

Berkshire Local Transport Body

Pro-forma for Consideration of a Transport Scheme at Programme Entry Stage

Section 1: Headline Description

Local Authority	Slough Borough Council
Number	Slough 2
Short Name	Slough to Heathrow Mass Rapid Transit: Central Section (Three Tuns to Brands Hill)
Short Description	Scheme to provide a series of bus priority measures along the A4 corridor in central Slough to support the development of a mass rapid transit connection between Slough and Heathrow
Gross Scheme Cost	£4,290,000
BLTB Contribution Sought	£2,310,000
BLTB contribution as a percentage of the gross	53.9%

The headline information in this first section will be reproduced in summary schedules for public reports. Words used beyond the stated limits will be discarded.

Section 2: General Description

Statement in support of the Scheme	<p>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 hub airport. Bus services along this corridor have enjoyed significant patronage growth and this is one of three schemes that seek to achieve quicker and more reliable journeys to make the public transport 'offer' more attractive and underpin further growth.</p> <p>Each scheme would contribute to the development of a mass rapid transit system, representing a step change in public transport provision. The three schemes could be implemented independently or together, depending on the availability of BLTB funding.</p> <p>This scheme has 9 elements:</p> <ol style="list-style-type: none"> 1. Bus lane on 'Three Tuns' A355 intersection approach; 2. Bus lane adjoining Salt Hill Park;
------------------------------------	--

	<ol style="list-style-type: none"> 3. Bus priorities for east-west movement through the ‘Heart of Slough’ intersection; 4. Bus priorities between Queensmere/ Tesco and Sussex Place; 5. Bus lane opposite Kederminster Park; 6. Bus priorities on approaches to High St Langley junction; 7. Bus lane/ ‘track’ on approach to M4 J5 roundabout; 8. Bus priority at M4 J5 roundabout; 9. Transit ‘stations’. <p>East of Slough there is the potential for complementary improvements to public transport infrastructure on the approaches to Heathrow and these are being discussed with the London Borough of Hillingdon, Transport for London and HAL. There may also be scope for similar measures west of Slough subject to the agreement of Royal Borough of Windsor and Maidenhead Council and Buckinghamshire County Council.</p>
--	---

Section 3: Detailed Statements Addressing the Seven Factors

The detailed scoring methodology is described above, and examples of descriptors have been given as a guide. Please fill in each box with relevant statements, with references to evidence or sources. There are no word limits for these sections.

Strategic Impact	<p>Improving public transport along the A4 corridor would support the TVBLEP aims of</p> <ul style="list-style-type: none"> • investing in infrastructure that would help regeneration of Slough Trading Estate and Slough town centre; • enhancing surface access to Heathrow; and • improving cross-boundary connectivity. <p>The A4 corridor provides public transport access to Slough Trading Estate, a major focus of business activity, for business travellers and staff. It also serves Slough town centre. Slough Trading Estate and the town centre are defined as ‘Areas of Major Change’ in Slough’s LDF and access to both would be improved by this scheme. This would support the Government’s objective of encouraging economic activity and the TVBLEP’s specific aim of targeting investment on removing barriers to growth.</p> <p>The scheme would make journeys by bus quicker and more reliable between Slough Trading Estate, the town centre and Heathrow. This would build on the improvements currently being delivered with support from the DfT Better Bus Area Fund. SBC are in discussion with Heathrow Airport Ltd (HAL) on the proposal, taking into account the forthcoming review of the Sustainable Transport Plan (ASAS). SBC is also in contact with the London Borough of Hillingdon and TfL to take into account their future plans for the A4 beyond the SBC boundary.</p> <p>The scheme would be in line with the proposals put forward in the</p>
------------------	---

	<p>previous Thames Valley Strategic Bus & Coach Network sub-regional project for an enhanced High Wycombe/ Beaconsfield/ Slough/ Heathrow public transport connection. As well as improving conditions for bus travel to and from Buckinghamshire (via the A4 and A355 Farnham Road) the scheme would improve cross-boundary bus journeys between Slough and Maidenhead.</p> <p>This section of the A4 is currently used by between 17 and 34 buses per hour and the scheme would add to the bus infrastructure and service improvements carried out on the A4 in the LTP2 period in partnership with First and HAL. It would also take advantage of the Council's recent investment in ITS - including real time passenger information - and complement enhancements currently being undertaken with support from the Better Bus Area Fund and Green Bus Fund.</p> <p>Between the town centre and M4 J5 there are some pinchpoints which currently preclude the provision of segregated bus lanes/ tracks. Consideration is being given to a future scheme (post-2019) which would involve property acquisition in order to realise the full potential of MRT along this section of the Slough-Heathrow corridor.</p>
Economic Impact	<p>This element of the MRT scheme will enable major regeneration projects within the town centre to take place, and serves as part of the wider project to deliver improved surface access to Heathrow, a LEP strategic objective.</p> <p>Slough town centre, and more particularly the 'Heart of Slough' project, is identified in the LEP strategic infrastructure plan. This MRT scheme is directly linked with the regeneration of the town centre, including the development of at least 60,700 sq m of new office space (Scottish Widows and Development Securities), up to 1500 dwellings (Thames Valley University site) and a 120-bed hotel (current library site) as part of the 'Heart of Slough' project and future redevelopment of the Queensmere/ Observatory retail complexes (currently 54,000 sq m, remodelling plus up to 500 dwellings) and the comprehensive mixed use redevelopment of the Post Office Sorting Office (1.25ha).</p> <p>The scheme also encompasses the A4 Sussex Place/ London Road which is directly linked to developments at Castlevue (Bellway Homes, 300 dwellings and 1000-1200 pupil secondary school) and at Dolphin Road (Linden Homes, 120 dwellings).</p>
Value For Money	<p>A robust BCR would be calculated at Business Case stage to assess in detail the effect of improving journey times and reliability between Slough and Heathrow for business users, bus operators and commuters and other benefits in terms of improved accessibility, reduced carbon emissions, fewer accidents, better air quality etc.</p> <p>A preliminary value for money assessment was carried out in 2010 of two A4 BRT options as part of an initial business case analysis. Based on potential trip generation and modal shift estimates (and discounting the effect of concessionary bus fares) one option (involving substantial</p>

	<p>acquisition of residential frontages) was calculated to have a BCR of 2.05:1, the other (junction enhancements and bus lanes provided within highway boundaries) 2.57:1. The measures featured in the current scheme represent a hybrid of the two 2010 options.</p> <p>BRT schemes elsewhere have produced BCRs well in excess of 2:1 (e.g. 3.2:1 for the West of England BRT Long Ashton P&R to Bristol City Centre; 3.54:1 for the South Yorkshire Bus Rapid Transit Northern Route; 5.5:1 for the South Essex Rapid Transit). (The Greater Bristol Bus Network and Sheffield A61 Penistone Road Smart Route, major schemes featuring on-highway improvements, achieved a BCR of 4.01:1 and 2.78:1 respectively).</p>
Ease of Deliverability	<p>Most of the works would take place within existing highway boundaries. Strips of land need to be acquired on the north side of Bath Road between Thirkleby Close and Three Tuns to enable widening to take place. This frontage land is within the approved Berkshire County Council Road Widening Line and all but one property is in Council ownership. Negotiations would be undertaken with the remaining owner and, if necessary, CPOs deployed. Implementation of the scheme would be phased to allow time for this process to be concluded.</p> <p>Detailed scheme development is being built on past and current design work along this stretch of the A4. Carriageway works would take place largely within existing highway boundaries and no significant engineering constraints have been identified. Elements 7 and 8 require discussion with the Highways Agency and the programme allows for this.</p> <p>The timetable for implementation of the scheme is:</p> <ul style="list-style-type: none"> • development / procurement: late 2013/14 to end 2014/15; • First phase works completion (Element 5 Kederminster Park bus lane; Element 6 High Street Langley junction): 2015/16; • Second phase works completion (Element 2 Salt Hill Park bus lane): 2016/17; • Third phase works completion (Element 3 Heart of Slough intersection; Element 4 Wellington Street bus priorities; Element 9 transit stations): 2017/18; • Fourth phase works completion (Element 1 Three Tuns bus lane; Elements 7 and 8 M4 J5 roundabout works): 2018/19.
Matched Funding	<p>BLTB funding would be supplemented by contributions from the Council (£1,580k, including land purchase) and from S106 agreements (£400k). The total £1, 980k would represent 46.1% of scheme cost.</p>
Environment	<ul style="list-style-type: none"> • greenhouse gas emissions: supports Slough Trading Estate masterplan travel plan and builds on current LSTF infrastructure and behavioural change activities by making cycling, walking and bus services more attractive with positive impact on carbon emissions; LSTF schemes together give a reduction in vehicle trips on Slough's roads by 1.3 million a year and a reduction of over 11 million vehicle kms resulting in an annual reduction of 1855 tonnes of CO2 emissions

	<ul style="list-style-type: none"> • air quality: reduced slow moving/ queuing traffic would contribute towards reduction in NO2 emissions in the Tun's Lane Air Quality Management Area; Reductions in PM10 and NO2 were calculated for Slough's LSTF project and further positive impacts are expected as a result of reduced vehicle trips deriving from the major schemes. The BBAF project calculates that Slough-Heathrow bus journey times along the A4 corridor would be reduced by about 7% with less stop-go driving; the BBAF bid referred to the 20% decrease in car journey times along the A4 that had resulted from the installation of SCOOT. • noise disturbance: no adverse impact; • natural environment, heritage and landscape: no adverse impact; • streetscape and urban environment: some impact but would be mitigated by replacement landscaping.
Social and Distributional	<ul style="list-style-type: none"> • regeneration: positive impact on access to Slough Trading Estate and Slough town centre, areas of major regeneration; • personal affordability: no adverse impact; • physical activity: would be promoted by enhanced provision for pedestrians and cyclists; • road collisions: better facilities for pedestrians and cyclists would reduce risk of collisions, especially for local residents getting to work in the town centre or Slough Trading Estate on foot or by cycle; • crime and security: new street lighting would have positive impact; • access to a range of goods and services: improved public transport access from Burnham and western part of the Borough to the town centre and employment at Heathrow; • community severance: no adverse impact.

Section 4: Contact Details

Authorised by:	Joe Carter
Job title:	Head of Transport
Email:	Joe.Carter@slough.gov.uk
Telephone:	01753 875653
PA (if any):	

Deadline for return: 31 May 2013

Please return to: Richard Tyndall (Richard.tyndall@thamesvalleyberkshire.co.uk) 07880-787007