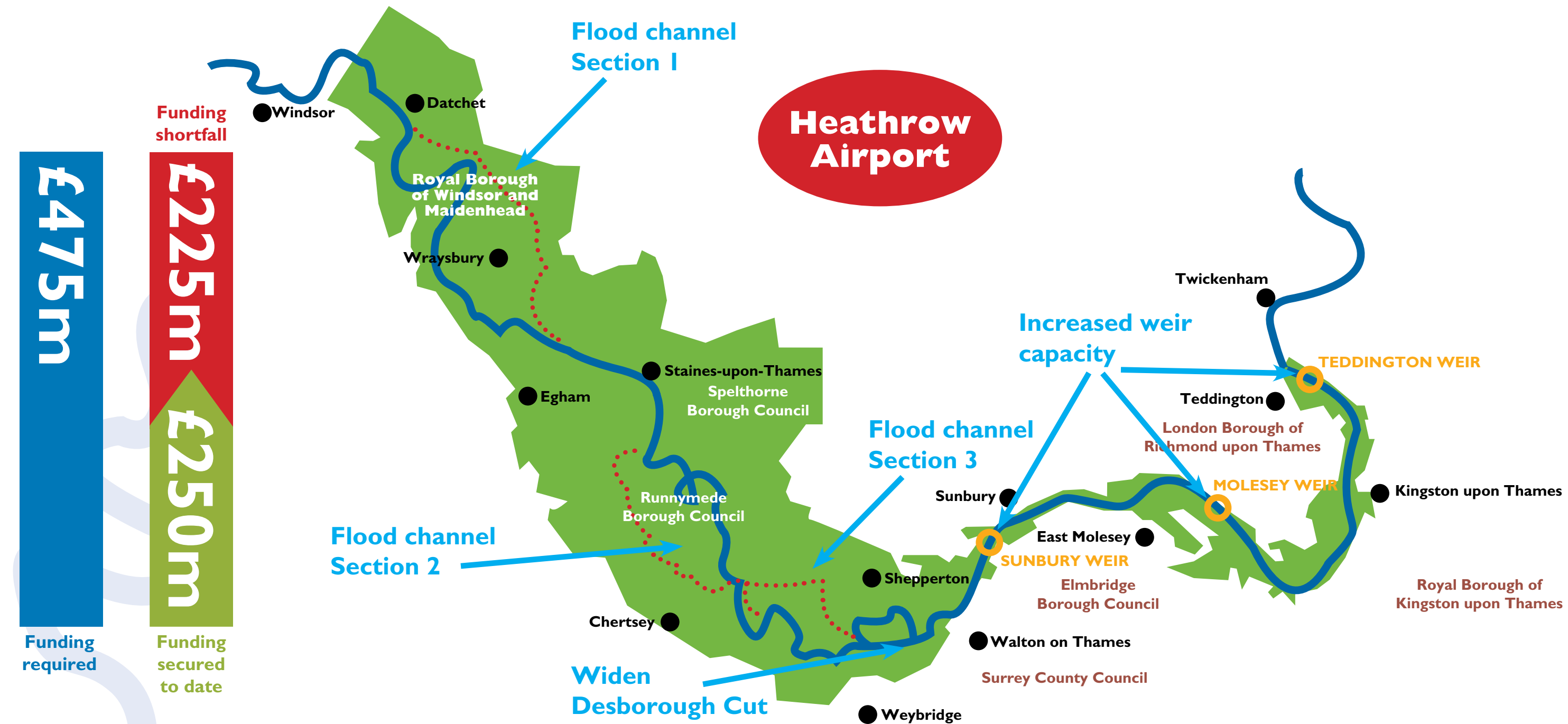
The vision for the River Thames Scheme has been developed to deliver flood alleviation in order to create safe and sustainable communities that can live with the river, whilst growing the local economy, and continuing to make a significant contribution to the national economy.

The scheme consists of a combination of measures to reduce both the probability and consequences of flooding. Elements of the scheme are listed below:

- large scale engineering work to construct a new flood channel between 30 to 60 metres wide and 17 kilometres long, built in three sections;
- improvements to three of the existing weirs on the River Thames;
- installation of property level products to hundreds of homes to make them more resistant to flooding;
- improved flood incident response plans, and;
- working with communities to raise flood awareness and support them in flood preparedness, response and recovery.

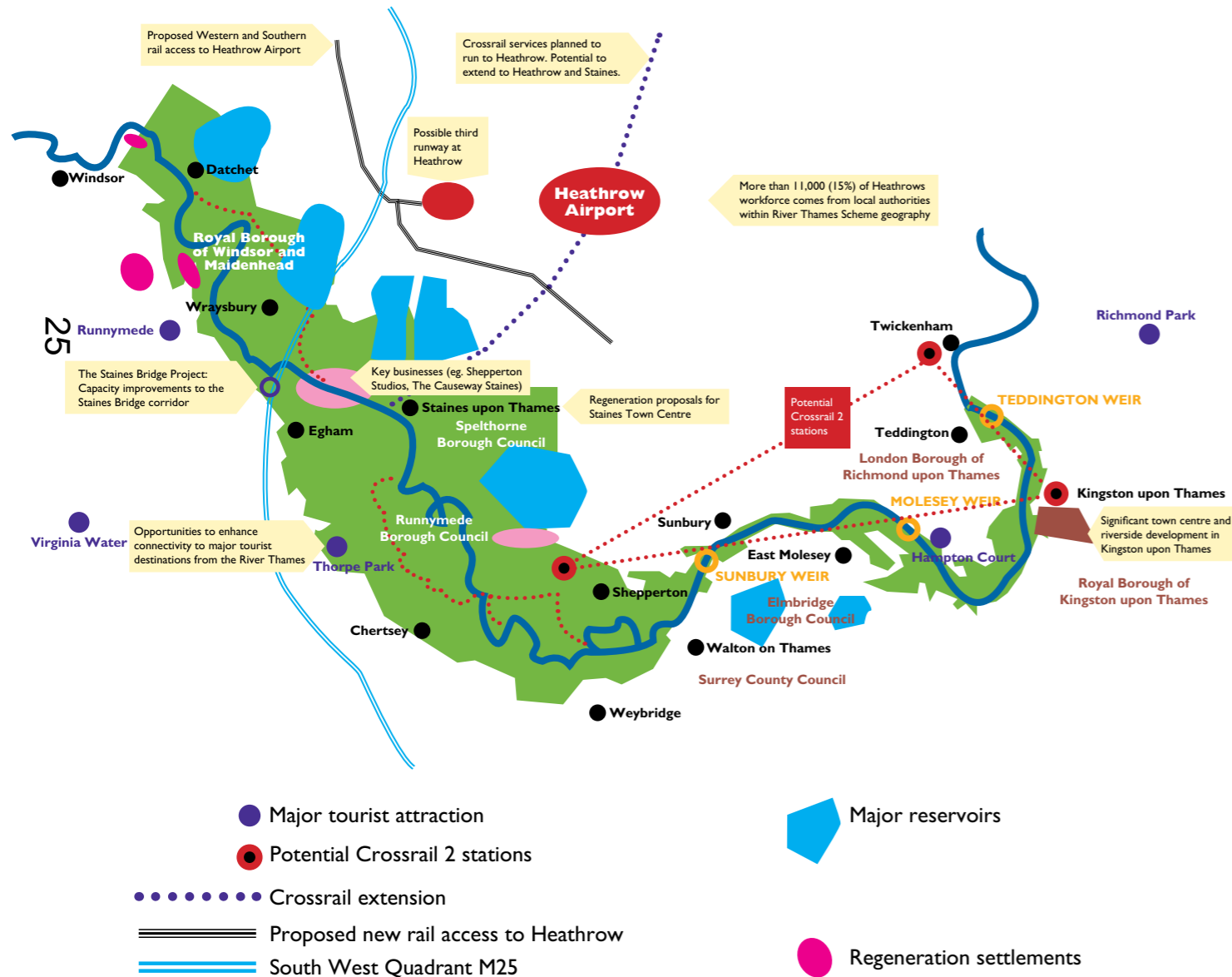
Scheme costs

The River Thames Scheme is expected to cost in the region of £475 million to construct. Currently, more than £250 million has been secured towards the construction, and we are seeking investment partners to provide funding contributions to realise the scheme and unlock the social, economic and environmental benefits.



- Protecting our communities**
 - Reducing flood risk and insurance costs
 - Making people and their homes safe
 - Protecting our water, electricity and telecommunications supply
- Securing our economy**
 - Keeping businesses running
 - Keeping motorways and airports running
 - Communities thriving
 - Encouraging new investment
 - Reducing potential severance of access to Heathrow
 - Encouraging new businesses
- Enhancing our Thames**
 - New opportunities for tourism, recreation, leisure and sport
 - Improving access to the river
 - Improving landscape and habitats

economic opportunities



This map considers the River Thames Scheme in light of the wider economic opportunities. The scheme forms part of the required inward investment in infrastructure to maximise economic growth. There are economic opportunities directly linked to the scheme and others which tap into wider infrastructure projects planned for the area. These include significant investment in road infrastructure by Surrey County Council and Highways England as well as the proposed southern and western rail access to Heathrow Airport and Crossrail 2.

There is regeneration planned for towns including Staines-upon-Thames, Kingston upon Thames, Windsor, Wraysbury and Old Windsor. They will all benefit from the reduction in flood risk as a result of the River Thames Scheme, which will further add to the attractiveness of the River Thames corridor for inward investment and economic growth.

The scheme will offer enhanced recreation opportunities along the River Thames and could improve visitor access to tourist attractions such as Windsor Castle, Hampton Court, Thorpe Park, Legoland, and Virginia Water.

the case for investment

The River Thames Scheme will reduce flood risk to thousands of people living and working in the River Thames corridor from Datchet to Teddington. Nearly 15,000 properties will experience a reduction in their current level of flood risk. In addition, the River Thames Scheme will reduce the risks to life posed by major flooding, reduce anxiety, stress and health impacts caused by flooding, and, reduce the costs for organisations in responding to, and recovering from, a flood incident.

The scheme will also protect nearly 100,000m² of commercial floor space which is at risk during a major flood incident. Flooding can lead to cessation of business operations, resulting in loss of income to inundated businesses and associated impacts on their supply chains. Business downtime due to flooding has a significant impact on local economies. The scheme will result in more than £100 million benefit to the local economy in Gross Valued Added terms, as documented in the River Thames Scheme funding strategy.

The resilience of critical infrastructure will be enhanced.

The road network in the River Thames corridor is heavily congested, which has been identified as a threat to economic growth. The River Thames Scheme will reduce flood risk to more than 50km of the local and arterial road network which will significantly reduce the repair costs associated with flooding and the major disruption it causes. The scheme will also reduce the risk of delays on the M3, M4 and M25 due to flooding, and reduce the risk of access to Heathrow Airport being affected.

Furthermore, the scheme will protect more than 1.75km of the railway line from Windsor to Staines-upon-Thames, which was flooded in 2013/14 causing significant disruption. The scheme will also enhance the resilience of the public sewer network, electricity sub-stations and local schools.

The scheme will be an enabler for sustainable development and economic growth. Since flooding from the River Thames impacts the local economy the scheme has been identified as strategic cross-Local Enterprise Partnership infrastructure. Delivering this scheme is therefore important for the continued growth of the local and regional economy.

The scheme offers an opportunity to enhance the landscape around the River Thames and unlock recreation and amenity benefits. The scheme can deliver hundreds of hectares of new and restored habitats, deliver new and restored recreational opportunities, re-shape the River Thames landscape and deliver heritage improvements in this nationally important location.

The flood channel will provide opportunities for new footpaths, cycle/bridleways and other leisure facilities. There will be other opportunities for commercial operators to create new recreational activities. There could be new habitats such as reed beds and wet woodlands, improving the connectivity of habitats, improving fisheries, and enhancing some of the lakes along the River Thames corridor.



case studies

Impact of 2013/14 flooding on businesses

The winter flooding of 2013/14 from the Rivers Thames, Wey and Blackwater had a significant impact on businesses in Surrey, in particular. Surrey County Council have estimated that in Elmbridge, Runnymede and Spelthorne more than 120 businesses were directly flooded and suffered direct damage and loss to premises, equipment and/or stock and were unable to trade normally as a result of flooding. At least a further 150 were indirectly affected due to limited access to their premises or restricted access to customers or suppliers, incurring a significant loss of trade. Across the whole of Surrey it was estimated that the winter flooding of 2013/14 had a financial impact on businesses of £15 to £24 million.



Staines-upon-Thames

Staines-upon-Thames is a good illustration of the synergies between the River Thames Scheme and economic development opportunities. The Enterprise M3 LEP economic plan recognises the town as having “latent economic potential, which currently experiences barriers to growth that impacts on the overall performance of the Enterprise M3 area”. The Strategic Economic Plan recognises the need to invest in transport infrastructure in Staines-upon-Thames, and the key role of regenerating the town centre. Spelthorne Borough Council has identified opportunities to improve the commercial and retail floorspace in Staines-upon-Thames, focusing on the town centre and the Elmsleigh retail centre. The River Thames Scheme will reduce flood risk to Staines-upon-Thames, including access to the town, which will further add to the attractiveness of Staines-upon-Thames for development and economic growth.

New habitats such as reed beds and wet woodlands, improving the connectivity of habitats, improving fisheries, and enhancing some of the lakes along the River Thames corridor.

This booklet has been produced by the following partners:

- The Environment Agency
- Surrey County Council
- Enterprise M3 Local Enterprise Partnership
- Thames Valley Berkshire Local Enterprise Partnership
- Royal Borough of Windsor and Maidenhead
- Elmbridge Borough Council
- Spelthorne Borough Council
- Runnymede Borough Council
- Thames Water Utilities Limited
- Royal Borough of Kingston upon Thames
- London Borough of Richmond upon Thames
- Thames Regional Flood and Coastal Committee

For further information on the River Thames Scheme contact the Environment Agency:

Email: rts@environment-agency.gov.uk



@ThamesScheme



River Thames Scheme

www.gov.uk/riverthamesscheme

Agenda Item 6

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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