

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 1
Short Name	Slough to Heathrow Mass Rapid Transit: Western Section (Slough Trading Estate to Three Tuns)
Short Description	Provision of segregated bus lanes along the A4 corridor to serve Slough Trading Estate and support the development of a mass rapid transit connection between Slough and Heathrow
Gross Scheme Cost	£4,750,000
BLTB Contribution Sought	£3,250,000
BLTB contribution as a percentage of the gross	68.4%

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 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 segregated bus lanes or 'tracks' along the A4 corridor west of the 'Three Tuns' A355 intersection and the provision of new mass transit 'stations'.</p>
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	<p>A daily average of 19500 vehicles use Bath Road in this locality (AADT, 2011) with 1700 in the morning peak (0700-0900, 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 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>
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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"> <li>• investing in infrastructure that would help regeneration of Slough Trading Estate and Slough town centre;</li> <li>• enhancing surface access to Heathrow; and</li> <li>• improving cross-boundary connectivity.</li> </ul> <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 previous Thames Valley Strategic Bus &amp; 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</p>
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	<p>between Slough and Maidenhead.</p> <p>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, 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. The segregated lanes or 'tracks' would enable guided vehicles to be deployed to achieve optimum journey speeds. However they would also allow for the continuing use of conventional unguided vehicles, including the shuttle bus service being provided to serve Slough Trading Estate as part of the LSTF <i>Smarter Travel in Slough</i> project.</p>
Economic Impact	<p>This element of the MRT scheme will enable major regeneration projects in both the Trading Estate and Slough town centre and serve as part of the wider project to deliver improved surface access to Heathrow, a LEP strategic objective.</p> <p>Slough Trading Estate owners SEGRO have a 'Vision for the Future' masterplan which seeks to regenerate the estate and maintain and enhance its position as a world class business environment (known locally as LRCC2). The plan will deliver 150,000 sq m of office, leisure and amenity space, a purpose-built transport hub, two hotels, shops, restaurants, cafes, conference centre and dedicated skills and training centre. Over 4,000 jobs are to be created. Fundamental to the success of the regeneration project is the need to maintain the estate's strategic connectivity advantages to workforce within the UK and internationally via Heathrow. This scheme will provide connectivity by contributing to the development of a mass rapid transit service along the A4, leading to a step change in surface access to the hub airport and better links to the estate for staff in Slough, Maidenhead and Burnham (S. Bucks).</p> <p>Planning permission has been granted for LRCC2 with five phases. Four phases would each provide 24,375 sq m of B1 uses (GIA) and the fifth 32,500 sq m. Implementation of this office floorspace is subject to no increase in total estate car parking provision and consequent rigorous requirements on modal shift (private car use by staff to reduce from 82% to 66%). The S106 agreement sets out the measures needed to achieve this modal shift and is directly linked to the provision of enhanced local and inter-urban bus and coach services. The western section of the mass rapid transit scheme extends along the whole frontage of the estate and would facilitate the investment needed to achieve delivery of the master plan floorspace and jobs.</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</p>

	<p>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&amp;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).</p>
Ease of Deliverability	<p>The majority of the works would take place on existing highway land and no significant engineering constraints have been identified. Two strips of land need to be purchased to enable widening to take place on the north side of Bath Road between Galvin Road and Thirkleby Close: both are within the approved Berkshire County Council Road Widening Line. Negotiations would be undertaken with the owners and, if necessary CPOs deployed. Implementation of the scheme would be phased to allow time for this process to be concluded.</p> <p>The timetable for implementation of the scheme is:</p> <ul style="list-style-type: none"> <li>• development / procurement: late 2013/14 to end 2015/16;</li> <li>• segregated bus lane/ track on south side of Bath Road, completion: 2016/17;</li> <li>• segregated bus lane/ track on north side of Bath Road, completion : 2017/18;</li> <li>• acquisition of northern frontage properties completed, land cleared, bus lane installed: 2018/19.</li> </ul>
Matched Funding	<p>BLTB funding would be supplemented by contributions from the Council (£1000k, including land purchase) and S 106 contributions (£500k). The total £1500k would represent 31.6% of scheme cost.</p>
Environment	<ul style="list-style-type: none"> <li>• 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</li> <li>• 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.</li> </ul>

	<ul style="list-style-type: none"> <li>• noise disturbance: no adverse impact;</li> <li>• natural environment, heritage and landscape: no adverse impact;</li> <li>• streetscape and urban environment: some impact but would be mitigated by replacement landscaping.</li> </ul>
Social and Distributional	<ul style="list-style-type: none"> <li>• regeneration: positive impact on access to Slough Trading Estate and Slough town centre, areas of major regeneration;</li> <li>• personal affordability: no adverse impact;</li> <li>• physical activity: would be promoted by enhanced provision for pedestrians and cyclists;</li> <li>• road collisions: better facilities for pedestrians and cyclists would reduce risk of collisions, especially for local residents getting to work at Slough Trading Estate on foot or by cycle;</li> <li>• crime and security: new street lighting would have positive impact;</li> <li>• 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;</li> <li>• community severance: no adverse impact.</li> </ul>

#### Section 4: Contact Details

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