

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 3
Short Name	Slough to Heathrow Mass Rapid Transit: Eastern Section
Short Description	Provision of a segregated bus lane along the A4 Colnbrook Bypass to support the development of a mass rapid transit connection between Slough and Heathrow.
Gross Scheme Cost	£3,120,000
BLTB Contribution Sought	£1,720,000
BLTB contribution as a percentage of the gross	55.1%

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 focuses on the installation of a segregated bus lane or ‘track’ and the provision of new mass transit ‘stations’ along the A4 Colnbrook Bypass east to the Borough boundary.</p> <p>A daily average of over 27,000 vehicles use the A4 in this locality (AADT,</p>
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	<p>2011). Separating buses from other traffic is aimed at improving the speed and reliability of public transport without compromising the needs of other traffic.</p> <p>East of the Borough boundary 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>
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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. It would add to the bus infrastructure and service improvements carried out on the A4 in the LTP2 period in partnership with First and HAL, take advantage of the Council’s recent investment in ITS - including real time passenger information - and complement enhancements currently being undertaken with Better Bus Area Fund and Green Bus Fund support.</p> <p>The segregated lane or ‘track’ would enable guided vehicles to be deployed to achieve optimum journey speeds. However it would also allow for the continuing use of conventional unguided vehicles.</p> <p>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</p>
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	<p>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 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>
Economic Impact	<p>This element of the MRT scheme will improve access to both Slough town centre, supporting major regeneration projects, and to Heathrow, a significant source of employment for Thames Valley residents.</p> <p>The A4 Colnbrook Bypass fronts the site of the proposed Slough International Freight Exchange (SIFE) comprising 194,836 sq m of warehousing and expected to create up to 3000 jobs. There is a direct link between this eastern section of the mass rapid transit scheme and the SIFE project. The design and access statement submitted by Goodman Logistics Development (UK) Ltd in support of their planning application highlights the LTP major scheme bus lane proposals for Colnbrook Bypass and commits to contributing towards them as well as drawing up a travel plan to promote bus services.</p> <p>By improving surface access to Heathrow the scheme would contribute towards the airport sustainable transport strategy, being rolled forward to cover the period 2014-19. SBC will pursue this opportunity through the Heathrow Area Transport Forum.</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 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>The works would take place within existing highway boundaries and no significant engineering constraints have been identified. Programming of the scheme is linked to the development of the proposed Slough International Freight Exchange (SIFE).</p> <p>The provisional timetable for the scheme is:</p> <ul style="list-style-type: none"> • development: late 2013/14 to early 2015/16; • procurement process following SIFE detailed planning permission: 2016/17; • start of works following agreement of SIFE S106 contribution: 2017/18; • completion: 2018/19. <p>Note: the scheme is not dependent on the SIFE development for the provision of land. If the SIFE development does not go ahead it would still be possible to physically implement the scheme. In that event, SBC would wish to take the opportunity to explore alternative sources of matching funding and/or invite the BLTB to provide a greater proportion of the total funding.</p>
Matched Funding	<p>BLTB funding would be supplemented by a proposed S106 contribution (estimated min. £1,200k) and funding from Council resources (£200k). The total of £1400k would represent 44.9% of scheme cost. (See note above under 'Ease of Deliverability').</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; • air quality: reduced slow moving/ queuing traffic would contribute towards reduction in NO2 emissions in the Tun's Lane and Town Centre Air Quality Management Areas; • 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: no adverse impact; • road collisions: no adverse impact; • crime and security: new street lighting would have positive impact; • access to a range of goods and services: improved public transport access to the town centre for people living to the east of Slough and to employment at Heathrow for residents of Slough; • community severance: no adverse impact.

Section 4: Contact Details

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Deadline for return: 31 May 2013

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