

Date of issue: Wednesday, 1 November 2023

MEETING	BERKSHIRE LOCAL TRANSPORT BODY	
	Member	Authority
	Councillor Brock (Chair)	Reading Borough Council
	Laura Fitzgerald (Vice-Chair)	Berkshire LEP
	Councillor Bedi	Slough Borough Council
	Councillor Fishwick	Wokingham Borough Council
	Councillor Gaines	West Berkshire Council
	Councillor Gillbe	Bracknell Forest Council
	Councillor Hill	The Royal Borough of Windsor and Maidenhead
	Stuart Atkinson	Berkshire LEP
	Nigel Nawacki	Berkshire LEP
DATE AND TIME:	THURSDAY, 9TH NOVEMBER, 2023 AT 4.00 PM	
VENUE:	VIRTUAL MEETING	
DEMOCRATIC SERVICES OFFICER:	NICHOLAS PONTONE	
(for all enquiries)	07749 709 868	

NOTICE OF MEETING

You are requested to attend the above Meeting at the time and date indicated to deal with the business set out in the following agenda.



STEPHEN BROWN
Chief Executive

AGENDA
ITEM

REPORT TITLE

PAGE

AGENDA

PART 1

Apologies for absence.

- | | | |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| 1. | Declarations of Interest | - |
| | <p><i>It is a principle of the BLTB that the interests of the Berkshire area will take precedence over a member's own interests or those of their nominating authority.</i></p> <p><i>All members must declare, and take relevant action, if they believe they have a pecuniary or other interest on a matter to be considered at the meeting in accordance with the Code of Conduct of the nominating authority or LEP.</i></p> <p><i>The Chair will invite any member representing a local authority seeking financial approval for a scheme to declare that interest.</i></p> | |
| 2. | Minutes of the Meeting held on 13th July 2023 | 1 - 6 |
| 3. | Thames Valley Berkshire Capital Programme Update | 7 - 24 |
| | <ul style="list-style-type: none">• Update on Newbury Station project• Civic Centre Decarbonisation – capital swap request | |
| 4. | One Year Evaluation Report | 25 - 108 |
| | <ul style="list-style-type: none">• Scheme 2.42 – South Wokingham Distributor Road – Eastern Gateway | |
| 5. | Approach to developing aspirations for prioritised strategic transport infrastructure schemes across Berkshire | 109 - 124 |
| 6. | Date of the Next Meeting - 7th March 2024 | - |

Press and Public

Attendance and accessibility: You are welcome to attend this meeting which is open to the press and public via the live stream. Please contact the Democratic Services Officer if you have any problems accessing the live stream.

Webcasting and recording: The public part of the meeting will be filmed by the Council for live and/or subsequent broadcast on the Council's website. The footage will remain on our website for 12 months. A copy of the recording will also be retained in accordance with the Council's data retention policy. By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings.



Berkshire Local Transport Body – Meeting held on Thursday, 13th July, 2023.

Present:-

Councillor Bedi	Slough Borough Council
Councillor Brock	Reading Borough Council
Councillor Fishwick	Wokingham Borough Council
Councillor Gaines	West Berkshire Council
Councillor Gillbe	Bracknell Forest Council
Stuart Atkinson	Berkshire LEP
Laura Fitzgerald	Berkshire LEP

Also present:- Andrew Vallance (RBWM, LEP accountable body)

Apologies for Absence:- Councillor Hill and Nigel Nawacki

PART 1

1. Declarations of Interest

No interests were declared.

2. Introduction to Berkshire Local Transport Body - Its Role and Purpose

The Vice Chair for 2022/23, Laura Fitzgerald, introduced a paper that summarised the role and purpose of Berkshire Local Enterprise Partnership and Berkshire Local Transport Body (BLTB).

BLTB had been formally established in 2013 in response to a request from the Department for Transport (DfT) to oversee funding for major transport schemes devolved to LTBs from April 2015. It was a partnership between the LEP and the six local authorities in Berkshire. It operated in accordance with guidance from DfT as set out in the BLTB Assurance Framework which was kept under regular review.

The role of BLTB in managing the programme of transport schemes funding through the Local Growth Fund, Business Rates Retention Pilot Capital Funds and Getting Building Fund was summarised and it was noted that the Government had changed policy direction in recent years with a move to centrally held funding for future infrastructure schemes and devolution of funds directly to local authorities through national competitions such as the Levelling Up Fund.

Other roles included advocacy and engagement with bodies such as Transport for the South East to help shape and influence transport strategy and remain important and the value of the BLTB going forward will be to present a pan-Berkshire view on strategic transport issues. The capital schemes in the programme overseen by BLTB were due to be completed by March 2024. The future role of BTLB would continue to evolve.

Berkshire Local Transport Body - 13.07.23

BLTB had been chaired by Councillor Tony Page from Reading Borough Council since 2013. Councillor Page had recently become the Mayor of Reading and had therefore stepped down as a member of BLTB. The LEP had arranged for a gift to be presented to Councillor Page for the significant contribution he had made over the past ten years and BLTB agreed a vote of thanks for his service.

Resolved – That the introduction to BLTB and a vote of thanks to Councillor Page be noted.

3. Election of Chair for 2023/24

Nominations were invited for the Chair of BLTB for the forthcoming municipal year. The Founding Document stated that a Local Authority Member should chair BLTB.

Councillor Brock was proposed by Councillor Fishwick and seconded by Councillor Gillbe.

There being no other nominations, Councillor Brock was elected as Chair for the next year.

Resolved – That Councillor Brock be elected as Chair of BLTB for the 2023/24 municipal year.

(Councillor Brock in the Chair for the remainder of the meeting)

4. Election of Vice Chair for 2023/24

Nominations were invited for the Vice-Chair of BLTB for the forthcoming municipal year. It was confirmed that the Founding Document of the BLTB required that the Vice-Chair be from the Local Enterprise Partnership members.

Laura Fitzgerald was proposed by Nigel Nawacki in absentia, and seconded by Stuart Atkinson.

There being no other nominations, Laura Fitzgerald was elected as Vice-Chair for the next year.

Resolved – That Laura Fitzgerald be elected as Vice-Chair of BLTB for the 2023/24 municipal year.

5. Minutes of the Meeting held on 9th March 2023

Resolved – That the minutes of the meeting held on 9th March 2023 be approved as a correct record.

6. Thames Valley Berkshire Capital Programme Update

Berkshire LEPs Head of the Programme Management, Susan Jones, introduced a report that set out the progress of transport projects funded through the various LEP capital infrastructure programmes. BLTB reviewed progress on each of the uncompleted schemes.

- 2.01 Newbury: King's Road Link Road – the scheme was now on track to be completed before Christmas 2023.
- 2.24 Newbury: Railway Station Improvements – final works were underway to complete the business units and the scheme was on track for completion.
- 2.31 Slough: Stoke Road Area Regeneration – the majority of the works had been completed, although there was a slight delay as new traffic signals were awaited for two of the upgraded junctions.
- 2.32 Maidenhead: Housing Sites Enabling Works Phase 1 – the scheme was now due to be completed by December 2023.
- 2.35 Reading West Station Upgrade – good progress continued to be made and it was now anticipated that the scheme would be completed during August 2023.
- 2.38 Theale Station Park and Rail Upgrade – this was the only 'red' rated scheme left in the programme and it was expected not to be completed until December 2024. It was recognised that it was an important project with a strong BCR. The LEP was in discussion with the Department for Levelling Up, Housing & Communities (DLUHC) about the timescale, to manage the small risk regarding the funding for the scheme, and BLTB were informed that DLUHC were said to be content with progress.
- 2.40 Windsor: Town Centre Package – good progress had been made and the scheme promoter currently expected it to be completed earlier than the January 2024 date noted in the report. The LEP would be informed of the current anticipated completion date.
- 2.34 Slough: MRT Phase 2 (Business Rates Retention Pilot (BRRP) funded) – the cycle route was still to be completed but work was due to start shortly. The main junction works had been completed.

The new BRRP capital projects were all currently rated 'green'.

BTLB noted the scheme updates provided.

The LEP Chief Executive, Alison Webster, highlighted that this would be the final meeting that Susan Jones would be attending as she was taking up a new position at Reading Borough Council. BLTB placed on record its thanks to Ms Jones for the contribution she had made to the successful management of the LEPs transport programmes.

Resolved – That the progress made on schemes previously given programme entry status as set out in the report and appendix be noted.

7. Five Year and One Year Evaluation Reports

A report was received on the impact reports that were due. It was noted that a less intensive approach towards the impact reports had been agreed by BLTB in July 2022 to reflect the reduction in reporting requirements from government whilst still demonstrating the value of investment in infrastructure.

BLTB considered the five-year impact report for scheme 2.07 – Bracknell: Coral Reef Roundabout and the one-year impact report for scheme 2.37 – Bracknell: A322 A329 Corridor Improvements (Sports Centre Roundabout and Birch Hill Junction Upgrade).

In relation to Coral Reef Roundabout it was noted that the report demonstrated the scheme had delivered improved journey times and a reduction in congestion. It was considered to have been a successful scheme. In relation to the A322 – A329 Corridor Improvements the scheme had been delivered on time and close to budget. The report demonstrated the positive impacts the scheme had had and future monitoring would take place to evaluate whether the benefits were sustained.

Two further evaluation reports had been due at the meeting. The South Wokingham Distributor Road- Eastern Gateway was now expected to come to BLTB in November 2023. Coppid Beech Park & Ride was yet to open due to a lack of demand therefore the evaluation would take place circa one-year after the scheme was up and running, with the specific reporting timescale to be agreed with Wokingham BC.

The report was noted.

Resolved –

- (a) That the five-year impact report for scheme 2.07 Bracknell: Coral Reef Roundabout be noted.
- (b) That the one-year impact report for scheme 2.37 Bracknell: A332-A329 Corridor Improvements – Sports Centre Roundabout and Birch Hill Junction Upgrade be noted.
- (c) That it be noted that one-year impact reports for schemes 2.36 Wokingham: Coppid Beech Park & Ride and 2.42 South Wokingham Distributor Road, Eastern Gateway, were due but awaited.

8. Transport for the South East - Representation on Partnership Board and Intra-Authority Agreement

A report was considered that summarised the work of Transport for the South East (TfSE); sought agreement for the future representation of Berkshire on the TfSE Partnership Board; and approval of the Inter-Authority Agreement.

Berkshire Local Transport Body - 13.07.23

Berkshire currently had a single representative on the TfSE Partnership Board and Councillor Tony Page, former chair of BLTB, had been the representative and had served as vice-chair of the Partnership Board. Nominations were sought for a new representative and it was agreed that Councillor Brock would be the Berkshire representative with Councillor Fishwick as the deputy representative.

Approval was sought to delegate authority to the lead officer for BLTB, Stephen Brown, who was the Chief Executive of BLTBs accountable body, Slough Borough Council, to sign an amended TfSE Intra-Authority Agreement (IAA). The background to the IAA was explained and it was noted that BLTB had originally approved it in 2018. As part of a general governance review, the IAA had been reviewed and TfSE wished to include a new Hold Harmless clause in the agreement. This new clause asked all constituent authorities to agree to hold harmless the lead authority, East Sussex County Council, in respect of any liabilities that could arise. Officers considered the proposed amendment to be reasonable and recommended that delegated authority to sign the amended IAA be given, subject to final legal sign off. This was agreed.

Resolved –

- (a) That BLTB representation on the TfSE Partnership Board be agreed to be Councillor Brock as the representative with Councillor Fishwick as deputy representative.
- (b) That Stephen Brown, Chief Executive of Slough Borough Council (BLTBs accountable body) be authorised to sign the amended TfSE Intra-Authority Agreement on behalf of BLTB.

9. Provisional Dates of future meetings

The dates of future scheduled meetings of BLTB were noted as:

- 9th November 2023.
- 7th March 2024.

Chair

(Note: The Meeting opened at 4.01 pm and closed at 4.46 pm)

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MEETING OF THE BERKSHIRE LOCAL TRANSPORT BODY (BLTB) – THURSDAY 9 NOVEMBER 2023

CONTACT OFFICER: Stephen Brown, Chief Executive, Slough Borough Council

Item 3 : Thames Valley Berkshire Capital Programme Update

Purpose of Report

1. To report on the progress of the [Thames Valley Berkshire Local Growth Dealⁱ](#), as amended by Growth Deal 2 ([£10.2 million further support to Thames Valley Berkshireⁱⁱ](#)) and Growth Deal 3 ([Factsheet GD3ⁱⁱⁱ](#)) with reference to the schemes included in the Transport Packages of the [Strategic Economic Plan^{iv}](#); and on the progress of schemes funded by the Business Rates Retention Pilots (BRRP) of 2018/19 and 2019/20. This report also reports on the transport element of the [Getting Building Fund](#) (GBF) released in September 2020.

Recommendations

2. That you note the progress made on the schemes previously given programme entry status, as set out in the accompanying summary report.

Background

3. The headline figure for transport scheme grants under the three Local Growth Deals is £135.98m. This includes £24m of “DfT retained” allocation relating to the Wokingham Distributor Roads.
4. A further £25m has been released through BRRP1 (2018/19) and £11m from BRRP2 (2019/20).
5. Berkshire LEP has received £7.5m through the GBF, of which £2,093,000 has been allocated to two transport projects. GBF investment decisions were taken by the LEP through the Place Making Board (PMB) in consultation with senior officers from the six local authorities. The transport investments are reported to BLTB for information whilst the remaining GBF projects are reported to PMB. All projects are reported to the LEP Board.
6. £1.1m of BRRP has been allocated to two digital projects, including the TVB Smart City Cluster scheme, which was previously reported to BLTB. Digital projects are now governed by the Digital Infrastructure Group and not reported here.

Delivery Update

7. As can be seen from the tables below the capital programme is being delivered according to plan, but there are two projects that are worthy of a more detailed update, one of which seeks BLTB approval of a capital swap.
8. Scheme 2.24 at Newbury Station was allocated £6.7m by BLTB in 2018 as part of the Local Growth Fund (LGF) 3 programme. It has been fully delivered by Great Western Railway (GWR) and consists of a package of enhancements at and around Newbury railway station. As GWR managed to source other external funding sources during the lifetime of the improvement project, GWR is estimating that £700k of the allocated LEP funds will be left unspent on 31 March 2024, when the current funding agreement terminates.

9. The opportunity has therefore been taken to enhance elements of the station, within the scope of the original business case to complement those that have already been delivered and maximise the benefits from the BLTB investment. They will also lead to safety and security improvements at the station, improvements to reliability of station systems to the benefit of the customers and enhance the customer experience at the station in line with the modernisation that has already been undertaken to the inside of the station. Appendix 1 provides more detail and illustrates what is proposed.
10. It is estimated that to complete the design, procurement and construction of these additional elements will take approximately 12 months, so this would lead to completion of the additional works by December 2024. It is proposed that the funding is extended until March 2025, to allow for any programme slippage or extended snagging and handover issues relating to assets being handed over to Network Rail that need to be resolved.
11. Scheme 2.52 Reading Civic Centre Decarbonisation is a grant to Reading Borough Council (RBC) of £825K from the Business Rates Retention Pilot capital fund (BRRP) to install Air Source Heat Pumps (ASHP) in the Civic Offices. This funding allows the Council to decarbonise the Civic Offices.
12. Unfortunately, there has been a delay to the works. This is due to the consultants appointed to deliver the project being unable to deliver it in its entirety. RBC have identified a solution which is to include the works within the wider Levelling Up Fund (LUF) Civic Library project. This simplifies the procurement process, but results in a revised delivery programme which sees practical completion by May 2025.
13. The initial estimated cost for the installation of the ASHP was £1.342m. With the £825k grant, the balance of £517k will come from RBC's sustainability budget. With the works not starting until May 2024, RBC is not able to defray the BRRP grant against the ASHP decarbonisation works in the Civic Office before 31 March 2024.
14. To ensure the BRRP funds are spent by March 2024, RBC is proposing to spend them as part of the wider council capital programme. By carrying out a capital swap, to retain the BRRP funds, RBC will ensure that the funds are reapplied to the decarbonisation project in Q1 2024/25.

Recommendations:

15. To agree to a capital swap between Scheme 2.52 Reading Civic Centre Decarbonisation and the wider Reading Capital Programme, so that the BRRP funding is spent in full this financial year, with Reading Borough Council committing to deliver the BRRP in Quarter 1 2024/25.

Other Implications

Risk Management

16. The delegation of programme management responsibilities to the LEP/BLTB brings risks. The well-established scrutiny of the transport projects given by both BST(O)F and BLTB meetings is designed to mitigate that risk.
17. There will be an element of risk for scheme promoters who invest in developing their schemes to full business case stage in accordance with the approved [Assurance Framework](#)^v. However,

there is also risk involved in not developing the schemes; that risk is that any reluctance to bring the schemes forward will result in any final approval being delayed or refused.

18. The risks associated with each scheme are monitored locally. Appendix A below, shows the current risk rating of each of the live schemes, along with a comment relating to the status.

19. There are currently no transport projects rated with a red risk score.

Financial

20. Berkshire LEP has been granted freedoms and flexibilities by Government in managing Local Growth Funds. This means that RBWM, as the LEP's Accountable Body, received an annual allocation and it was the LEP's responsibility, via BLTB, to manage the award of LGF to individual schemes. *Digital infrastructure projects have been removed from the totals above as these are governed by the Digital Infrastructure Group.

Table 1: Available Finance for Transport Schemes in TVB Local Growth Deal, BRRP and GBF

£m	2015/16 – 2022/23
Growth Deal 1 “DfT Major Schemes”	24.00
Local Growth Deal	111.98
BRRP 2018/19 and 2019/20*	34.88
Getting Building Fund	2.10
Grand Total	172.9

21. The profile and status of the available money in each year is as follows:

Table 2: Local Growth Deal, BRRP and GBF Financial Allocations for Transport Schemes by Financial Year

£m	2015 /16	2016 /17	2017 /18	2018 /19	2019 /20	2020 /21	2021 /22	2022 /23	2023 /24	Total
Combined Growth Deal 1, 2, 3 & LTB Allocation	14.74	16.55	15.06	8.81	12.44	44.38	-	-	-	111.98
Growth Deal 1 (DfT Major Schemes)	-	-	-	0.87	22.13	1.0	-	-	-	24.0
Local Growth Deal Total	14.74	16.55	15.06	9.68	34.57	45.38	-	-	-	135.98
Business Rates Retention Pilot	-	-	-	11.45	9.31	1.46	2.60	2.1	8.38	34.8
Getting Building Fund	-	-	-	-	-	0.60	1.50	-	-	2.10
Grand Total	14.74	16.55	15.06	21.13	43.88	47.05	4.10	2.97	7.48	172.9

22. The breakdown of types of projects with allocated LGF, BRRP and GBF monies is shown in Appendix B below.

23. The LGF programme closed on 31 March 2021. Where a project did not complete by this date and there was still outstanding expenditure, the LEP was allowed to use freedoms and flexibilities to temporarily allocate the funding to an alternative capital project that took place within the local authority during 2020/21. Once the original projects complete, the LGF will be reallocated back to the original project. This process is known as a capital swap and is an accounting process to ensure that capital grants are defrayed within the correct financial period. Delivery partners confirmed that by the end of March 2021, expenditure was at roughly £79m, against the £112m paid over the LGF period, with c.£33m reallocated as a capital swap.
24. The following table shows the outstanding amount of capital swap, as reported by transport officers for each local authority:

Table 3: LGF Capital Swap by Local Authority

Local Authority	Amount
West Berkshire Council	£6.532m
Slough Borough Council	£2.586m
Royal Borough of Windsor and Maidenhead	£1.347m
Wokingham Borough Council	-
Reading Borough Council	£0.467m
Bracknell Forest Council	-
Total	£10.932m

25. Government expectations are that LEPs should complete their capital programme of investments by the end of financial year 2023/24. Berkshire LEP will write to the scheme promoters with outstanding projects to outline that this is an immovable deadline, and that funding is at risk and may be recovered if projects are delayed beyond March 2024.

Human Rights Act and Other Legal Implications

26. The [Assurance Framework](#)^{vi} referred to above identifies the steps that scheme promoters should take to secure financial approval from the LTB. There are, in effect, two layers of scheme approval. The first, and primary layer rests with the scheme promoter (all the schemes referred to in this report are being promoted by Local Authorities). To implement the schemes in question, each promoter will need to satisfy themselves that all the legal implications have been considered and appropriately resolved. The secondary layer of approval, given by the LTB, is concerned with the release of funds against the detailed business case. The arrangements for publication of plans via the LEP and promoters' websites, the arrangements for independent assessment and the consideration of detailed scheme reports are appropriate steps to ensure that any significant Human Rights Act or other legal implications are properly identified and considered.

Monitoring and Evaluation

27. The Monitoring and Evaluation Plan for the Thames Valley Berkshire Growth Deal has now been agreed with government. In addition to the need for transport scheme promoters to collect and publish monitoring and evaluation reports that comply with DfT guidance for capital schemes, there will be requirements to cooperate with the overall monitoring and evaluation plan for the Growth Deal.
28. The difference between the two processes is that one concentrates on the transport impacts and the other on the economic impacts. The basic information required from each scheme promoter is set out in the scheme proformas. This requirement is less onerous for schemes under £5m Growth Deal contribution and runs to much more detail for the larger schemes.
29. For most schemes there will be little or no additional Growth Deal monitoring burden beyond that already signalled. Extra effort may be required to comply with the standard set out in the Monitoring and Evaluation plan which is “accurate, timely, verified and quality assured monitoring data.”
30. For schemes mentioned by name in the Monitoring and Evaluation Plan (see list below) there will be a separate discussion about the duties on the scheme promoter:
 - 2.01 Newbury: King’s Road Link Road
 - 2.04 Wokingham: Distributor Roads Programme
 - 2.06 Reading: Green Park Railway Station
 - 2.08 Slough: Rapid Transit Phase 1

APPENDIX A Summary of all Transport Projects (funding in £m)

LEP Capital Infrastructure Programme Summary

16/10/2023

Ref.	Scheme Name	Growth Deal	RAG	Notes	*LTB Funding Approval	Start on Site	Completi on date	2015/ 16	2016/ 17	2017/ 18	2018/ 19	2019/ 20	2020/ 21		Total
LOCAL GROWTH FUND															
2.01	Newbury: King's Road Link Road	GD1	AG	Vehicle road access to site is currently blocked by a road closure from Boundary Road westwards for major gas main replacement works. These could last until Dec / Jan. Road itself is complete apart from top dressing. Planning condition remains that occupation can't happen until road is completed AND open.	Mar-15	Oct-16	Due March 24	0.000	1.335	1.000	0.000	0.000	0.000		2.335
2.02	Bracknell: Warfield Link Road	GD1	C	1-yr impact report published Mar 20	Jan-15	Feb-15	Apr 17; open Oct 18	3.500	0.000	0.000	0.000	0.000	0.000		3.500
2.03	Newbury: London Road Industrial Estate	GD1	C	1-yr impact report published Jul 18 Delays to linked housing	Mar-15	Feb-16	Mar-17	0.500	1.400	0.000	0.000	0.000	0.000		1.900
2.04	Wokingham Roads -Arborfield Cross Relief Rd	DfT major	C	1-yr impact report due March 2023	Jul & Aug 19 via DfT	Aug 19 enabling	Nov-20	0.000	0.000	0.000	0.874	22.126	1.000		24.000
2.05	Newbury: Sandleford Park	GD2	C	Final works underway	Jul-16	Aug-18	Dec-21	0.000	0.000	0.000	2.000	0.000	0.000		2.000
2.06	Reading Green Park Railway Station	GD1	C	Station opened to public in June 23	Nov 14 & Jul 19	Mar-18	Dec-22	0.000	0.000	4.575	0.000	4.575	0.550		9.700
2.07	Bracknell: Coral Reef Roundabout	GD1	C	1-yr impact report published Nov 17, 5 yr report due Nov 2023	Jan-15	Apr-15	Apr-16	2.100	0.000	0.000	0.000	0.000	0.000		2.100
2.08	Slough Rapid Transit Phase 1	GD1	C	1-yr impact report published Mar 20	Jul-14	Dec-15	Dec 17; buses Mar 19	3.100	2.500	0.000	0.000	0.000	0.000		5.600
2.09.01	Sustainable Transport: NCN 422	GD1	C	1-yr impact report due Nov 2022	Nov-15	Jan-17	Dec-20	0.000	2.100	1.500	0.200	0.400	0.000		4.200

2.09.02	Sustainable Transport: A4 Cycle (with Bucks)	GD1	C	1-yr impact report published July 2021	Nov-15	Feb-17	Sep-18	0.000	0.483	0.000	0.000	0.000	0.000	0.000	0.483
2.10	Slough A332 Improvements	GD1	C	1-yr impact report published Nov 2021	Nov-14	Dec-15	Sep-19	1.267	1.433	0.000	0.000	0.000	0.000	2.700	
2.11	South Reading Mass Rapid Transit Phase 1	GD1	C	1-yr impact report published Nov 21	Nov-15	Aug-16	Jan-00	0.000	2.970	0.000	0.000	0.000	0.000	2.970	
2.12	South Reading Mass Rapid Transit Phase 2						Jan-00	0.000	0.000	1.530	0.000	0.000	0.000	1.530	
2.13	Wokingham Thames Valley Park and Ride	GD1	C	1-yr impact report published Nov 2022	Jul-17	Feb-18	Nov-20	0.000	0.000	0.000	2.000	0.900	0.000	2.900	
2.14	East Reading MRT Phase 1	GD1	Project withdrawn												
2.25	East Reading MRT Phase 2	GD3	Project withdrawn												
2.15	Bracknell: Martins Heron	GD1	C	1-yr impact report due published Nov 2021	Apr-17	Apr-17	Apr-19	0.000	0.200	2.700	0.000	0.000	0.000	2.900	
2.16	Maidenhead: Station Access	GD 1	C		Nov-17	Jan-19	Oct-21	0.000	0.000	0.000	0.690	1.666	1.394	3.750	
2.17	Slough: A355 route	GD 1	C	1-yr impact report published Jul 18	Nov-14	Dec-15	Feb-17	2.275	2.125	0.000	0.000	0.000	0.000	4.400	
2.18	Not used														
2.19	Bracknell: Town Centre Regeneration Infrastructure	GD 2	C	1-yr impact report published Mar 19	Nov-15	Apr-15	Sep-17	2.000	0.000	0.000	0.000	0.000	0.000	2.000	
2.20	Not used														
2.21	Slough: Langley Station Access	GD 2	C	1-yr impact report published Nov 2021	Nov-16	Mar-18	Feb-20	0.000	0.000	1.500	0.000	0.000	0.000	1.500	
2.22	Slough: Burnham Station Access	GD 2	C	1-yr impact report published Jul 20	Mar-16	Jan-17	Apr-19	0.000	2.000	0.000	0.000	0.000	0.000	2.000	
2.23	Reading: South Reading MRT Ph 3-4	GD 3	C	1-yr impact report due Nov 2023	Nov-17	Mar-18	Due Mar 22	0.000	0.000	2.250	0.090	0.000	0.000	2.340	
2.24	Newbury: Railway Station	GD 3	G	The scope of this project has now been completed within budget with some funds remaining. GWR have suggested using these for additional small-scale upgrades and to resurface the south side car park.	Cond Jul 18, lifted Feb 19	Jan-19	Due Mar 24	0.000	0.000	0.000	3.630	0.000	3.061	6.691	
2.25	East Reading MRT Phase 2 - See 2.14 above														
2.26	Wokingham: Winnersh Relief Road Phase 2 - See BRRP below														

2.27	Maidenhead Town Centre: Missing Links	GD 3	C	1-yr impact report due March 2024	Cond Nov 18, lifted Sep 19	Nov-20	Dec-22	0.000	0.000	0.000	0.000	0.000	2.242		2.242
2.28	Bracknell: A3095 Corridor	GD 3	C	1-yr impact report published Nov 2022	Jul-18	Oct 18 enabling	Nov-21	0.000	0.000	0.000	0.200	1.800	3.519		5.519
2.29	Wokingham: Winnersh Triangle Park & Ride	GD 3 resrv.	A	Work Complete	Cond Mar 19, lifted May 19	Apr-21	Mar-23	0.000	0.000	0.000	0.000	0.000	4.240		4.240
2.31	Slough: Stoke Road Area Regeneration	GD 3 resrv.	G	All work reported on track.	Jul-19	Aug 19 enabling	Due Mar- 24	0.000	0.000	0.000	0.000	1.000	6.650		7.650
2.32	Maidenhead: Housing Sites Enabling Work Ph. 1	GD 3 resrv.	A	Largely on track. Getting approval from councillors in October for new roundabout at junction of A3 and Holyhead Road. Roundabout at risk for delivery by end of March.	Cond Jan 19, lifted Jul 20	Nov-20	Due Mar- 24	0.000	0.000	0.000	0.000	0.000	4.271		4.271
2.33	GWR: Maidenhead to Marlow Branch Line Upgrade	GD 3 resrv.	Project withdrawn												
2.34	Slough MRT Phase 2 – see BRRP below														
2.35	Reading: Reading West Station Upgrade	GD 3 resrv.	G	Only minor snagging work outstanding. Opening dependent on Network Rail certification process (4-6 weeks)	Nov-19	Feb-21	Due December 23	0.000	0.000	0.000	0.000	0.000	3.100		3.100
2.36	Wokingham: Coppid Beech Park and Ride	GD 3 resrv.	C	1-yr impact report published Jul 18 Delays to linked housing	Mar-20	Feb-21	Mar-22	0.000	0.000	0.000	0.000	0.000	2.400		2.400
2.37	Bracknell: A322 A329 Corridor Improvements	GD 3 resrv.	C	Work back on site.	Nov-19, amended Jun 20	Nov-20	Nov-21	0.000	0.000	0.000	0.000	0.000	0.400		0.400
2.38	Theale Station Upgrade	GD 3 resrv.	A	BLTB approval to extend to Dec 2024. Access for All Bridge erected and GWR tendering for car park. Currently on track	Cond June 20, lifted Dec 20	Mar-21	Due Dec 24	0.000	0.000	0.000	0.000	0.000	4.000		4.000

				for revised timeframe but being closely monitored.													
2.39	Wokingham: Coppid Beech northbound on-slip widening	GD 3 resrv.	Project withdrawn														
2.40	Windsor: Town Centre Package	GD 3 resrv.	G	Work on site and progressing at pace	Jul-20	Mar-21	Due Jan 24	0.000	0.000	0.000	0.000	0.000	1.563				1.563
2.41 Not used																	
2.42 South Wokingham Distributor Road – Eastern Gateway – see BRRP below																	
2.43	Wokingham: Barkham Bridge	GD 3 resrv.	C	1-yr impact report published July 2022	Nov-19	Nov-19	Feb-21	0.000	0.000	0.000	0.000	2.100	2.136				4.236
2.44	Reading Buses: Completing the Connection	GD 3 resrv.	C	1-yr impact report published July 2022	Cond July 20 lifted Nov 20	Nov-20	Mar-21	0.000	0.000	0.000	0.000	0.000	1.541				1.541
2.45	Slough Langley High Street phase 1	GD 3 resrv.	C	1-yr impact report due March 2024	Cond June 20 lifted Oct 20	Feb-21	Dec-22	0.000	0.000	0.000	0.000	0.000	1.324				1.324
2.46	Slough Langley High Street phase 2	GD 3 resrv.	C	1-yr impact report due March 2024	Cond Jul 20 lifted Oct 20	Feb-21	Dec-22	0.000	0.000	0.000	0.000	0.000	1.033				1.033
2.47	Bracknell Town Centre The Deck	GD 3 resrv.	C	1-yr impact report published Nov 2022	Cond Nov 20, lifted Dec 20	Feb-21	Aug-21	0.000	0.000	0.000	0.000	0.000	0.956				0.956
N/a	Independent assessment costs	GD 3 resrv.	N/a					0.000	0.000	0.000	0.000	0.000	0.004				0.004
								14.742	16.546	15.055	9.684	34.567	45.384				135.978
																	0.000
	BUSINESS RATES RETENTION PILOT																

Ref.	Scheme Name	Growth Deal	RAG	Notes	LTB Funding Approval	Start on Site	Completion date				2018/19	2019/20	2020/21	2021/22	2022/23	Total
	Capital Projects															
2.23	Reading: South Reading MRT Ph 3-4	BRRP	C	n/a	Nov-17	Mar-18	Due Mar 22				7.808	0.000	0.000	0.000	0.000	7.808
2.26	Wokingham: Winnersh Relief Road Phase 2	BRRP	C	1-yr impact report published July 2022	Conds. Nov 18, lifted Feb 19	Jan-19	May-21				3.000	3.260	0.000	0.000	0.000	6.260
2.32	Maidenhead: Housing Sites Enabling Work Ph. 1	BRRP	A	Getting approval from councillors in October for new roundabout at junction of A3 and Holyhead Road. Roundabout at risk for delivery by end of March.	Conds. Jan 19, lifted Jul 20	Nov-20	Due Dec 23				0.000	0.000	0.000	0.000	1.010	1.010
2.34	Slough MRT Phase 2	BRRP	G	Final Snagging on main highway. Cycle route still to be designed as final element of MRT. P&R funding removed	Jan-19	Aug-19	Due Mar 24				0.000	1.000	1.000	2.600	4.003	8.603
2.42	South Wokingham Distributor Road – Eastern Gateway	BRRP	C		Nov-19	Oct-19	Mar-22				0.000	5.000	0.000	0.000		5.000
	New BRRP Capital Projects														2023/24	Total
2.48	M3-M4 Smarter Corridors	BRRP	G	Due to start construction in Jan 24	Mar-23	Sep-23	Due Mar 24								0.200	0.200
2.49	The Avenue Multi-Storey Car Park	BRRP	G	Progressing well - Contractor to be appointed 29/9 and Construction to commence 9/10.	Mar-23	Sep-23	Due March 24								0.600	0.600
2.50	Toutley Depot Refurbishment	BRRP	G		Mar-23	Sep-23	Due Mar 24								0.800	0.800
2.51	Newbury - London Road Industrial Estate Regeneration	BRRP	G	Work starting on site Oct-23; beginning with pilot holes for environmental improvements on highway	Mar-23	Sep-23	Due Mar 24								0.375	0.375

2.52	Civic Centre Decarbonisation	BRRP	A/G	Procurement issues meant this is now included as an enabling package in wider LUF Civic contract. Main contractor appointment is imminent, with design works to complete end Nov 23. Works contract to be awarded Feb 24, with works to start May 24, for Oct 24 completion. Capital transfer agreed in principle but needs to go through BLTB for approval	Mar-23	Sep-23	Due October 24							0.825	0.825				
2.53	Parlaunt Road Traffic Signals and Highways Improvement	BRRP	G	The designs are still in progress, including details on the traffic signals element. We are currently still awaiting responses with quotes for this work from traffic signal companies. The project is still on course overall for completion by March 2024.	Mar-23	Sep-23	Due Mar 24							0.750	0.750				
2.54	Windsor Welcome	BRRP	G	Project planning ongoing to ensure timely delivery across the remainder of the financial year	Mar-23	Sep-23	Due Mar 24							0.785	0.785				
2.55	Newbury - Newbury Wharf	BRRP	A	Currently in planning stage. Certificate of lawfulness application for works submitted, expecting to start on site Dec-23	Mar-23	Sep-23	Due Mar 24							0.375	0.375				
					Tot. BRRP Spend – Capital									10.808	9.260	1.000	2.600	9.723	33.391
	Revenue Projects																		
N/a	BLIS development	BRRP	N/a	Work completed										0.044	0.046	0.000	0.000		0.090

N/a	Business Case Preparation	BRRP	N/a	6 proposals approved						0.600	0.000	0.000	0.000		0.600
N/a	Forward Plans Team	BRRP	N/a	Proposals being developed	Mar-20	Oct-20	Mar-21			0.000	0.000	0.065	0.685	0.684	0.750
N/a	Independent assessment of 1 & 5 year evaluations	BRRP	N/a	Transferred from LGF by adjusting LGF / BRRP proportions for project 2.32	Due Jul 21	Due Nov 21	Due Mar 27			0.000	0.000	0.000	0.041	0.044	0.041
					Tot. BRRP Spend – Revenue					0.644	0.046	0.065	0.726	0.728	1.481
					Tot. BRRP Spend					11.452	9.306	1.065	3.326	0.004	34.872
					Unallocated BRRP										0.000
	GETTING BUILDING FUND											2020/21	2021/22		Total
GBF 1	Slough Langley High Street phase 3	GBF	C	n/a	Cond. Nov 20; lifted May 21	Oct-21	Dec-22					0.593	1.050		1.643
GBF 15	Bracknell A322 A329 Corridor Improvements	GBF	C		Jul-21	Nov-21	Mar-22					0.000	0.450		0.450
					Total GBF Spend							0.593	1.500		2.093

**Funding has on occasions been granted with conditions, which have subsequently been lifted*

Appendix B: Breakdown of schemes by type by funding allocated

£m	LGF	BRRP	GBF	Total
MRT / P&R projects	23.5	16.4	-	39.9
Railway projects	30.7	-	-	30.7
Highway improvements	24.6	0.95	2.1	27.6
Unlocking direct housing	21.7	12.3	-	33.9
Regeneration	4.5	2.9		7.5
Active travel	6.9			6.9
Environmental	0.5	0.83		1.3
Revenue projects	0.004	1.5	-	1.5
DfT retained	24.0	-	-	24.0
Unallocated	0	0	0	0
Total funding	135.9	34.9	2.1	172.1

ⁱhttps://www.gov.uk/government/uploads/system/uploads/attachment_data/file/327587/35_Thames_Valley_Berkshire_Growth_Deal.pdf

ⁱⁱhttps://www.gov.uk/government/uploads/system/uploads/attachment_data/file/399438/Thames_Valley_Berkshire_Factsheet.pdf

ⁱⁱⁱhttps://www.gov.uk/government/uploads/system/uploads/attachment_data/file/589268/170202_Thames_Valley_Berkshire_LEP_GD_factsheet.pdf

^{iv}<http://www.thamesvalleyberkshire.co.uk/documents?page=1&folder=192&view=files>


^v<http://www.thamesvalleyberkshire.co.uk/berkshire-strategic-transport-forum>

^{vi}<http://www.thamesvalleyberkshire.co.uk/berkshire-strategic-transport-forum>

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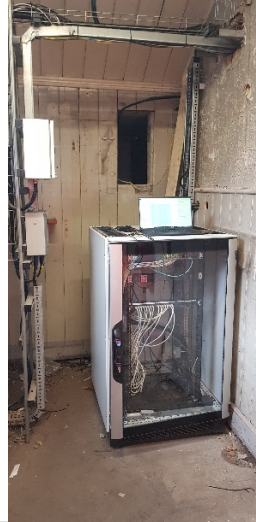
Newbury station

Indicative scope of works, subject to detailed design and costing:

Area of improvement	Outline Scope Description	Illustrative picture of elements to be improved
<p>Safety and security improvements to the platforms</p>	<ul style="list-style-type: none"> • Anti trespass matting • 1.5m high heritage fencing • Partial re-tarmac platform surfaces • Replace / refurbish lanterns around station buildings 	 <p>The illustrative pictures show three key elements: 1) A street view with a billboard and a road leading towards the station. 2) A close-up of a platform surface with a rectangular matting area. 3) A close-up of a red brick building with a lantern fixture mounted on the roof.</p>

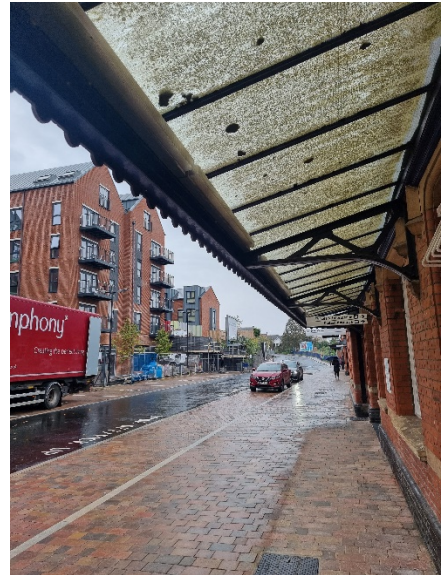
Reliability improvements

- Replace distribution boards
- Underline Ceiling of Comms Switch Room with Fireline Board, replace all finishes, provide raised floor
- Water bars below doors
- Improved drainage and rain protection to existing structures



Customer experience enhancements

- Drinking water fountain
- Fascia panel above platform doors
- Re-decorate platform canopy support steelwork
- Refurbish external canopies in heritage style
- Pigeon netting
- Station Road Elevation refurbishment, painting, repair to damage
- Resurface car par, provide new lighting, provide spare ducting for future EV provision
- Standardise signage





MEETING OF THE BERKSHIRE LOCAL TRANSPORT BODY (BLTB) – THURSDAY 9 NOVEMBER 2023

CONTACT OFFICER: Stephen Brown, Chief Executive Officer, Slough Borough Council

Item 4: One Year Evaluation Report

Purpose of Report

1. At your meeting in July 2022, you approved a less intensive approach towards the impact reports being considered at BLTB meetings to reflect the reduction in reporting requirements from government whilst still demonstrating the value of investment in infrastructure.
2. This report introduces the one-year impact report for the following scheme.
 - Scheme 2.42 – South Wokingham Distributor Road – Eastern Gateway

Recommendation

3. You are recommended to note the report from the scheme promoter and the LEP conclusions.

Supporting Information

4. The LEP has a well-established and agreed process for the monitoring and evaluation of BLTB funded local transport schemes, which requires scheme promoters to produce one- and five-year-on post completion monitoring reports for each of their schemes. It has been agreed that the LEP will continue to carry out reviewing these evaluations, utilising a small amount of the funding from within the capital programme for monitoring and evaluation purposes. However, given the limited amount of funding, these reviews will continue to be light touch and proportionate and fit for purpose, whilst continuing to demonstrate the value of our investment and to inform future priorities.
5. With the reduction in reporting requirements from Central Government, the format and detail of the reports are now less prescriptive and enable the scheme promoter to tailor the reports to their own needs and make them directly relevant to supporting investment decisions going forwards.
6. The reports submitted by each of the scheme promoters continue to summarise the outcomes of the monitoring and evaluation undertaken following the completion of the schemes. The analysis gives an initial indication whether a scheme has been successful in achieving the related aims and objectives set and agreed at the start of the scheme development. It also seeks to demonstrate that the funding obtained has provided value for money and that any lessons learnt are captured as evidence to inform future decision making. The assessments focus on:
 - Scheme build;
 - Delivered scheme;
 - Costs;
 - Scheme objectives; and
 - Impacts on the economy

South Wokingham Distributor Road – Eastern Gateway

7. Wokingham Borough Council received £5m in BRRP funding towards the cost of this £20.16m scheme the remaining from Wokingham Borough Council’s Capital Funding programme.

8. The Eastern Gateway scheme comprised of single carriageway road connecting Montague Park to the north with Waterloo Road to the south via a new roundabout. The scheme provided access across the Waterloo rail line in the form of a new road bridge with the previous railway crossing on Waterloo Road closing as part of the scheme proposals.
9. The objectives of scheme were to support housing delivery, replace the existing level crossing, relieve traffic using residential roads as rat runs whilst minimising the impact of traffic generated by the housing development. The scheme also sought to encourage sustainable and active transport by providing extensive pedestrian and cyclist facilities.
10. The scheme was opened to the public in February 2022 approximately 1 year after the proposed scheme opening date. This was mainly due to the COVID-19 outbreak and associated lockdowns that were in place at various times in 2020 and 2021 which delayed construction and significantly affected the scheme programme. There were also issues with coal tar and additional work to install a piling platform though these did not affect delivery significantly.
11. With respect to costs, final figures are still awaited in relation to land, Part 1 contractor claims and some other construction items. However, initial estimates suggest that the scheme was delivered well within budget, with the enabling works and construction element costs to date being delivered for £11m, against an original projection of £12.5m.
12. To assess the traffic impact of the scheme, data collection and analysis were undertaken in the months preceding the construction of the scheme to form the baseline conditions from which the 1-year analysis has been assessed; this will be repeated 5-years after opening.
13. Whilst there is quite a bit of variation on specific routes, overall traffic flow on existing roads has reduced, although it is difficult to identify the extent to which patterns are attributable to reductions in the traditional peak hour commuting due to adoption of flexible and remote working. Traffic flows will be reviewed again at the 5 year post opening stage, when the impact will be more evident once scheme dependant development and all stages of the SWDR are completed.
14. Generally, there has also been an overall reduction in journey times in 2023, with drivers diverted onto the new railway bridge, there has also been an increase in average speeds with no discernible impact on safety.
15. In terms of meeting the overall objectives of the scheme the new link has provided improved access to planned new housing locations within the South Wokingham major development. Three parcels of land (630 dwellings) have been unlocked and Section 106 agreements to bring these forward are at an advanced stage which will result in outline planning consents would be in place. The build rate will be reviewed again as part of the 5 years post opening evaluation.
16. The Waterloo Road level crossing has been permanently closed, with the original Waterloo Road upgraded with new footways and a new roundabout. The scheme has also provided quicker west east routes that relieve residential roads of cut through traffic.
17. The full one-year on impact report of the scheme is attached at Appendix 2.



Wokingham Borough Council

EASTERN GATEWAY - MONITORING AND EVALUATION

1 Year Post Opening





Wokingham Borough Council

EASTERN GATEWAY - MONITORING AND EVALUATION

1 Year Post Opening

TYPE OF DOCUMENT (VERSION) PUBLIC

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DATE: OCTOBER 2023



Wokingham Borough Council

EASTERN GATEWAY - MONITORING AND EVALUATION

1 Year Post Opening

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	First draft for WBC comments	Draft for LEP		
Date				
Prepared by	Bernard Mbugua	Bernard Mbugua		
Signature				
Checked by	Maddy Hinde	Maddy Hinde		
Signature				
Authorised by	Lauren Shimadry	Lauren Shimadry		
Signature				
Project number	70058590	70058590		
Report number	V0.9	V1.3		
File reference				

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APPENDICES

APPENDIX A

SURVEYED JUNCTION TURN COUNTS

1 INTRODUCTION

1.1 INTRODUCTION

- 1.1.1. As part of the Eastern Gateway Full Business Case (FBC), a Monitoring and Evaluation Plan (MEP) was produced in accordance with the Department for Transport (DfT) guidelines as set out in the Monitoring and Evaluation Framework for Local Authority Major Schemes (September 2012) and the Monitoring and Evaluation Strategy (March 2013).
- 1.1.2. The MEP outlined a monitoring and evaluation framework to demonstrate that the funding obtained has provided value for money and that any lessons learnt are captured as evidence to inform future decision making.
- 1.1.3. The framework set out the data collection requirements, methods and metrics for use at each of the three stages of evaluation: baseline (pre-construction), Year 1 (1-year post-opening) and Year 5 (5 years post-opening).
- 1.1.4. The following measures were identified to be used to assess the scheme in accordance with the DfT Standard monitoring measures outlined below:
 - Scheme build;
 - Delivered scheme;
 - Costs;
 - Scheme objectives;
 - Travel demand;
 - Travel times and reliability of travel times; and
 - Impacts on the economy.

1.2 SCOPE

- 1.2.1. The scope of this report is to outline the metrics and measures used to assess the delivery and performance of the scheme, and to determine whether the scheme has been successful in achieving the aims and objectives set and agreed at the start of the scheme development.
- 1.2.2. This report sets out the baseline conditions for the assessment of delivery and performance and the one-year assessment of the delivery and performance of the scheme.
- 1.2.3. On completion of the Year 5 data collection exercise, additional assessment, and evaluation will be carried out.

1.3 SCHEME OBJECTIVES

- 1.3.1. The objectives of Eastern Gateway are to:
 - Support the 2026 Local Plan housing delivery in the Borough.
 - Facilitate the South Wokingham Strategic Development Location (SW SDL) housing development (2,500 dwelling units in total).
 - Replace the existing Waterloo Road level crossing.
 - Relieve traffic using residential roads as rat runs to the north (leading to the A329) such as Priest Avenue.
 - Encourage sustainable and active transport by providing extensive pedestrian and cyclist facilities.



- Minimise the impact of the increase in traffic generated by the SW SDL on nearby residential roads.
- Allow future residents of the SW SDL to travel to major and growing employment areas leading to the growth of the local economy.

1.4 MONITORING & EVALUATION DATA REQUIREMENTS

- 1.4.1. In assessing the delivery and effectiveness of the scheme, a number of metrics were identified through which the delivery and performance of the scheme could be assessed. Further information on the Monitoring and Evaluation process can be found in the Monitoring and Evaluation Plan.
- 1.4.2. Based on the data requirements, a data collection exercise was undertaken, in accordance with the method outlined in the MEP. A summary of the data collected is shown in Table 1-1. This includes the source, method and timeframe of each data type.

Table 1-1 - Data Type, Source and Collection Method

Data Type	Measure	Monitoring Period	Data Origin / Location	Provider/Source
Scheme Delivery	<ul style="list-style-type: none"> Delivered scheme Cost Construction Programme 	1 Year post opening	Progress against key milestones, monitoring of construction works, project plan assessment Description and quantities of the delivered scheme to be provided Financial monitoring/reporting, scheme cost plans, outturn costs, overall expenditure of each funding stream	WBC / Civils Contractor
Traffic Flows	<ul style="list-style-type: none"> Scheme Objectives: Improved resilience of the road network Travel demand 	2020 Baseline 1 Year post opening 5 Years post opening	Traffic counts in the wider area of impact	Survey Contractor (Tracsis for Baseline, ATR for 1 year post opening), WBC Traffic count data, WSTM4 Strategic Transport Model
Collisions	<ul style="list-style-type: none"> Scheme Objectives: Reduced collision rate and severity 	2020 Baseline 5 Years post opening	5-year collision data in the Cobalt area	WBC
Journey Time	<ul style="list-style-type: none"> Travel times and reliability 	2020 Baseline 1 Year post opening 5 Years post opening	Data obtained from traffic survey	Survey Contractor (Tracsis for Baseline, ATR for 1 year post opening)

2 SCHEME DELIVERY

2.1 INTRODUCTION

2.1.1. This section outlines the assessment of the constructed scheme in terms of cost, programme and risk. It also compares whether the completed scheme differs from the scheme as originally designed.

2.2 BASELINE

2.2.1. The baseline assessment is based on the detail provided in the Full Business Case, with the one year post opening assessment compared against these forecasts.

Delivered Scheme

2.2.1. Wokingham Borough Council (WBC) is progressing a number of major highway projects in the borough to support the 2026 Local Plan housing delivery in the Borough as well as relieve congestion on the Borough's roads.

2.2.2. The Eastern Gateway forms part of the South Wokingham Distributor Road (SWDR) and is phase 2 of this four-phase project.

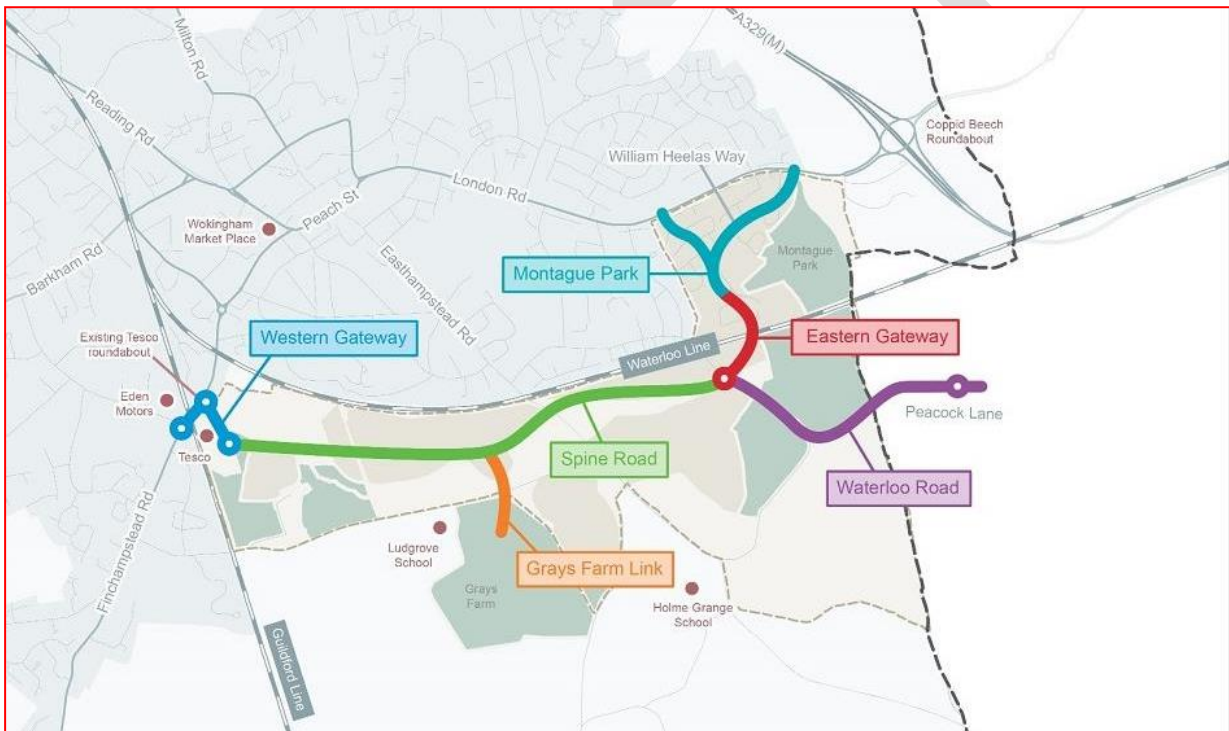
2.2.3. The four SWDR phases are:

- **Montague Park**- The developer section of SWDR, also known as William Heelas Way in Montague Park. was completed in Summer 2015 as part of Montague Park housing development.
- **Eastern Gateway** - This section of the SWDR joins the previously completed section of William Heelas Way through the Montague Park development with Waterloo Road.
- **Central spine Road** - From the Eastern Gateway section the SWDR will run west across Easthampstead Road to Finchampstead Road - connecting at the existing Tesco roundabout.
- **Western Gateway**- This is the proposed improvement of the Molly Millar Lane/ Finchampstead Road Junction.

The extent of the Eastern Gateway scheme and the SWDR is shown in

2.2.4. Figure 2-1.

Figure 2-1 - South Wokingham Distributor Road



The Eastern Gateway scheme comprises of single carriageway design connecting Montague Park to the north with Waterloo Road / SWDR to the south via a new roundabout. The scheme provides access across the Waterloo rail line in the form of a new road bridge with the previous railway crossing on Waterloo Road closing as part of the scheme proposals. A plan of the Eastern Gateway scheme, shown in isolation, is illustrated in

2.2.5. Figure 2-2.

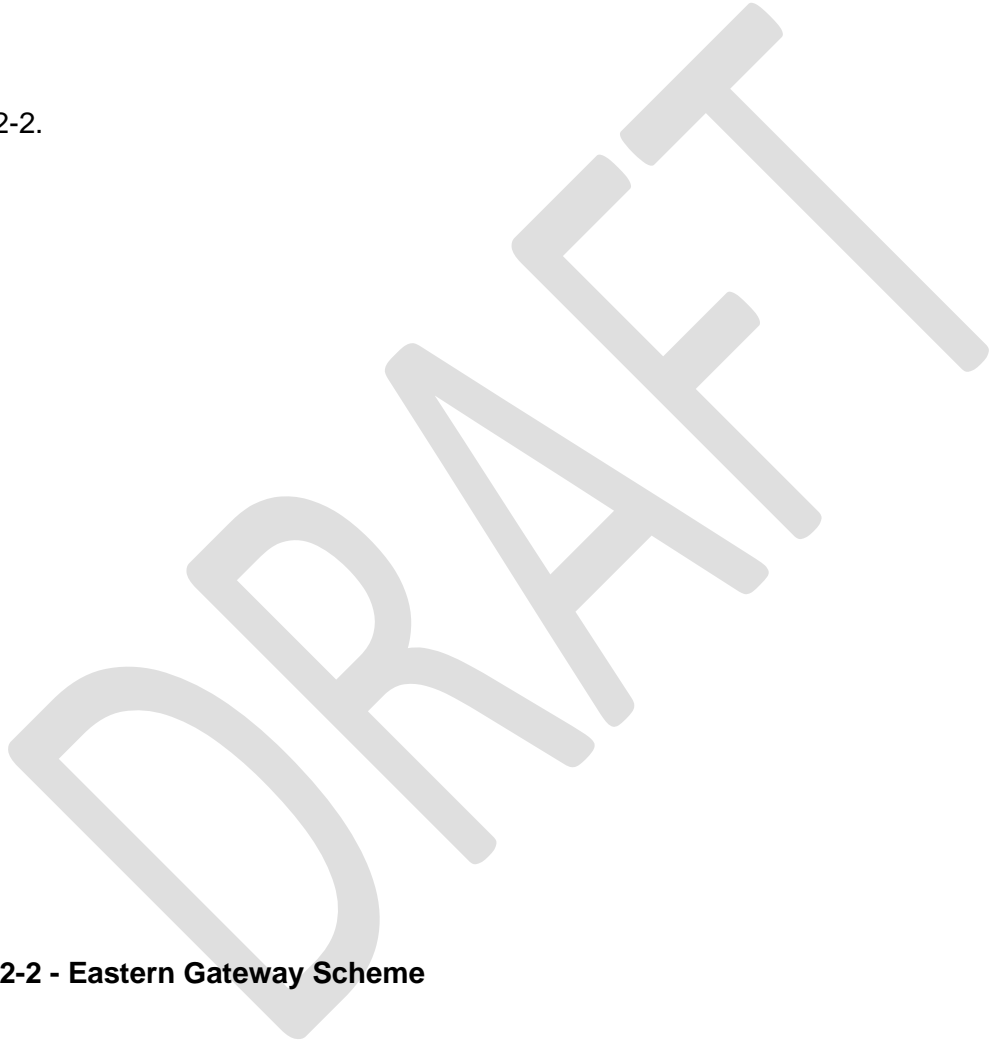
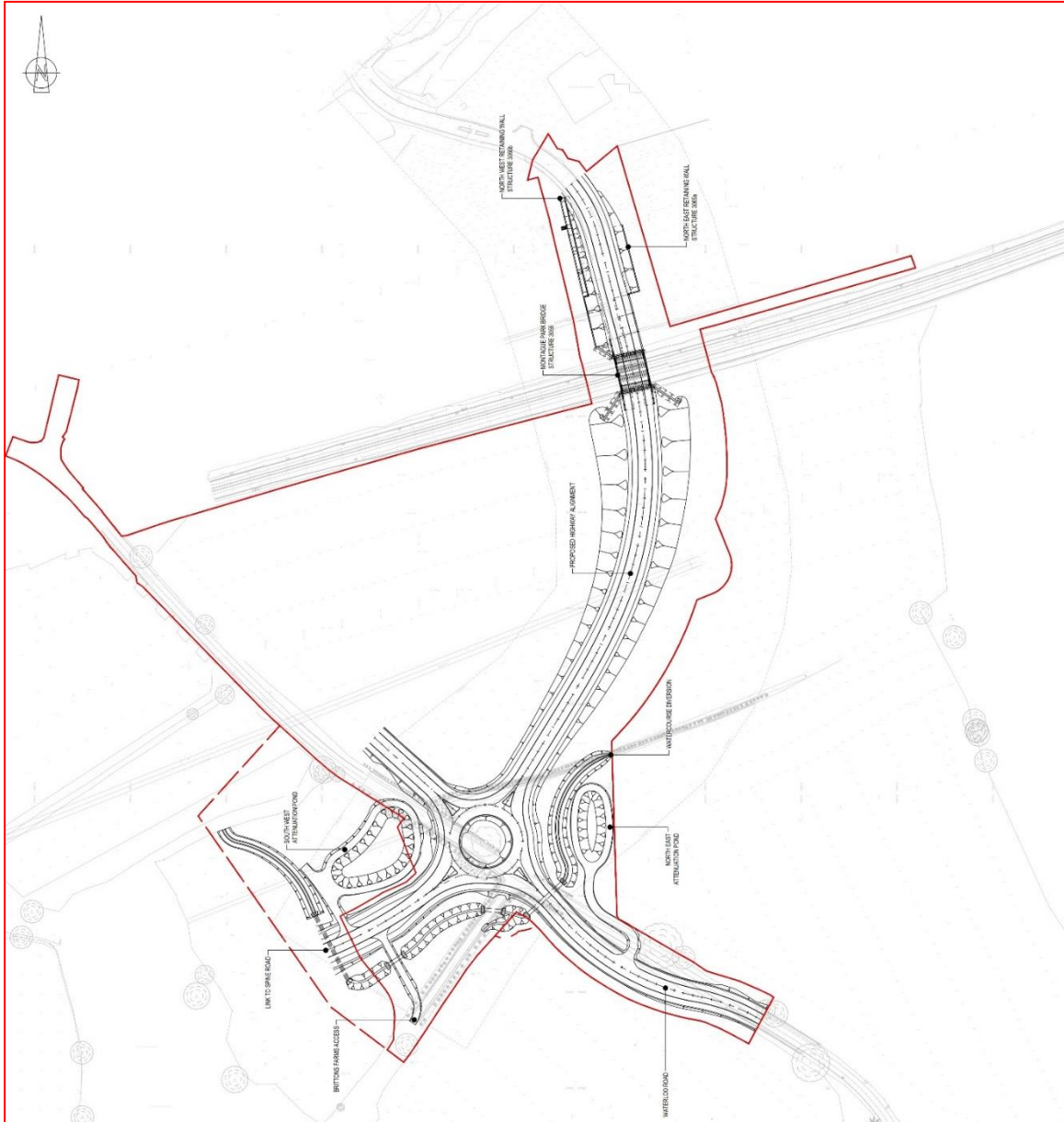


Figure 2-2 - Eastern Gateway Scheme



2.2.6. Figure 2-3 to Figure 2-5 shows an image of the scheme under construction while Figure 2-6 to Figure 2-10 shows the completed scheme.

Figure 2-3 – Aerial view of Eastern Gateway scheme under construction



Figure 2-4 - Aerial view of Eastern Gateway scheme under construction



Figure 2-5 - Eastern Gateway scheme under construction



Figure 2-6 - Completed Eastern Gateway scheme southbound approach to the Bridge



Figure 2-7 – Completed scheme - Southbound approach to William Heelas Way roundabout



Figure 2-8 - Completed Scheme - Northbound approach to the Bridge



Figure 2-9 - New Road constructed and in use



Figure 2-10 - New sections of Road and Roundabout along with new water drainage systems at ground level.



Amendments to the scheme

- 2.2.7. A Section 73 amendment to the original Eastern Gateway planning application was required to accommodate the western pond and the associated diverted watercourse which extended outside the original planning boundary.
- 2.2.8. A Section 73 application is usually required to obtain for permission to develop without complying with a condition previously imposed on a planning permission. The local planning authority can grant permission unconditionally or subject to different conditions, or they can refuse the application if they decide the original condition(s) should be kept.

Scheme Cost

- 2.2.9. The scheme was developed to detailed design level. The contractor Balfour Beatty had early contractor design involvement and subsequently provided the scheme costs to Wokingham Borough Council.
- 2.2.10. The full scheme cost, as submitted as part of the Full Business Case (FBC) was £20,159,264 (2017 prices), of which £5m was to be obtained through TVBLEP Business Rates Retention Pilot Fund and the remaining from Wokingham Borough Council's Capital Funding programme.
- 2.2.11. A summary of the proposed scheme cost and the spend profile is shown in Table 2-1, whilst Table 2-2 shows a comparison of the proposed and actual scheme cost and spend profile. It should be noted that in Table 2-2 some items of cost, actual Land and Pt1 claims are yet to be received. It should also be noted that the allocation of spend to individual categories of spend may be different between the forecast and actual expenditure e.g. between construction and enabling works.

Table 2-1 - Proposed Spend Profile

Description	2017/18	2018/19	2019/20	2020/21	2021/22	Total
Construction		£546,227	£4,762,425	£7,143,638		£12,452,290
Land	£29,000	£60,000	£90,000	£60,000		£239,000
Pt1 Claims					£1,000,000	£1,000,000
Core Team		£525,448	£525,448	£262,724		£1,313,621
Surveys		£111,387	£304,354			£415,741
Enabling Works		£61,817				£61,817
Utilities		£106,000	£534,543			£640,543
Sub-Total	£29,000	£1,410,879	£6,216,771	£7,466,362	£1,000,000	£16,123,012
Inflation			£478,007	£1,115,351		£1,593,358
Risk		£99,120	£1,171,887	£1,171,887		£2,442,894
Total	£29,000	£1,509,999	£7,866,665	£9,753,599	£1,000,000	£20,159,264

Table 2-2 – Comparison of Proposed Spend Profile and Actual Spend Profile

Figure 2-11 - Actual Spend Profile	Total Forecast	Total Actual	Difference
Construction	£12,452,290	£9,924,383	-£2,527,907
Land	£239,000		
Pt1 Claims	£1,000,000		
Core Team	£1,313,621	£975,137	-£338,484
Surveys	£415,741	£119,689	-£296,052
Enabling Works	£61,817	£1,064,805	+£1,002,988
Utilities	£640,543	£908,888	+£268,345
Sub-Total	£16,123,012	£12,992,902	-£3,130,110
Inflation	£1,593,358	£1,232,204	-£361,154
Risk	£2,442,894	£1,497,041	-£945,853
Total	£20,159,264		

Construction Programme

2.2.12. Table 2-3 outlines the overall programme key milestones that were projected within the Full business Case.

Table 2-3 – Projected construction Programme (Eastern Gateway FBC -2019)

Submit Planning Application	27th October 2017
Discharge of Planning Conditions	14 th October 2019
Complete Detailed Design	4 th November 2019
Start Enabling Works	6 th April 2019
Start Construction Mobilisation	25 th November 2019
Permanent Traffic Orders Made	March 2020
Road Opening	March 2021

- 2.2.13. These key milestones and anticipated dates provided an indication of the programme for delivering the full scheme, with construction estimated to be completed in March 2021.
- 2.2.14. Due to a slight delay, enabling works commenced in Autumn 2019 and construction of the approaches to the new bridge north of the railway, in Montague Park, began in January 2020.
- 2.2.15. In October 2020 enabling works began for the remainder of the scheme to the south of the railway. In January 2021 the main work south of the railway commenced.
- 2.2.16. The scheme was opened to the public in February 2022 approximately 1 year after the proposed scheme opening date. This was mainly due to the COVID-19 outbreak and associated lockdowns that were in place at various times in 2020 and 2021 which delayed construction and significantly affected the scheme programme.
- 2.2.17. In terms of construction and programming issues, coal tar was found when breaking out the existing Waterloo Road. Coal tar poses potential problems due to health and safety risks, environmental impact, regulatory compliance issues, potential disruptions to construction activities, and additional costs for remediation. Although the specific instance did not significantly affect the project schedule.
- 2.2.18. Additional work was also carried out to install a piling platform at the north of the bridge structure.
- 2.2.19. Similar to other Wokingham Major Highway Project (WMHP) schemes, weekly board meetings at programme level and progress meetings at project level were undertaken every month. Risk reduction meetings took place on a weekly basis or as required to manage risks.
- 2.2.20. Throughout the construction phase, there was a regular on-site presence from the WBC engineers to supervise and ensure quality checks were undertaken. Regular inspection and test plans (ITP) were both good and poor-quality works were reported to the Balfour Beatty (BB) Project Manager, BB Quality Manager, WBC Project Manager, and WBC Quality Manager (NEC Supervisor) on a regular basis.

- 2.2.21. There was a Project Management Plan (PMP) in place to set out and manage overarching Project Lead responsibilities and accountabilities. A Quality Plan was also in place to set out the processes for control and documentation of the works.
- 2.2.22. The scheme was subject to a Stage 1 Road Safety Audit (RSA) by WSP in July 2017, a Stage 2 RSA and a subsequent Addendum report in August 2018 and March 2019. The Stage 3 RSA was carried out in January 2022 on completion of the works and the scheme was deemed compliant. Only minor issues were raised, and these were subsequently addressed.

DRAFT

3 TRAFFIC FLOWS

3.1 INTRODUCTION

3.1.1. To assess the traffic impact of the scheme, traffic counts were undertaken at a number of locations around the Eastern Gateway area. The areas were chosen to allow any change in traffic due to reduced rat-running and route shifting to be determined. The traffic data collection locations are shown in Figure 3-1.

Figure 3-1 – Traffic Data Collection Locations



- 3.1.2. Long-term traffic count cameras have been procured by WBC and were installed by Vivacity in April 2020.
- 3.1.3. As outlined, one link count and three junction counts were to be undertaken to determine the baseline traffic conditions prior to the construction of the Eastern Gateway scheme. Tracsis were commissioned to undertake turning counts at two locations (as indicated in Figure 3-1). The surveys were undertaken in March 2020 prior to the Covid 19 Lockdown.
- 3.1.4. The remaining traffic counts were to be undertaken using Vivacity fixed counters using long-term cameras. However, the installation of the Vivacity counters took place after the national Covid-19 “lockdown” and therefore representative baseline (before construction) traffic data is not available at these locations. Consequently, the Wokingham Strategic Transport Model (WSTM4) base year model has been used instead, with growth factors derived from TEMPro data applied to give an indication of 2020 traffic flows for these locations.

- 3.1.5. The TEMPro growth factor for 2015 to 2020 for the average weekday in Wokingham Borough was used. For these years, an average of the origin and destination for all purposes was used to arrive at the factors.
- 3.1.6. As part of the 1 Year post opening assessment and evaluation, Advanced Transport Research (ATR) was commissioned to undertake MCC surveys at Site 1 (Easthampstead Road / Heathlands Road junction) and site 2 (Peacock Lane / Old Wokingham Road / Waterloo Road junction).
- 3.1.7. Vivacity counters which have now since been installed were also used to collect the turning count data at Site 3 as well as Link Counts on London Road and William Heelas Way.
- 3.1.8. For the one-year post-opening assessment, an evaluation of pedestrian and cyclist flows along William Heelas Way was conducted. The data pertaining to these flows was also extracted from the Vivacity counters,

3.2 LINK COUNTS

- 3.2.1. Two link counts were identified in the Monitoring and Evaluation Plan as being required; these are identified below:
 - Link Count 1 – London Road (to the east of William Heelas Way)
 - Link Count 2 – William Heelas Way

Link Count 1 – London Road (to the east of William Heelas Way)

- 3.2.2. As stated earlier the Vivacity counters were not installed until April 2020, therefore the baseline link count 1 London Road was taken from the WSTM base model where growth factors were applied. Summary of average weekday flows on the A329 London Road are shown in Table 3-1.

Table 3-1 – Link Count 1 – London Road - Average Weekday Flow by Peak Hour and Direction (veh)

Direction	2015 Base Model Flows			Growth Factor	2020 Factored Flows		
	AM	IP	PM		AM	IP	PM
Eastbound	1,340	694	786	1.05	1,412	731	828
Westbound	928	805	1,149	1.05	978	848	1,211
Two-way	2,268	1,499	1,935	1.05	2,390	1,580	2,039

- 3.2.3. The factored flows for the average 2020 weekday indicate a tidal flow, with eastbound being the predominant direction in the AM peak and westbound in the PM peak. Interpeak flows are balanced, with the westbound indicating the greater flow.
- 3.2.4. The 1 year post opening Link counts data was extracted for March 2023 from the long-term Vivacity counters. These have been compared to the 2020 Baseline factored counts and are presented in Table 3-2 below.

Table 3-2 - Link Count 1 -1 year post opening and baseline comparison - Average Weekday Flow (veh)

Direction	2020 Baseline Factored Flows			2023 Vivacity traffic Flows			Traffic flow change		
	AM	IP	PM	AM	IP	PM	AM	IP	PM
Eastbound	1,412	731	828	1062	812	877	-350	81	49
Westbound	978	848	1,211	769	861	1059	-209	13	-152
Two-way	2,390	1,579	2,039	1,831	1,673	1,936	-559	94	-103

3.2.5. Table 3-2 shows that in 2023, the flow patterns during the AM Peak, Inter Peak and PM periods were similar to those observed in 2020. However, a noticeable difference occurred in traffic flow numbers. Table 3-2 also shows there was an overall decrease of 559 vehicles in the 2023 AM Peak and 103 vehicles in the PM Peak. In contrast there as an increase of 94 vehicles in the Inter Peak Hour.

3.2.6. The traffic flow changes in Table 3-2 can be attributed to COVID-19 pandemic which has led to significant changes in traffic patterns by reducing the traditional peak hour commuting due to adoption of flexible and remote working.

Link Count 2 - William Heelas Way

3.2.7. Link count 2 was on a “no through road” along William Heelas Way before construction of the scheme commenced and therefore the count data was not required until the scheme is open and as part of the post opening evaluation.

3.2.8. Table 3-3 below presents the Vivacity link counts that were taken in March 2023 as part of the 1 year post opening evaluation.

Table 3-3 - Link Count 2 -1 year post opening Average Weekday Flow (veh)

Direction	2023 Vivacity traffic Flows		
	AM	IP	PM
Northbound	190	154	164
Southbound	115	95	135
Two-way	305	249	299

3.2.9. Table 3-3 shows that in the AM Peak there was a flow of 305 vehicles along William Heelas Way with 249 vehicles in the Inter Peak and 299 vehicles in the PM Peak. Table 3-3 also shows that the highest vehicle flow during all the Peak Hours was in the northbound lane.

PEDESTRIAN AND CYCLIST COUNTS

Table 3-4 to

- 3.2.10. Table 3-7 below show the pedestrian and cyclist flows in March 2023 from the vivacity counters located on London Road and William Heelas Way for an average weekday. As stated earlier the Vivacity counters were not installed until April 2020, therefore the baseline pedestrian and cyclist counts were not available. The counts include pedestrians and cyclists recorded on both the footways and carriageways.

Table 3-4 – London Road Pedestrian Flows

Direction	2023 Vivacity Pedestrian Flows			
	AM	IP	PM	12 hr
Eastbound	11	7	9	141
Westbound	12	7	11	144
Two-way	23	14	20	285

Table 3-5 – London Road Cyclist Flows

Direction	2023 Vivacity Cyclist Flows			
	AM	IP	PM	12 hr
Eastbound	5	4	4	31
Westbound	6	3	25	42
Two-way	11	7	29	73

Table 3-6 – William Heelas Way – Pedestrian Flows

Direction	2023 Vivacity Pedestrian Flows			
	AM	IP	PM	12 hr
Northbound	21	14	9	124
Southbound	35	13	14	136
Two-way	56	27	23	260

Table 3-7 – William Heelas Way Cyclist Flows

Direction	2023 Vivacity Cyclist Flows			
	AM	IP	PM	12 hr
Northbound	3	2	2	14
Southbound	3	2	2	18
Two-way	6	4	4	32

- 3.2.11. Table 3-4 shows that there was a flow of 285 pedestrians along London Road over a period of 12 hours in March 2023. Additionally, Table 3-5 shows that there was an average flow of 73 cyclists during the same period.
- 3.2.12. Table 3-6 shows that there was a flow of 260 pedestrians along William Heelas Way over a period of 12 hours. Additionally,
- 3.2.13. Table 3-7 reveals that there was an average cyclist flow of 32 during the same time frame on an average weekday.
- 3.2.14. The pedestrian and cyclist flows shown in Table 3-4 to
- 3.2.15. Table 3-7 will be compared with 5 year post opening data. This will show the impact of the Eastern Gateway against the scheme objective to encourage sustainable and active transport.

3.3 JUNCTION TURN COUNTS

- 3.3.1. As part of the Monitoring and Evaluation Plan, three junction turn counts were identified as being required to determine the baseline and 1 Year post opening traffic conditions. Manual Classified Counts (MCCs) were commissioned at two locations (Sites 1 and 2), with the remaining site (Site 3) planned to be undertaken using Vivacity counters.
- 3.3.2. The junction locations identified were:
 - Site 1 – Easthampstead Road / Heathlands Road junction
 - Site 2 – Peacock Lane / Old Wokingham Road / Waterloo Road junction
 - Site 3 – Waterloo Road / Easthampstead Road junction
- 3.3.3. The Baseline traffic surveys at Sites 1 and 2 were undertaken during the period 10th March 2020 to 12th March 2020. This was prior to the Covid-19 lockdown.
- 3.3.4. Due to the Covid-19 lockdown affecting data from the Vivacity counter at the Waterloo Road / Easthampstead junction, an alternative source of the data had to be determined. As there was insufficient coverage using existing WBC counts or from other projects, turning proportions were extracted from the WSTM4 2015 base model applied to the observed flow on the Easthampstead Road North arm of the Site 1 count. As the two junctions are fairly close, with limited opportunity to gain or lose vehicles, this approach was deemed appropriate.
- 3.3.5. For the 1 year post opening evaluation MCC traffic surveys were carried out between 23rd and 25th May 2023 at Site 1 and Site 2 while Vivacity counter traffic data from 14th-16th March 2023 was used for site 3.

3.3.6. The following figure shows the location of site 1 and Tables 3-8 to Table 3-10 shows the baseline and 1 year after junction throughput and a comparison of the 2020 and 2023 data.

Figure 3-2 – Easthampstead Road/Heathlands Road Junction



© Google

Table 3-8 - Site 1 2020 Baseline Junction Throughput by Peak Hour

Peak Hour Commencing		Tuesday 10/03/2020	Wednesday 11/03/2020	Thursday 12/03/2020	Average Day
AM Peak	07:45:00	969	981	969	973
IP Peak	15:45:00	781	827	810	806
PM Peak	17:00:00	810	829	812	817

Table 3-9 - Site 1 2023 1 year after opening Junction Throughput by Peak Hour

Peak Hour Commencing		Tuesday 23/05/2023	Wednesday 24/05/2023	Thursday 25/05/2023	Average Day
AM Peak	07:45:00	1187	1136	1311	1211
IP Peak	15:45:00	1011	923	1089	1008
PM Peak	17:00:00	949	1093	1091	1044

Table 3-10 – Site 1 Difference in Junction Throughput by Peak Hour

Peak Hour Commencing		Tuesday	Wednesday	Thursday	Average Day
AM Peak	07:45:00	218	155	342	238
Inter Peak	15:45:00	230	96	279	202
PM Peak	17:00:00	139	264	279	227

3.3.7. When comparing the 2020 baseline flows and the 2023 1 year post opening flows, Table 3-10 shows that there was a significant increase in traffic (200+ vehicles) through the junction during all the peak hours.

The baseline 2020 turning counts and the 2023 1 year post opening AM Peak turning counts are presented in Table 3-11 and Table 3-12 below and

3.3.8. Table 3-13 presents the flow difference between the 2020 and 2023 data.

Table 3-11 – Site 1 – 2020 Baseline Average AM Peak Hour Turning Movements (veh)

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	123	246
Heathlands Road	40	0	235
Easthampstead Road (N)	98	230	1

Table 3-12 - Site 1 – 2023 1 Year Post Opening Average AM Peak Hour Turning Movements (veh)

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	144	323
Heathlands Road	39	0	278
Easthampstead Road (N)	120	308	0

Table 3-13 – Comparison of Average AM Peak Hour Turning Movement (Veh)

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	21	77
Heathlands Road	-1	0	43
Easthampstead Road (N)	22	78	-1

- 3.3.9. Table 3-11 and Table 3-12 show that in both the 2020 and 2023 AM Peak traffic flows, Easthampstead Road (S) had the highest entry flows at the junction. The largest movements were the northbound movement along Easthampstead Road and between Easthampstead Road (N) and Heathlands Road in both directions.
- 3.3.10. When comparing the 2020 and 2023 turning counts,
- 3.3.11.
- 3.3.12.
- 3.3.13. Table 3-13 shows that there was an increase in traffic flows in most of the turning movements at the junction in the 2023 AM Peak with the exception of vehicles travelling between Heathlands Road to Easthampstead Road (S) where there was a negligible decrease of 1 vehicle.
- 3.3.14. The baseline 2020 turning counts and the 2023 1 year post opening PM Peak turning counts are presented in Table 3-14 and
- 3.3.15. Table 3-15 below and Table 3-16 presents the flow difference between the 2020 and 2023 data.

Table 3-14 – Site 1 – 2020 Baseline Average PM Peak Hour Turning Movements (veh)

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	67	160
Heathlands Road	44	0	158
Easthampstead Road (N)	111	277	0

Table 3-15 - Site 1 –2023 Year Post Opening Average PM Peak Hour Turning Movements (veh)

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	79	260
Heathlands Road	26	0	204
Easthampstead Road (N)	163	311	0

Table 3-16 - Comparison of Average PM Peak Hour Turning Movement (Veh)

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	12	100
Heathlands Road	-18	0	46
Easthampstead Road (N)	52	34	0

- 3.3.16. Table 3-14 shows that in the PM Peak, Easthampstead Road (N) shows the highest entry flow, around just under 400 vehicles, and Heathlands Road the highest exit flow, around 350. The largest movement is from Easthampstead Road (N) to Heathlands Road.
- 3.3.17. Table 3-15 shows that similar to the 2020 base line traffic flows, the highest entry flows in 2023 were on the Easthampstead (N) arm. The right turn into Heathlands Road also remained the turning movement with the highest traffic flow.
- 3.3.18. When comparing the 2020 flows and the 2023 flows, Table 3-16 shows that there was an increase in traffic on all turning movements except for the right turn movement from Heathlands Road to Easthampstead Road where there was a slight decrease of 18 vehicles in the PM Peak Hour.
- 3.3.19. Table 3-16 also shows that the highest increase of traffic was on the south to north through movement on Easthampstead Road with a 100 vehicle increase during the 2023 PM Peak.
- 3.3.20. The traffic analysis indicates increased northbound and southbound traffic volumes along Easthampstead Road and minor increases along Heathlands Road following implementation of the Eastern Gateway scheme.
- 3.3.21. The proximity of the Easthampstead Road/ Waterloo Road junction to the proposed SWDR central section spine road which connects to the William Heelas Way suggests the one year after data may not fully capture anticipated traffic impacts of the scheme at the junction. Therefore, further analysis at the 5 year post-opening will be carried out to assess scheme impacts after construction of the SWDR central spine road section and the Western Gateway.

Site 1 Summary

3.3.22. Traffic data at Site 1 shows increases in traffic volume along Easthampstead Road which was not expected as a result of the Eastern Gateway scheme. However, the current traffic data does not demonstrate the full impact of the scheme at the junction. It is expected that this will be shown in the 5 year post opening evaluation once the Central and Western Gateway sections of the SWDR are completed.

SITE 2 – WATERLOO ROAD / PEACOCK LANE / OLD WOKINGHAM ROAD JUNCTION

3.3.23. Figure 3-3 shows a satellite view of the Waterloo Road/ Peacock Lane/ Old Wokingham Road Junction. A summary and comparison of the peak hour total flows surveyed in 2020 and 2023 are shown from Table 3-17 to Table 3-19.

Figure 3-3 – Site 2 - Waterloo Road/ Peacock Lane/ Old Wokingham Road Junction



© Google

3.3.24. A summary of the total flows through the junction by peak hour are shown in Table 3-17.

Table 3-17 - Site 2 2020 Baseline Junction Throughput by Peak Hour

Peak Hour Commencing		Tuesday 10/03/2020	Wednesday 11/03/2020	Thursday 12/03/2020	Average Day
AM Peak	07:45:00	1,692	1,672	1,554	1,639
IP Peak	15:45:00	1,519	1,403	1,496	1,473
PM Peak	17:00:00	1,893	1,619	1,842	1,785

Table 3-18 – Site 2 2023 1 year post Opening Junction Throughput by Peak Hour

Peak Hour Commencing		Tuesday 23/05/2023	Wednesday 24/05/2023	Thursday 25/05/2023	Average Day
AM Peak	07:45:00	1,751	1,758	1,743	1,751
IP Peak	15:45:00	1,496	1,611	1,683	1,597
PM Peak	17:00:00	1,737	1,740	1,640	1,706

Table 3-19 – Site 2 Difference in Junction Throughput by Peak Hour

Peak Hour Commencing		Tuesday	Wednesday	Thursday	Average Day
AM Peak	07:45:00	59	86	189	112
IP Peak	15:45:00	-23	208	187	124
PM Peak	17:00:00	-156	121	-202	-79

- 3.3.25. Table 3-18 shows that the 2023 average peak hour entry flow in the AM peak was 1,751 vehicles which was an increase of 112 vehicles when compared to the 2020 flows. In contrast the PM peak flows were 1,706 vehicles which was a decrease of 79 vehicles when compared to the 2020 flows.
- 3.3.26. Table 3-18 also shows that in 2023 the highest hour in the inter-peak period had an hourly flow of 1,597 vehicles which was an increase of 124 vehicles when compared to the 2020 flows.
- 3.3.27. A summary of the total flows through the junction in AM peak hour is shown in Table 3-20 to Table 3-22.

Table 3-20 – Site 2 – 2020 Baseline Average AM Peak Hour Turning Movements (veh)

	Peacock Lane	Old Wokingham Rd	Waterloo Road
Peacock Lane	0	557	165
Old Wokingham Rd	633	0	114
Waterloo Road	91	79	0

Table 3-21 – Site 2 - 2023 1 Year Post Opening Average AM Peak Hour Turning Movements (veh)

	Peacock Lane	Old Wokingham Rd	Waterloo Road
Peacock Lane	0	651	70
Old Wokingham Rd	809	0	111
Waterloo Road	34	74	0

Table 3-22 – Site 2 - Comparison of Average AM Peak Hour Turning Movements (veh)

	Peacock Lane	Old Wokingham Rd	Waterloo Road
Peacock Lane	0	94	-95
Old Wokingham Rd	176	0	-3
Waterloo Road	-57	-5	0

- 3.3.28. Table 3-20 and Table 3-21 show that in both 2020 and 2023 the highest flows were on Peacock Lane and on Old Wokingham Road which also formed the major arm of the junction.
- 3.3.29. When comparing the 2020 and 2023 AM Peak flows, Table 3-22 shows that there was an increase in flow along the major arm between Peacock Lane and Old Wokingham Road in 2023. In contrast there was decrease in the Waterloo Road where there were 62 fewer vehicles entering and 98 fewer vehicles exiting the junction.
- 3.3.30. A summary of the total flows through the junction in PM Peak is shown in Table 3-23 to Table 3-25.

Table 3-23 – Site 2 – 2020 Baseline Average PM Peak Hour Turning Movements (veh)

	Peacock Lane	Old Wokingham Rd	Waterloo Road
Peacock Lane	0	925	103
Old Wokingham Rd	435	0	81
Waterloo Road	170	70	0

Table 3-24 - Site 2 – 2023 1 Year Post Opening Average PM Peak Hour Turning Movements (veh)

	Peacock Lane	Old Wokingham Rd	Waterloo Road
Peacock Lane	0	779	67
Old Wokingham Rd	612	0	106
Waterloo Road	60	82	0

Table 3-25 -Site 2 Comparison of Average PM Peak Hour Turning Movements (veh)

	Peacock Lane	Old Wokingham Rd	Waterloo Road
Peacock Lane	0	-146	-36
Old Wokingham Rd	177	0	25
Waterloo Road	-110	12	0

- 3.3.31. Table 3-23 and Table 3-24 show that in the PM Peak, a similar pattern to the AM Peak is seen with the two-way movement between Peacock Lane and Old Wokingham Road still showing the highest flow through the junction in 2020 and 2023.
- 3.3.32. Table 3-24 shows that in 2023 there was a decrease of 182 and 98 vehicles on Peacock Lane and Waterloo Road entries respectively. In contrast there was an increase of 202 vehicles on the Old Wokingham Road approach.
- 3.3.33. Of the 202 vehicles increase on the Old Wokingham Road approach, 88% of the traffic increase was from the northern bound traffic to Peacock Lane while the remaining increase of traffic was from the left turn onto Waterloo Road.
- 3.3.34. While the Eastern Gateway forecast modelling predicted an increase in traffic along Waterloo Road spine road as a result of the scheme the traffic data shows an overall decrease in the 1 year after opening stage.
- 3.3.35. The decrease in traffic is attributed to traffic which would previously use Waterloo Road Level Crossing to access Easthampstead Road diverting onto Old Wokingham Road as an alternative route due to the closure of the level crossing. Additionally, the SW SDL traffic that was expected to primarily use Waterloo Road is not yet present as the scheme developments situated along Waterloo Road and the Central Spine Road have not yet been built as of October 2023.
- 3.3.36. It is expected that there will be an increase along Waterloo Road when the SWDR Central Spine Road is constructed and connected to the Eastern Gateway. This is because traffic from Easthampstead Road that would have initially diverted onto Old Wokingham Road to travel Eastbound would now use the Waterloo Road Spine Road resulting in an increase in traffic. Additionally, there is also expected to be an increase in the SWDL traffic once the scheme dependent development around Waterloo Road has been built.

Site 2 Summary

- 3.3.37. The traffic data for site 2 (Waterloo Road / Peacock Lane / Old Wokingham Road junction) shows a decrease in traffic along Waterloo Road and Peacock Lane. While the decrease in traffic volumes on Peacock Lane is expected based on model forecasts, the anticipated traffic growth on the Waterloo Road spine road has not occurred yet.
- 3.3.38. The one year after opening traffic data at site 2 only provides the partial effects and benefits of the Eastern Gateway scheme at the junction. The traffic flows at site 2 will be reviewed again at the 5 year post opening stage, when the impact will be more evident once scheme dependant development and all stages of the SWDR are completed.

SITE 3 – EASTHAMPSTEAD ROAD / WATERLOO ROAD JUNCTION

- 3.3.39. As the turning counts for this junction were not available in 2020, the Baseline turning flows were estimated from the WSTM4 model for the 2015 base year. Using the Easthampstead Road North entry and exit flows observed as part of the Site 1 count, an estimate of the 2020 turning movements were calculated for this junction based on model turning proportions. .
- 3.3.40. Figure 3-4 below shows a satellite view of the Easthampstead Road/ Waterloo Road Junction.

Figure 3-4 - Site 3 – Easthampstead Road/ Waterloo Road Junction



© Google

A summary of the estimated junction throughput by weekday peak hour is shown in Table 3-26 to

- 3.3.41. Table 3-28. It should be noted that due to the application of factors and rounding, there is a difference of one between the estimated throughput and turning movements in the 2020 Baseline AM peak.

Table 3-26 - Site 3 – Estimated 2020 Baseline Junction Throughput by Peak Hour (veh)

	Estimated Entry Flows (veh)				Estimated Exit Flows (veh)			
	E'hampstead Road (N)	Waterloo Road	E'hampstead Road (S)	Total entry flows	E'hampstead Road (N)	Waterloo Road	E'hampstead Road (S)	Total exit flows
AM Peak	484	141	481	1106	421	357	328	1106

PM Peak	416	201	318	935	331	215	388	934
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Table 3-27 – Site 3 - 2023- 1 year after report Junction Throughput by Peak Hour (veh)

	Actual Entry Flows (veh)				Actual Exit Flows (veh)			
	E'hampstead Road (N)	Waterloo Road	E'hampstead Road (S)	Total entry flows	E'hampstead Road (N)	Waterloo Road	E'hampstead Road (S)	Total exit flows
AM Peak	435	196	568	1198	477	353	368	1198
PM Peak	497	142	439	1078	349	377	352	1078

Table 3-28 – Site 3- Comparison of Junction Throughput by Peak Hour (veh)

	Estimated Entry Flows (veh)				Estimated Exit Flows (veh)			
	E'hampstead Road (N)	Waterloo Road	E'hampstead Road (S)	Total entry flows	E'hampstead Road (N)	Waterloo Road	E'hampstead Road (S)	Total exit flows
AM Peak	-49	55	87	92	56	-4	40	92
PM Peak	81	-59	121	143	18	162	-36	144

3.3.42.

3.3.43. Table 3-28 shows that there was an increase of 92 vehicles in the AM Peak and an increase in 143 vehicles in the PM Peak when comparing the 2023 traffic flows and the 2020 factored Peak Hour entry flows.

3.3.44. The AM Peak turning flows at Site 3 are shown in Table 3-29 to Table 3-31.

Table 3-29 – Site 3 – 2020 Estimated AM Peak Hour Turning Movements (veh)

	E'hampstead Rd (N)	Waterloo Road	Easthampstead Road (S)
E'hampstead Rd (N)	0	183	301
Waterloo Road	114	0	27
Easthampstead Road (S)	307	174	0

Table 3-30 -Site 3 - 2023 1 Year Post Opening AM Peak Hour Turning Movement (veh)

	E'hampstead Rd (N)	Waterloo Road	Easthampstead Road (S)
E'hampstead Rd (N)	0	171	264
Waterloo Road	91	0	105
Easthampstead Road (S)	385	182	0

Table 3-31 -Site 3 Comparison of AM Peak Hour Turning Movement (veh)

	E'hampstead Rd (N)	Waterloo Road	Easthampstead Road (S)
E'hampstead Rd (N)	0	-12	-37
Waterloo Road	-23	0	78
Easthampstead Road (S)	78	8	0

- 3.3.45. Table 3-29 shows that in the 2020 AM Peak estimated traffic flows, Easthampstead Road (N) had the highest entry and exit flow at the junction. The largest movements were the northbound and southbound movements on Easthampstead Road. Of the traffic entering the junction on Waterloo Road, 81% headed north along Easthampstead Road. Table 3-30 shows that in the 2023 AM Peak Easthampstead Road (S) had the highest entry and exit flow at the junction while the northbound and southbound movements on Easthampstead Road were the most significant. Of the vehicles entering via Waterloo Road, 46% headed north on Easthampstead Road.
- 3.3.46. When comparing the 2023 surveyed traffic flows to the 2020 estimated traffic flows Table 3-31 shows that in 2023 there was an overall decrease of 49 vehicles originating from the Easthampstead Road North arm in the AM Peak. In contrast, there was a notable increase in traffic originating from both Waterloo Road (55 vehicles) and the Easthampstead Road South arms (86 vehicles).
- 3.3.47. While overall traffic along Waterloo Road increased, there is a reduction in the AM Peak traffic travelling between Easthampstead Road North and Waterloo Road, which is attributed to the closure of the Waterloo Road level crossing.
- 3.3.48. A summary of the total flows through the junction in the PM Peak is shown in Table 3-32 to Table 3-34.

Table 3-32 – Site 3 – 2020 Estimated PM Peak Hour Turning Movements (veh)

	E'hampstead Rd (N)	Waterloo Road	Easthampstead Road (S)
E'hampstead Rd (N)	0	117	299
Waterloo Road	112	0	89
Easthampstead Road (S)	220	98	0

Table 3-33 -Site 3 2023 1 year after report PM Peak Hour Turning Movements (veh)

	E'hampstead Rd (N)	Waterloo Road	Easthampstead Road (S)
E'hampstead Rd (N)	0	237	260
Waterloo Road	51	0	92
Easthampstead Road (S)	298	141	0

Table 3-34 – Site 3 Comparison of PM Peak Hour Turning Movements (veh)

	E'hampstead Rd (N)	Waterloo Road	Easthampstead Road (S)
E'hampstead Rd (N)	0	120	-39
Waterloo Road	-62	0	3
Easthampstead Road (S)	78	43	0

- 3.3.49. Table 3-32 shows that in the 2020 estimated traffic flows, the predominant PM Peak movements through the junction were the through movements on Easthampstead Road, which accounted for 56% of all vehicles. The entry on Waterloo Road show that approximately 56% of the traffic turned North on Easthampstead Road.
- 3.3.50. Table 3-33 shows that in the 2023 traffic surveys the predominant PM Peak movement through the junction was the two-way north south through movement on Easthampstead Road which accounted for 52% of all vehicles. When looking at traffic coming from Waterloo Road, 35% of vehicles turned right at the junction on Easthampstead Road (N).
- 3.3.51. When comparing the 2023 and 2020 traffic flows. Table 3-34 shows that in the PM Peak there was a decrease in the north south through movement, in contrast there was an increase in traffic travelling in the opposite direction. Table 3-34 also shows a decrease in vehicles travelling from Waterloo Road to Easthampstead North in the PM Peak which is expected due to the closure of the Waterloo Road Level Crossing. It should also be noted that there might be some inaccuracies with the junction turning proportions at site 1 as a result of comparing 2023 survey traffic data and the 2020 estimated data.

Site 3 Summary

- 3.3.52. The traffic data for site 3 (Easthampstead Road/ Waterloo Road Junction junction) shows that even though there was an overall traffic increase on Waterloo Road, specific turning movements show decreases due to the level crossing closure. The traffic data at site 3 will also be reviewed at the 5 year post opening stage where the completed SWDR scheme is expected to reduce cut-through traffic once the full spine road network is completed, providing an alternative east-west route that will reduce traffic along Waterloo Road.

3.4 5 YEARS POST OPENING

- 3.4.1. This section will be completed following the completion of the data collection exercise 5 years after opening.

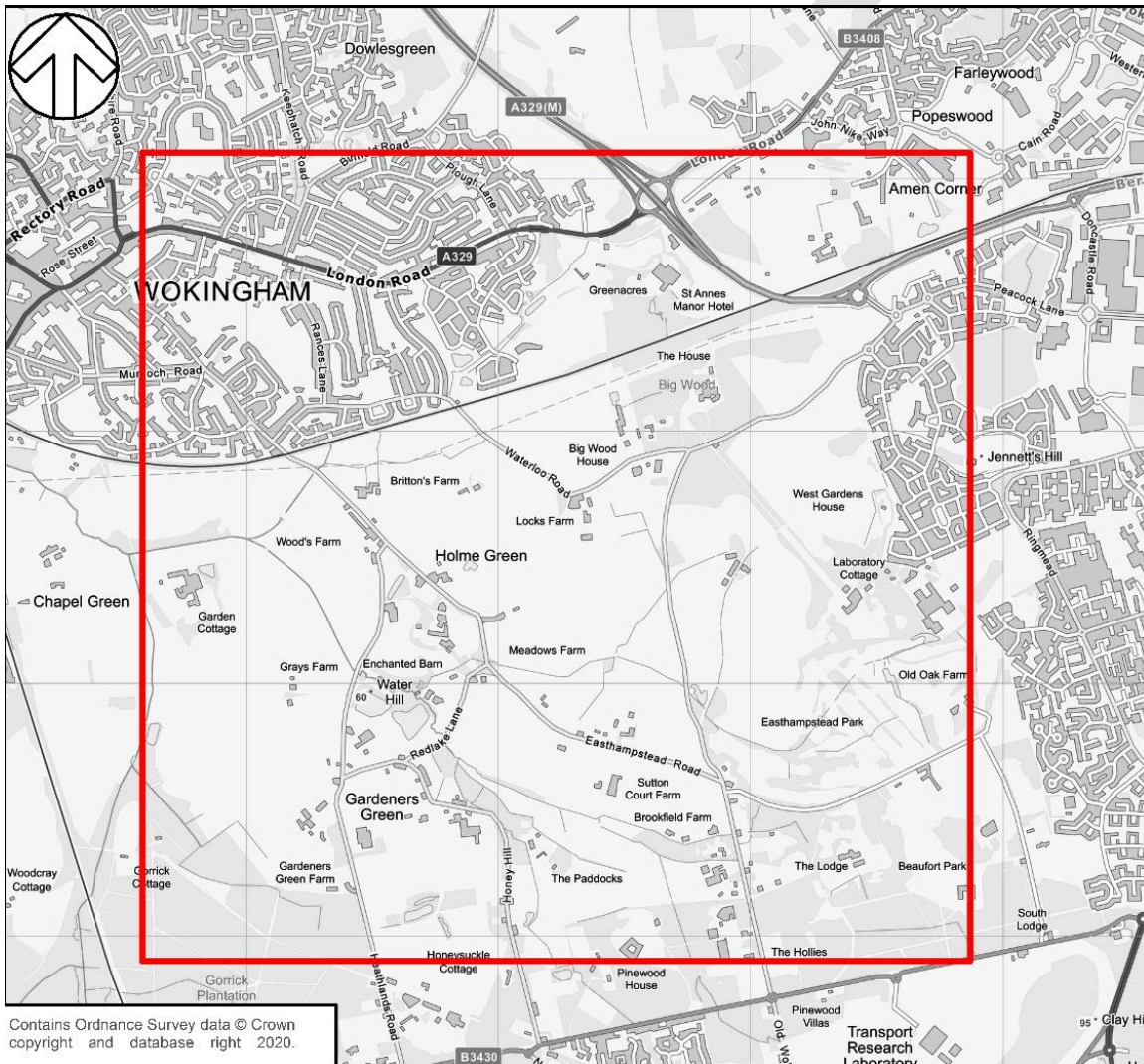
DRAFT

4 COLLISIONS

4.1 INTRODUCTION

- 4.1.1. To assess the effectiveness of the scheme in achieving the scheme objective of improving road safety and a reduction in the number of road collision casualties, personal injury collision data for the study area was obtained for the appropriate five-year period.
- 4.1.2. The identified study area is shown in Figure 4-1.

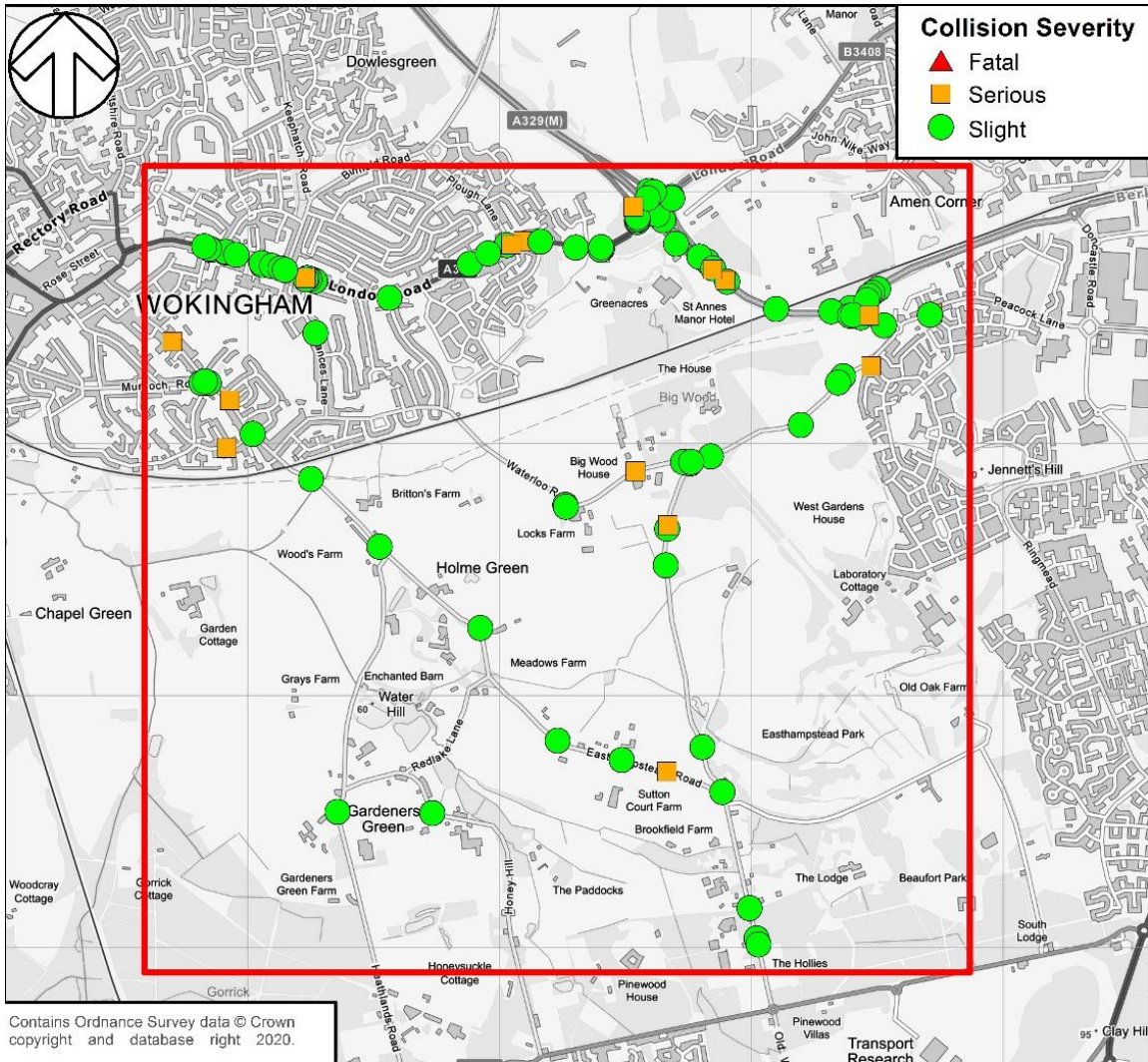
Figure 4-1 – Collision Data Study Area



4.2 BASELINE

- 4.2.1. Personal Injury Collision data for the study area identified in Figure 4-1 was obtained from Wokingham Borough Council and Bracknell Forest Council for the five-year period 1st January 2014 to 31st December 2018. Over the study period, there were 108 personal injury collisions, resulting in 132 casualties.
- 4.2.2. Figure 4-2 is a plot of the collision location and severity.

Figure 4-2 – Collision Location by Severity



4.2.3. The breakdown of collisions and casualties by year is shown in Table 4-1.

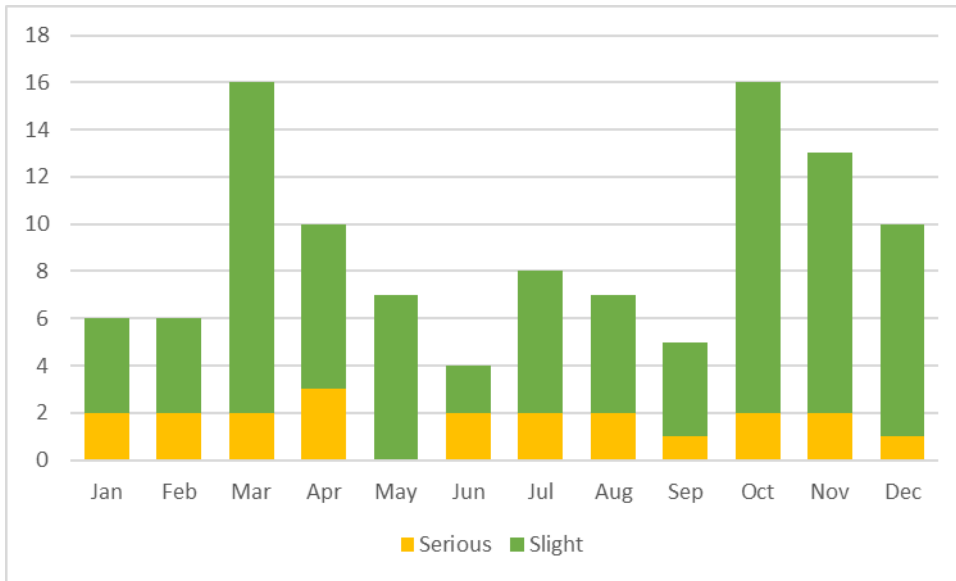
Table 4-1 – Collisions and Casualties by year and severity

	Collisions				Casualties			
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total
2014	0	3	18	21	0	4	26	30
2015	0	2	21	23	0	2	24	26
2016	0	8	21	29	0	8	30	38
2017	0	3	13	16	0	3	14	17
2018	0	5	14	19	0	5	16	21
Total	0	21	87	108	0	22	110	132

4.2.4. Across the study period, 87 of the 108 collisions were slight and 21 were serious. There were no fatal collisions. The proportion of Killed or Seriously Injured (KSI) collisions was 19%, in terms of casualties, 17% of all casualties incurred serious injury.

4.2.5. Figure 4-3 shows the split of collision severity by month.

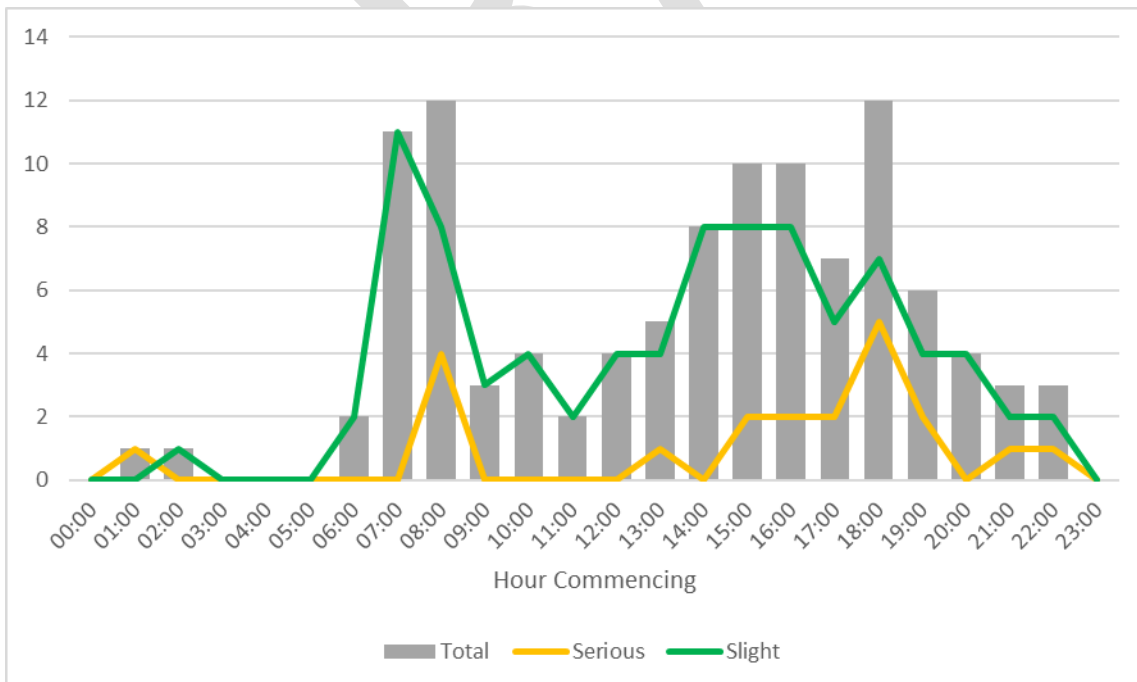
Figure 4-3 – Collisions by month and severity(2014-2018)



4.2.6. These results show that the greatest number of serious collisions occurred in April, however looking at the total number of collisions, the highest number of collisions occurred in March and October. The number of serious collisions remains fairly steady, with the number of slight collisions showing fluctuation.

4.2.7. Figure 4-4 shows the number of collisions by severity and time.

Figure 4-4 – Collisions by time and severity



- 4.2.8. These results indicate that there are peaks in the total number of collisions between 07:00 and 09:00 in the AM peak, and in between 18:00 and 19:00 in the PM peak. There is a slightly lower plateau of collisions between 15:00 and 17:00, coinciding with the school run period.

4.3 1 YEAR POST OPENING

- 4.3.1. In order to fully assess the collision impact of the scheme, assessment over a five-year period is preferred to remove any abnormalities in data or one-off events and incidents that could impact on the analysis undertaken. Therefore, analysis one-year post opening has not be undertaken.

4.4 5 YEARS POST OPENING

- 4.4.1. This section will be completed following the completion of the data collection exercise 5 years after opening.

DRAFT

5 JOURNEY TIMES

5.1 INTRODUCTION

- 5.1.1. Travel time and journey reliability are two of the key scheme objectives and metrics included in the Monitoring and Evaluation Plan. Routes were identified that would enable journey time and reliability to be assessed.
- 5.1.2. These routes cover the key corridors in the study area and where the impact of the scheme is likely to be seen. These include the London Road, Old Wokingham Road, Easthampstead Road, Peacock Lane and Waterloo Road corridors.
- 5.1.3. The Eastern Gateway scheme involved the closure of the existing level crossing on Waterloo Road and the construction of a new railway bridge along William Heelas Way. As a result, the new routes that were surveyed as part of the 1-year post scheme survey were diverted along William Heelas Way. **Figure 5-1** to **Figure 5-7** show the Baseline and 1 year after journey time routes that were used for the journey time surveys.
- 5.1.4. Route 1 comprised of drivers travelling along London Road turning onto Priest Avenue then continuing south on Waterloo Road, however with the level crossing along Waterloo Road closed off as part of the scheme, drivers diverted onto the William Heelas Way railway bridge. Drivers travelling north on route 1 along Waterloo Road would now turn right at the Waterloo Road/ William Heelas Way roundabout to access the railway bridge.
- 5.1.5. Route 2 comprised of vehicles travelling between the A329/ London Road junction, London Road Priest Avenue, Waterloo Road and Peacock Lane. With the Waterloo Road level crossing closed, vehicles travelling along Priest Avenue would now divert onto William Heelas Way.
- 5.1.6. Route 3 included a clockwise loop of Easthampstead Road, Waterloo Road, Old Wokingham Road, terminating with a right-turn into Easthampstead Road.
- 5.1.7. Route 4, which was approximately 1 mile longer than route 3, was completed anticlockwise, with drivers taking the right turn from Easthampstead Road into Old Wokingham Road. Then continuing down to the junction with Nine Mile Ride, completing a U-turn at the roundabout and continuing on the route northbound up Old Wokingham Road, Waterloo Road and Easthampstead Road. This enables the impact of the scheme on the operation of the Easthampstead Road / Old Wokingham Road to be assessed.
- 5.1.8. With the Waterloo Road level crossing closed off, the northern loop would now take drivers further north onto London Road and then onto William Heelas Way railway bridge before merging back onto Waterloo Road.
- 5.1.9. Route 5 remained unchanged after the scheme was implemented.

Figure 5-1 –Route 1 Baseline 2020 Journey Time Survey



Figure 5-2 - Route 1- 1 year after 2023 Journey Time Survey



Figure 5-3 – Route 2 Baseline 2020 Journey Time Survey

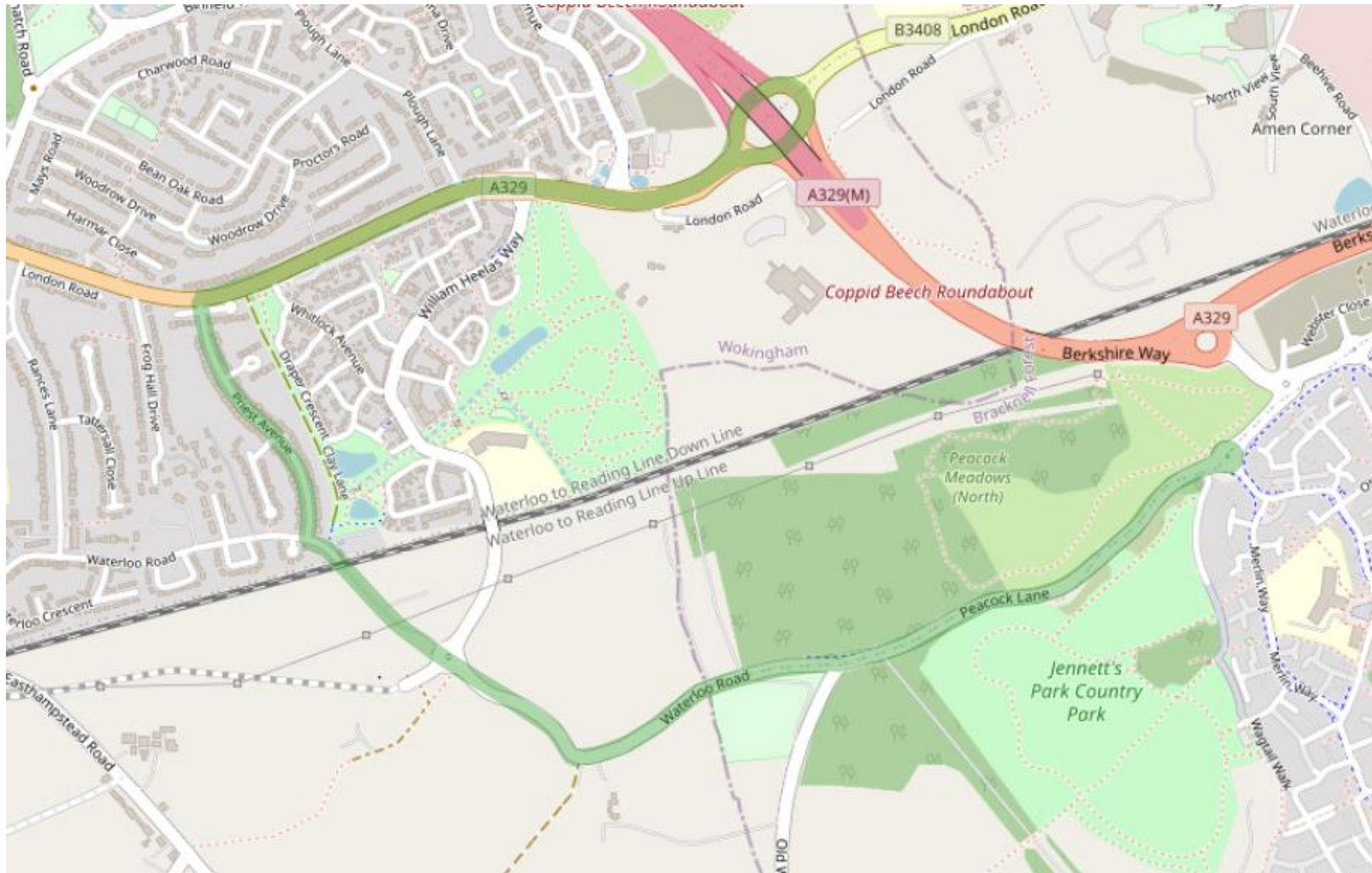


Figure 5-4 – Route 2 1 year after 2023 Journey Time Survey

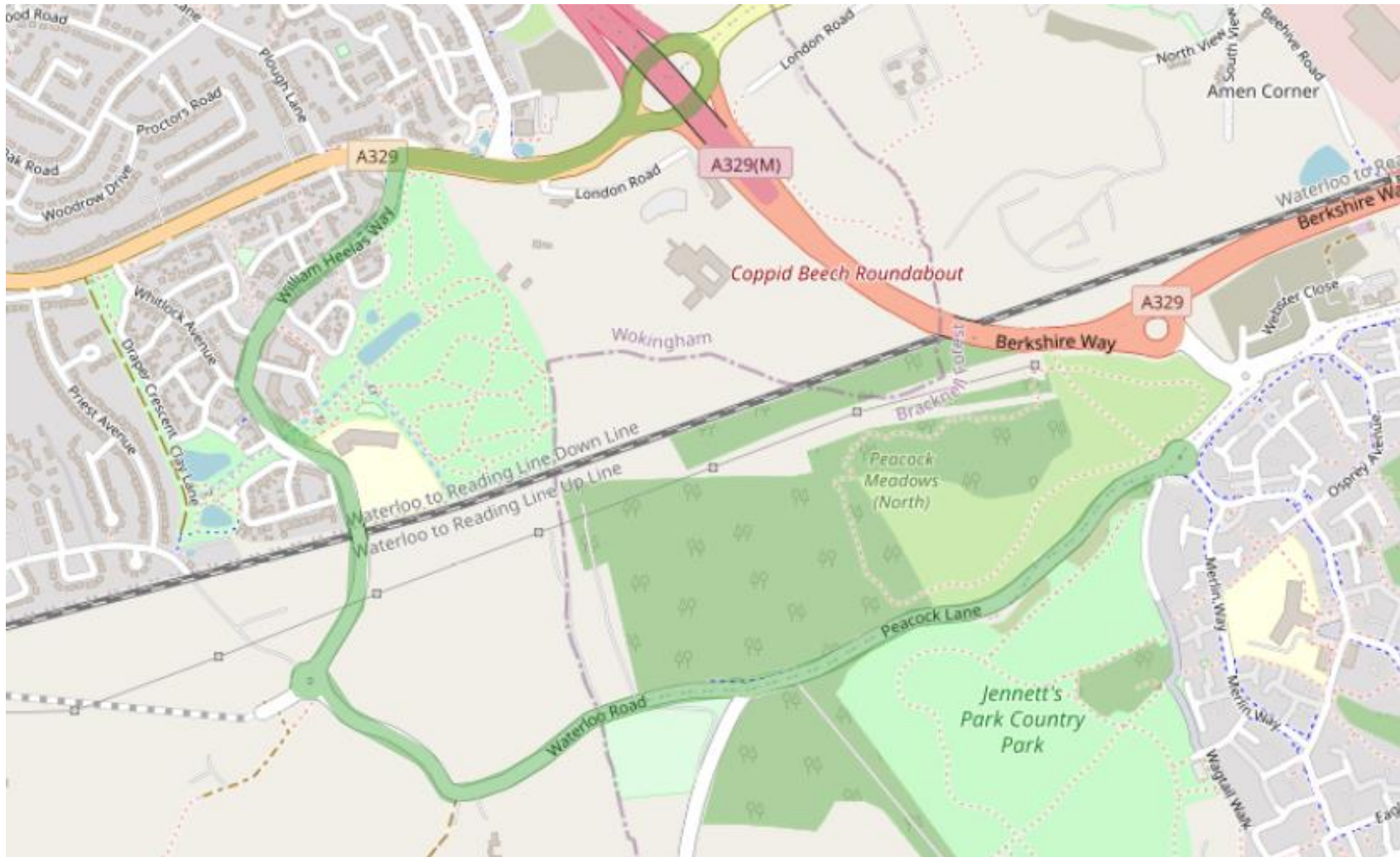


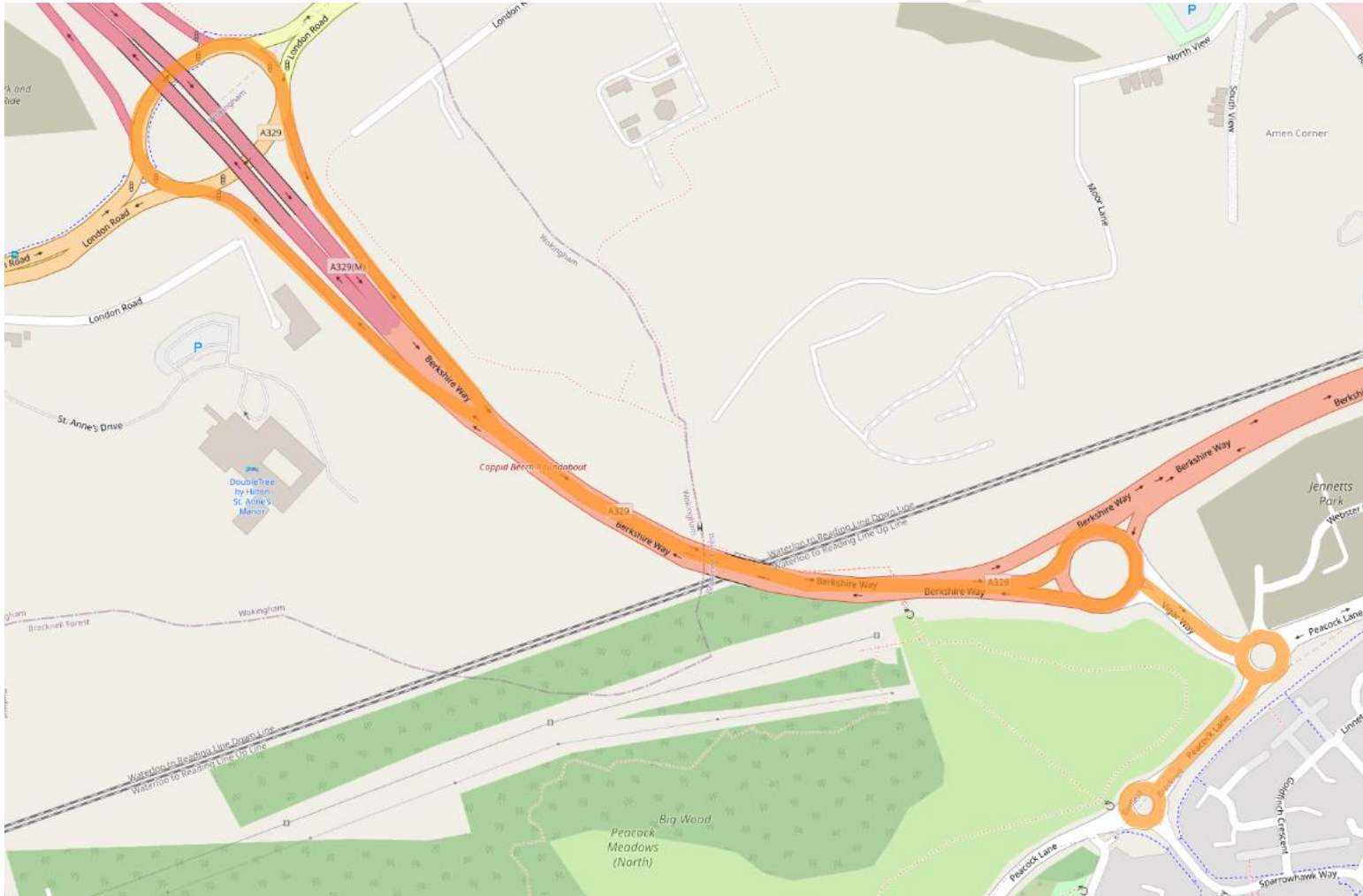
Figure 5-5 – Route 3/4 Baseline 2020 Journey Time Survey



Figure 5-6 – Route 3/4 1 year after 2023 Journey Time Survey



Figure 5-7 – Route 5 Baseline 2020 and 1 year after 2023 Journey Time Survey



Baseline

- 5.1.10. Tracsis was commissioned to undertake the journey time surveys for the five routes on Tuesday 3rd March and Wednesday 4th March 2020.
- 5.1.11. The journey time routes were undertaken from 08:00 to 10:00, 11.30 to 13.30 and 16:00 to 18:00. There were no specific or unusual incidents reported on either day throughout the duration of these surveys.
- 5.1.12. Average journey times for each of the routes are summarised in **Table 5-1**.

Table 5-1 –Average Journey Times and Speeds – Baseline

Route	Direction	Distance (Miles)	AM Peak		Inter-Peak		PM Peak	
			Time (mins)	Speed (mph)	Time (mins)	Speed (mph)	Time (mins)	Speed (mph)
1	Eastbound	2.73	00:10:02	16	08:00	20	00:08:46	19
	Westbound	2.60	00:09:00	17	07:56	20	00:09:20	17
2	Anticlockwise	2.28	00:08:11	17	00:05:26	25	00:06:13	22
	Clockwise	2.30	00:06:49	20	00:06:36	21	00:07:01	20
3	Clockwise	3.54	00:09:29	22	00:09:17	23	00:10:41	20
4	Anticlockwise	4.58	00:10:26	26	00:09:53	28	00:12:17	22
5	Northbound	0.78	00:02:13	21	00:02:04	23	00:02:29	19
	Southbound	0.83	00:01:59	25	00:01:57	26	00:02:54	17

- 5.1.13. For Route 1, the average journey time in the eastbound for the AM peak is greater than the interpeak and PM peaks, which are broadly similar. In the westbound direction, the AM and PM peaks show a similar journey time, with the interpeak time being a minute faster.
- 5.1.14. For Route 2, in the clockwise direction, the average times across the peak periods are similar, in the anti-clockwise direction the average journey time in the AM peak is approximately two or three minutes higher than the other periods.
- 5.1.15. Journey times for Route 3 show that the AM and interpeak periods had a similar average journey time, the PM peak average time was approximately a minute longer.
- 5.1.16. For Route 4, the average journey times for the AM and interpeak periods are broadly similar (approximately 10 minutes), however the PM peak shows an increase of two minutes.
- 5.1.17. On Route 5, there is little variation in speed or journey time across the peaks and directions. This indicates these routes are generally free flowing.

1 Year After

5.1.18. Journey time surveys were undertaken on Tuesday 23rd and Wednesday 24th June 2023 between 0800-1000, 1130-1330, 1600-1800 on each day.

Routes 1, 2 and 5 were undertaken as complete loops, and so the journey times are recorded as a single trip there and back again. Routes 3 and 4 were undertaken as separate trips clockwise and anticlockwise.

Route	Direction	Distance (Miles)	
		2020	2023
1	Eastbound	2.2	2.4
	Westbound	2.2	2.4
2	Anticlockwise	2.28	2.1
	Clockwise	2.3	2.2
3	Clockwise	3.54	4.7
4	Anticlockwise	4.58	5.2
5	Northbound	0.78	0.78
	Southbound	0.83	0.83

5.1.19. **Error! Not a valid bookmark self-reference.** shows there was a general increase in the journey time survey distances along all routes with exception of routes 2 and 5. This is because with the closure of the Waterloo Road Level Crossing vehicles travelling along routes 1,3 and 4 were required to divert along a longer route through London Road and William Heelas Way Railway Bridge.

5.1.20. Table 5-3 shows the difference in average journey times between the 2023 1 year after opening of the scheme and the 2020 Baseline surveys.

Table 5-3 –Average Journey Times 1 year After- AM Peak

Route	Direction	AM Peak		
		2020	2023	Difference
1	Eastbound	00:08:06	00:06:43	-17%
	Westbound	00:07:21	00:07:11	-2%

2	Anticlockwise	00:08:11	00:05:05	-38%
	Clockwise	00:06:49	00:05:47	-15%
3	Clockwise	00:09:29	00:14:35	54%
4	Anticlockwise	00:10:26	00:13:57	34%
5	Northbound	00:02:13	00:02:44	23%
	Southbound	00:01:59	00:02:17	15%

Table 5-4 - Average Journey Times 1 year After- IP Peak

Route	Direction	IP Peak		
		2020	2023	Difference
1	Eastbound	00:06:35	00:05:58	-9%
	Westbound	00:05:49	00:05:56	2%
2	Anticlockwise	00:05:26	00:04:40	-14%
	Clockwise	00:06:36	00:05:05	-23%
3	Clockwise	00:09:17	00:13:03	41%
4	Anticlockwise	00:09:53	00:12:16	24%
5	Northbound	00:02:04	00:02:41	30%
	Southbound	00:01:57	00:02:48	44%

Table 5-5 - Average Journey Times 1 year After- PM Peak

Route	Direction	PM Peak		
		2020	2023	Difference
1	Eastbound	00:07:27	00:06:45	-9%

	Westbound	00:06:25	00:06:50	6%
2	Anticlockwise	00:06:13	00:05:15	-16%
	Clockwise	00:07:01	00:05:55	-16%
3	Clockwise	00:10:41	00:14:55	40%
4	Anticlockwise	00:12:17	00:14:54	21%
5	Northbound	00:02:29	00:03:22	36%
	Southbound	00:02:54	00:02:19	-20%

- 5.1.21. Table 5-3 - Table 5-5 shows that there was an overall reduction in journey times in 2023, with drivers diverted onto the William Heelas Railway Bridge along Routes 1 and 2. The exception was a minor increase in Route 1 westbound travel times during the interpeak and PM peak periods. The shorter journey times along these routes were a result of the reduction in delays that would have usually been caused by the level crossing and the new shorter distance along route 2.
- 5.1.22. Table 5-3 - Table 5-5 also show that in 2023 there was an overall increase in journey times for Routes 3 and 4 during all peak hours. The journey time increase can be attributed to the new diverted loop, via London Road and William Heelas Way, is longer than the previous route via Waterloo Road.
- 5.1.23. Table 5-3 - Table 5-5 show that there was generally a minor increase in journey times along Route 5 with the exception of the PM Peak southbound route where there was a decrease in journey time. The general increases are considered to be as a result of an increase in background traffic flow between 2020 and 2023.
- 5.1.24. Table 5-6 below shows the Average Journey time Speed comparison between the 2020 Baseline Surveys and the 2023 1 year after Surveys.
- 5.1.25. below shows the difference in journey time survey distance between the 2020 baseline surveys and 2023 1 year after surveys. It should be noted that due to varied timing points between the Route 1 2020 Baseline survey and the 2023 1 year after survey, the 2020 survey journey time distance was reduced to enable a comparison between baseline and 1 year after journey times.

Table 5-2 – Baseline and 1 year 1 after journey time survey distance

Route	Direction	Distance (Miles)	
		2020	2023
1	Eastbound	2.2	2.4
	Westbound	2.2	2.4
2	Anticlockwise	2.28	2.1
	Clockwise	2.3	2.2
3	Clockwise	3.54	4.7
4	Anticlockwise	4.58	5.2
5	Northbound	0.78	0.78
	Southbound	0.83	0.83

5.1.26. **Error! Not a valid bookmark self-reference.** shows there was a general increase in the journey time survey distances along all routes with exception of routes 2 and 5. This is because with the closure of the Waterloo Road Level Crossing vehicles travelling along routes 1,3 and 4 were required to divert along a longer route through London Road and William Heelas Way Railway Bridge.

5.1.27. **Error! Reference source not found.** shows the difference in average journey times between the 2023 1 year after opening of the scheme and the 2020 Baseline surveys.

Table 5-3 –Average Journey Times 1 year After- AM Peak

Route	Direction	AM Peak		
		2020	2023	Difference
1	Eastbound	00:08:06	00:06:43	-17%
	Westbound	00:07:21	00:07:11	-2%
2	Anticlockwise	00:08:11	00:05:05	-38%
	Clockwise	00:06:49	00:05:47	-15%
3	Clockwise	00:09:29	00:14:35	54%
4	Anticlockwise	00:10:26	00:13:57	34%

5	Northbound	00:02:13	00:02:44	23%
	Southbound	00:01:59	00:02:17	15%

Table 5-4 - Average Journey Times 1 year After- IP Peak

Route	Direction	IP Peak		
		2020	2023	Difference
1	Eastbound	00:06:35	00:05:58	-9%
	Westbound	00:05:49	00:05:56	2%
2	Anticlockwise	00:05:26	00:04:40	-14%
	Clockwise	00:06:36	00:05:05	-23%
3	Clockwise	00:09:17	00:13:03	41%
4	Anticlockwise	00:09:53	00:12:16	24%
5	Northbound	00:02:04	00:02:41	30%
	Southbound	00:01:57	00:02:48	44%

Table 5-5 - Average Journey Times 1 year After- PM Peak

Route	Direction	PM Peak		
		2020	2023	Difference
1	Eastbound	00:07:27	00:06:45	-9%
	Westbound	00:06:25	00:06:50	6%
2	Anticlockwise	00:06:13	00:05:15	-16%
	Clockwise	00:07:01	00:05:55	-16%
3	Clockwise	00:10:41	00:14:55	40%

4	Anticlockwise	00:12:17	00:14:54	21%
5	Northbound	00:02:29	00:03:22	36%
	Southbound	00:02:54	00:02:19	-20%

- 5.1.28. **Error! Reference source not found. - Error! Reference source not found.** shows that there was an overall reduction in journey times in 2023, with drivers diverted onto the William Heelas Railway Bridge along Routes 1 and 2. The exception was a minor increase in Route 1 westbound travel times during the interpeak and PM peak periods. The shorter journey times along these routes were a result of the reduction in delays that would have usually been caused by the level crossing and the new shorter distance along route 2.
- 5.1.29. **Error! Reference source not found. - Error! Reference source not found.** also show that in 2023 there was an overall increase in journey times for Routes 3 and 4 during all peak hours. The journey time increase can be attributed to the new diverted loop, via London Road and William Heelas Way, is longer than the previous route via Waterloo Road.
- 5.1.30. **Error! Reference source not found. - Error! Reference source not found.** show that there was generally a minor increase in journey times along Route 5 with the exception of the PM Peak southbound route where there was a decrease in journey time. The general increases are considered to be as a result of an increase in background traffic flow between 2020 and 2023.
- 5.1.31. Table 5-6 below shows the Average Journey time Speed comparison between the 2020 Baseline Surveys and the 2023 1 year after Surveys.

Table 5-6 –Average Speeds – Net Difference between Baseline and 1 year after

	Direction	AM Peak			Inter-Peak			PM Peak		
		2020	2023	Difference	2020	2023	Difference	2020	2023	Difference
1	Eastbound	16	21	5	17	31	14	15	27	12
	Westbound	18	20	2	17	28	12	14	24	10
2	Anticlockwise	17	25	8	25	27	2	22	24	2
	Clockwise	20	26	6	21	28	7	20	22	2

3	Clockwise	22	19	-3	23	22	-1	20	19	-1
4	Anticlockwise	26	22	-4	28	25	-3	22	21	-1
5	Northbound	21	17	-4	23	17	-6	19	14	-5
	Southbound	25	22	-3	26	18	-8	17	21	4

- 5.1.32. Table 5-6 shows that there was an increase in the average speeds along Route 1 and Route 2 during all peak hours. This would be expected as a result of the closure of the Waterloo Road level crossing.
- 5.1.33. With regards to Route 3, Route 4 and Route 5. Table 5-6 shows that there was mostly a reduction in average vehicle speeds. This is in line with the general slight increase in traffic flow. Routes 3 and 4 are also affected by the change of route now taking in the A329 London Road as part of the extended route. However, the decrease is only between 3-8 mph and is therefore not considered significant.

5.2 5 YEARS POST OPENING

- 5.2.1. This section will be completed following the completion of the data collection exercise 5 years after opening.

DRAFT

6 ECONOMIC IMPACT

6.1 INTRODUCTION

6.1.1. As outlined earlier, the objectives of Eastern Gateway are to:

- Support the 2026 Local Plan housing delivery in the Borough.
- Facilitate the SW SDL housing development (2500 dwelling units in total).
- Replace the existing Waterloo Road level crossing.
- Relieve traffic using residential roads as rat runs to the north (leading to the A329) such as Priest Avenue.
- Encourage sustainable and active transport by providing extensive pedestrian and cyclist facilities.
- Minimise the impact of the increase in traffic generated by the SW SDL on nearby residential roads.

6.1.2. A means of assessing the impact of the scheme on the above outcomes and objectives is by monitoring the delivery of the residential property in the local area. An increase in the number of dwellings in the study area will have the resultant impact of supporting local growth.

6.2 BASELINE

HOUSING

6.2.1. Information on current housing provision was identified from the Wokingham Borough Five Year Housing Land Supply Statement (LPS) a 31 March 2019. The report states:

“The government introduced a standard method for calculating Local Housing Need (LHN) and a Housing Delivery Test alongside the revised NPPF. At 31 March 2019, LHN calculates as 804 homes per annum. Performance against the Housing Delivery Test requires the council to apply the standard 5% additional buffer.”

Historic Trend

6.2.2. Over the five years up to 2018/19, the rate of housing delivery was above the requirement. The delivery trajectory for the period up to 2023/24 was 844 dwellings per annum (including 5% buffer). The rate of completions over the five years to 2018/19 is shown in Table 6-1.

Table 6-1 – Housing Delivery – 2014/15 – 2018/19

	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	TOTAL
Requirement	844	844	844	844	844	4,220
Completions	454	638	933	1,509	1,250	4,784
Shortfall	-350	-166	129	705	446	564

Future Trend

6.2.3. Based on the identified delivery rate of 844 dwellings per annum, a total of 4,220 dwellings are required across Wokingham Borough over the next five-year period. Based on the five-year land

supply statement, a total of 4,296 houses have been identified as being on large sites with full planning permission, with an additional 1,102 identified as large sites having outline permission / prior approval or small sites with full permission. Delivery as anticipated would result in WBC exceeding the set target of delivery.

6.3 1 YEAR POST OPENING

- 6.3.1. The monitoring and evaluation plan targeted a build rate within 10% of planned build. The Economic Case stated that there were 630 dwellings within the South Wokingham SDL, which were considered to be dependent development (i.e. homes dependent upon the delivery of the Eastern Gateway scheme). The economic Case stated that these dwellings should be complete by 2026. As of October 2023, there were no dependent development that had been started or completed, however the outline permissions were expected pending Section 106 agreements.
- 6.3.2. It is important to highlight that house build-out rates are notably influenced by the state of the economy, which has been significantly affected by the COVID-19 pandemic.
- 6.3.3. The build rate will be reviewed again as part of the 5 years post opening evaluation.

6.4 5 YEARS POST OPENING

- 6.4.1. This section will be completed following the completion of the data collection exercise 5 years after opening.

7 CONCLUSION

- 7.1.1. This report presents the outcomes of the monitoring and evaluation undertaken as part of the Eastern Gateway scheme. The process for monitoring and evaluation was outlined in the Monitoring and Evaluation Plan, in accordance with DfT guidelines.
- 7.1.2. As part of this process, data collection and analysis were undertaken in the months preceding the construction of the scheme to form the baseline conditions from which any subsequent analysis can be completed.
- 7.1.3. The baseline assessment was undertaken in March 2020. Assessment following the completion of the scheme was proposed one-year post opening (Year 1) and five years post opening (Year 5), which at the time was estimated to be 2022 and 2026 respectively.
- 7.1.4. Baseline and 1-year analysis has now been completed. This report will be updated again on the completion of the Year 5 analysis.

Consideration of Scheme Objectives – 1 year After

- 7.1.5. The following table considers the scheme objectives and how they have been achieved 1 year after.
- 7.1.6. This table will be completed following the completion of the data collection exercise 5 years after opening.

Scheme Objective	1 Year After
Support the 2026 Local Plan housing delivery in the Borough.	The Eastern Gateway scheme links Montague Park and Waterloo Road, providing improved access to planned new housing locations within the South Wokingham major development.
Facilitate the SW SDL housing development (2,500 dwelling units in total).	As part of the Business Case for the Eastern Gateway it was identified that three parcels of land (630 dwellings) within the South Wokingham SDL would be dependent development and couldn't progress until the Eastern Gateway was complete. In September 2023 it was confirmed that these three applications are at the Section 106 legal agreement stage, however once these S106's are signed, outline planning consents would be in place.
Replace the existing Waterloo Road level crossing.	The Waterloo Road level crossing has been permanently closed. The original Waterloo Road has been upgraded and now has new footways and a new roundabout.

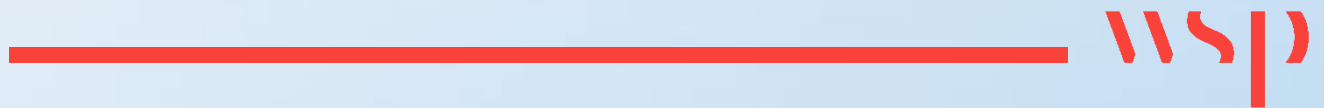
Relieve traffic using residential roads as rat runs to the north (leading to the A329) such as Priest Avenue.	The Eastern Gateway scheme provides access to London Road along with the proposed Central spine Road and will provide a quicker west east route that will relieve residential roads of cut through traffic.
Encourage sustainable and active transport by providing extensive pedestrian and cyclist facilities.	The Eastern Gateway provides new footway/cycle paths on both sides of the carriageway.
Minimise the impact of the increase in traffic generated by the SW SDL on nearby residential roads.	Traffic impact of SW SDL cannot be assessed at the one year after opening stage as the scheme dependent development have yet to be progressed. However traffic flows will be reviewed at 5 year post opening stage when scheme dependent developments have been built out.
Allow future residents of the SW SDL to travel to major and growing employment areas leading to the growth of the local economy.	The Eastern Gateway forms part of the SWDR scheme. Once the Western Gateway and Central spine Road sections of the SWDR are complete it will create new strategic roads and highways improvements to help facilitate growth in the borough and manage congestion.

Lessons Learnt

- 7.1.7. During the project WBC had to interface with Network Rail, however some of the National Rail asset teams varied between the Eastern Gateway Project and the West of Old Forest and Toutley Road project which had a similar bridge installation. WBC and Balfour Beatty used experience between the two projects to manage work with National Rail and inputted experience from each project.

Appendix A

SURVEYED JUNCTION TURN COUNTS



2020 JUNCTION TURN FLOWS

Site 1 – Easthampstead Road / Heathlands Road Priority Junction

AM Site 1 Tuesday 10/03/2020

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	132	259
Heathlands Road	39	0	230
Easthampstead Road (N)	96	212	1

AM Site 1 Wednesday 11/03/2020

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	118	233
Heathlands Road	43	0	237
Easthampstead Road (N)	111	238	1

AM Site 1 Thursday 12/03/2020

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	120	245
Heathlands Road	39	0	237
Easthampstead Road (N)	88	240	0

Interpeak Hour - Site 1 Tuesday 10/03/2020

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	73	138
Heathlands Road	26	0	159
Easthampstead Road (N)	133	252	0

Interpeak Hour - Site 1 Wednesday 11/03/2020

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	80	146
Heathlands Road	42	0	179
Easthampstead Road (N)	152	228	0

Interpeak Hour - Site 1 Thursday 12/03/2020

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	75	152
Heathlands Road	46	0	166
Easthampstead Road (N)	132	239	0

PM Peak Hour - Site 1 Tuesday 10/03/2020

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	64	156
Heathlands Road	43	0	156
Easthampstead Road (N)	112	279	0

PM Peak Hour - Site 1 Wednesday 11/03/2020

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	62	172
Heathlands Road	47	0	158
Easthampstead Road (N)	103	287	0

PM Peak Hour - Site 1 Thursday 12/03/2020

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	74	153
Heathlands Road	42	0	159
Easthampstead Road (N)	118	266	0

Site 2 – Waterloo Road / Peacock Lane / Old Wokingham Road Junction

AM Site 2 Tuesday 10/03/2020

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	555	185
Old Wokingham Road	646	0	132
Waterloo Road	90	84	0

AM Site 2 Wednesday 11/03/2020

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	550	163
Old Wokingham Road	663	0	110
Waterloo Road	106	80	0

AM Site 2 Thursday 12/03/2020

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	567	148
Old Wokingham Road	590	0	100
Waterloo Road	76	73	0

Interpeak Hour - Site 2 Tuesday 10/03/2020

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	726	74
Old Wokingham Road	480	0	69
Waterloo Road	113	57	0

Interpeak Hour - Site 2 Wednesday 11/03/2020

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	700	60
Old Wokingham Road	414	0	40
Waterloo Road	118	71	0

Interpeak Hour - Site 2 Thursday 12/03/2020

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	749	88
Old Wokingham Road	451	0	24
Waterloo Road	123	61	0

PM Peak Hour - Site 2 Tuesday 10/03/2020

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	979	118
Old Wokingham Road	477	0	92
Waterloo Road	153	74	0

PM Peak Hour - Site 2 Wednesday 11/03/2020

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	841	88
Old Wokingham Road	392	0	73
Waterloo Road	155	70	0

PM Peak Hour - Site 2 Thursday 12/03/2020

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	955	104
Old Wokingham Road	435	0	79
Waterloo Road	203	66	0

2023 JUNCTION TURN FLOWS

Site 1 – Easthampstead Road / Heathlands Road Priority Junction

AM Site 1 Tuesday 23/05/2023

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	144	311
Heathlands Road	35	0	278
Easthampstead Road (N)	127	292	0

AM Site 1 Wednesday 24/05/2023

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	135	325
Heathlands Road	35	0	244
Easthampstead Road (N)	102	295	0

AM Site 1 Thursday 25/05/2023

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	152	332
Heathlands Road	47	0	313
Easthampstead Road (N)	130	337	0

Interpeak Hour - Site 1 Tuesday 23/05/2023

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	110	216
Heathlands Road	36	0	209
Easthampstead Road (N)	178	262	0

Interpeak Hour - Site 1 Wednesday 24/05/2023

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	100	198
Heathlands Road	46	0	170
Easthampstead Road (N)	148	261	0

Interpeak Hour - Site 1 Thursday 25/05/2023

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	101	230
Heathlands Road	34	0	230
Easthampstead Road (N)	162	332	0

PM Peak Hour - Site 1 Tuesday 23/05/2023

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	67	241
Heathlands Road	23	0	189
Easthampstead Road (N)	149	280	0

PM Peak Hour - Site 1 Wednesday 24/05/2023

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	86	267
Heathlands Road	25	0	222
Easthampstead Road (N)	171	322	0

PM Peak Hour - Site 1 Thursday 25/05/2023

	Easthampstead Road (S)	Heathlands Road	Easthampstead Road (N)
Easthampstead Road (S)	0	84	273
Heathlands Road	30	0	202
Easthampstead Road (N)	170	332	0

Site 2 – Waterloo Road / Peacock Lane / Old Wokingham Road Junction

AM Site 2 Tuesday 23/05/2023

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	676	77
Old Wokingham Road	771	0	125
Waterloo Road	29	73	0

AM Site 2 Wednesday 24/05/2023

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	639	69
Old Wokingham Road	820	0	118
Waterloo Road	38	74	0

AM Site 2 Thursday 25/05/2023

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	638	65
Old Wokingham Road	837	0	91
Waterloo Road	36	76	0

Interpeak Hour - Site 2 Tuesday 23/05/2023

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	626	59
Old Wokingham Road	598	0	93
Waterloo Road	52	68	0

Interpeak Hour - Wednesday 24/05/2023

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	707	53
Old Wokingham Road	635	0	83
Waterloo Road	55	78	0

Interpeak Hour - Site 2 Thursday 25/05/2023

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	660	70
Old Wokingham Road	757	0	76
Waterloo Road	50	70	0

PM Peak Hour - Site 2 Tuesday 23/05/2023

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	795	66
Old Wokingham Road	614	0	110
Waterloo Road	62	90	0

PM Peak Hour - Site 2 Wednesday 24/05/2023

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	784	64
Old Wokingham Road	634	0	112
Waterloo Road	65	81	0

PM Peak Hour - Site 2 Thursday 25/05/2023

	Peacock Lane	Old Wokingham Road	Waterloo Road
Peacock Lane	0	759	70
Old Wokingham Road	588	0	95
Waterloo Road	53	75	0

Site 3 – Easthampstead Road / Heathlands Road Priority Junction

AM Site 3 Tuesday 14/03/2023

	Easthampstead Road (N)	Waterloo Road	Easthampstead Road (S)
Easthampstead Road (N)	0	183	281
Waterloo Road	113	0	102
Easthampstead Road (S)	406	200	0

AM Site 3 Wednesday 15/03/2023

	Easthampstead Road (N)	Waterloo Road	Easthampstead Road (S)
Easthampstead Road (N)	0	179	251
Waterloo Road	74	0	106
Easthampstead Road (S)	380	183	0

AM Site 3 Thursday 16/03/2020

	Easthampstead Road (N)	Waterloo Road	Easthampstead Road (S)
Easthampstead Road (N)	0	151	259
Waterloo Road	87	0	106
Easthampstead Road (S)	370	164	0

Interpeak Hour - Site 3 Tuesday 14/03/2023

	Easthampstead Road (N)	Waterloo Road	Easthampstead Road (S)
Easthampstead Road (N)	0	181	276
Waterloo Road	58	0	89
Easthampstead Road (S)	261	152	0

Interpeak Hour - Site 3 Wednesday 15/03/2023

	Easthampstead Road (N)	Waterloo Road	Easthampstead Road (S)
Easthampstead Road (N)	0	192	261
Waterloo Road	56	0	113
Easthampstead Road (S)	295	156	0

Interpeak Hour - Site 3 Thursday 16/03/2023

	Easthampstead Road (N)	Waterloo Road	Easthampstead Road (S)
Easthampstead Road (N)	0	167	290
Waterloo Road	50	0	111
Easthampstead Road (S)	305	140	0

PM Peak Hour - Site 3 Tuesday 14/03/2023

	Easthampstead Road (N)	Waterloo Road	Easthampstead Road (S)
Easthampstead Road (N)	0	260	266
Waterloo Road	49	0	92
Easthampstead Road (S)	301	134	0

PM Peak Hour - Site 3 Wednesday 15/03/2023

	Easthampstead Road (N)	Waterloo Road	Easthampstead Road (S)
Easthampstead Road (N)	0	227	230
Waterloo Road	51	0	92
Easthampstead Road (S)	275	132	0

PM Peak Hour - Site 3 Thursday 16/03/2023

	Easthampstead Road (N)	Waterloo Road	Easthampstead Road (S)
Easthampstead Road (N)	0	223	284
Waterloo Road	51	0	91
Easthampstead Road (S)	319	156	0





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MEETING OF THE BERKSHIRE LOCAL TRANSPORT BODY (BLTB) – THURSDAY 9 NOVEMBER 2023**CONTACT OFFICER: Stephen Brown, Chief Executive Officer, Slough Borough Council****Item 5: Approach to developing aspirations for prioritised strategic transport infrastructure schemes across Berkshire*****Purpose of Report***

1. To agree the process for developing a prioritised pipeline of strategic transport infrastructure schemes, to demonstrate the ongoing need for transport investments in Berkshire and help maximise the levels of funding secured by our local authorities and their strategic partners.

Background

2. After Local Enterprise Partnerships (LEPs) were formed in 2011/12, government asked each LEP to develop and put forward a Strategic Economic Plan (SEP) setting out priorities to enable local economic growth. The Berkshire LEP (BLEP) SEP focussed primarily on unlocking growth through investment in transport projects. Based on the BLEP SEP, Local Growth Fund (LGF) was awarded from 2013 in three Growth Deal tranches totalling £142m to enable delivery of the SEP programme. LEP colleagues worked closely with local authority partners through the Berkshire Local Transport Body to develop and deliver the SEP pipeline of major strategic transport schemes. The LGF programme concluded in March 2021 with spend due for completion by March 2023.
3. In 2020 the government provided LEPs with a Getting Building Fund allocation, intended to support local economies to recover from the Covid-19 pandemic. BLEP worked with the local authority Place Directors through the Place Making Board (PMB) to invite EOIs for GBF projects which would support the priorities set out in the locally agreed economic Recovery and Renewal Plan (RRP) which had been developed to replace the SEP and built from the Berkshire Local Industrial Strategy (BLIS) which had been locally approved in October 2019. EOIs totalling £220m were received against the TVBLEP GBF allocation of £7.5m. The GBF programme concluded in March 2022 with spend by end March 2024. Two transport projects were funded by the GBF with subsequent approval by BLTB.
4. The LEP has used freedoms and flexibilities delegated by government to the to make capital swaps with local authorities to enable full draw down of funds from government and ensure continued support for transport schemes that were not able to be completed to the LGF or GBF deadlines.
5. A further £36m capital funding was provided by the Berkshire Rates Retention Pilot (BRRP) comprising of £25m of BRRP funds released in 2018/19 with a further £11m in 2019/20. The BRRP capital fund is overseen by BLTB for transport projects along with the LEP Board and Forum and the PMB for other infrastructure investments. The remaining BRRP funding is intended to be spent by end of financial year 2023/24. As this is a local fund, agreement from Department for Levelling Up, Housing and Communities (DLUHC) is not required to extend spend into financial year 2024/25.
6. Funding for major infrastructure investments is now held nationally by individual Government Departments and local authorities have put forward bids in competition with others through such mechanisms as the Levelling Up Fund and UK Shared Prosperity Fund (UKSPF). UKSPF is primarily a revenue fund with a minimum of 20% being used as capital, which has been awarded directly to

individual local authorities over the period to end of financial year 2024/25. Reflecting the levelling up agenda, each of the six Berkshire local authorities received the minimum allocation of £1m over three years, with most of this funding (over 75% across Berkshire) backloaded to year three.

The Need for a prioritised list of strategic transport schemes in Berkshire

7. Despite investments overseen by BLEP and BLTB over the past decade, there remains a transport infrastructure deficit in Berkshire which should be addressed if the local economy is to reach its maximum potential and we therefore should identify the transport investment needed to maximise its impact and benefit for Berkshire.
8. Beyond 2024/25 and the current Spending Review it is unclear as to where further funding for capital investments in major transport schemes will be held, possibly locally in areas with devolution deals or centrally by the Department for Transport (DfT). Furthermore, the priorities for allocation of transport funding, however disbursed, is unclear. With a General Election due to be held by end January 2025 and a Comprehensive Spending Review scheduled for 2024 to inform Government spending priorities from April 2025 to March 2028, it is vital to have a fully evidenced and agreed list of strategic transport infrastructure schemes that can support both movement and economic growth across Berkshire.
9. This will inform the key campaigning and advocacy role and BLTB, recognising there is a need for a pan-Berkshire view, and that a strategic approach will be more powerful than acting as individual partners. Coming together Berkshire is also much more likely to secure major investment into the area, that will benefit everyone. We will want to develop Berkshire's strategic transport priorities working with partners such as Highways England and Network Rail and with sub-regional transport bodies such as Transport for the South East (TfSE).

Production of a list of prioritised strategic transport schemes in Berkshire

10. The Place Directors have identified a need to confirm strategic transport interventions across Berkshire, particularly where they cross local authority boundaries. The LEP has previously worked with Berkshire local authorities to produce a potential pipeline of local transport schemes. This also formed the basis of our input to the TfSE Strategic Investment Plan, which helps to ensure that the infrastructure needs of Berkshire are fully considered in a wider regional context.
11. The future Berkshire transport infrastructure needs are thus currently contained in two documents:
 - The TfSE Strategic Investment Plan (SIP) - see Appendix 1
 - Spreadsheet of local pipeline transport schemes – see Appendix 2
12. The TfSE SIP contains major infrastructure interventions, such as western and southern rail access to Heathrow, that whilst not necessarily all being physically located in Berkshire, are of significant benefit to the area.
13. This is supplemented by the spreadsheet, which was updated last year, which identifies the name, location, and indicative of each potential scheme, and contains a brief description, together with identifying its primary objectives and aims. There is also an indication of the likely delivery timescale.

14. Both documents have previously been shared between the authorities and with key external partners such as DfT, TfSE, National Highways and Network Rail to make sure that the lists don't contain anything they are unsupportive of and equally that there are no major interventions missing.
15. What is now proposed is that these two documents are reviewed to make sure that they remain current. Previously we have made no attempt to prioritise the schemes nor considered any issues around deliverability, other than a broad timeline. We may wish to attempt to prioritise schemes with this refresh.
16. It is important to stress that a list of schemes will have no status and inclusion on the list does not imply support or otherwise by any organisation for a particular scheme. They are designed to be an indication of potential schemes in our area that could be brought forward and lobbied for when funding opportunities are identified.
17. However, with a General Election on the horizon and the Comprehensive Spending Review scheduled to take place next year, experience suggests that Government typically want "shovel ready" schemes in response to funding opportunities. It is therefore proposed that we should now look to agree some form of prioritisation, so that BLTB members can collectively work together to promote and secure funding for a handful of those key transport infrastructure schemes.
18. It is suggested that this is done through a series of workshops and engagement events feeding back to the BLTB in March 2024, so the priorities can be agreed by members across Berkshire. It is also proposed that members and partners have an initial discussion around this at the BSTF meeting that immediately succeeds the BLTB, to help inform the consensus building exercise, around the top Berkshire-wide priorities.

Recommendation

19. To agree to the establishment of the appropriate officer and partner structures and workshops to develop a list of prioritised strategic transport across Berkshire.

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4. Wessex Thames

The area TfSE refers to as Wessex Thames includes the whole of Berkshire, North Hampshire, and West Surrey.

TfSE has developed three packages of interventions for this area with a total expected capital investment of **£10.4 billion** and **£1.2 billion** in additional economic value each year.

Figure 7 shows the packages of interventions for the Wessex Thames area.



Rail Package

- O1** Western Rail Link to Heathrow
- O2** Southern Access to Heathrow
- O3** Reading to Basingstoke Enhancements
- O4** North Downs Line - Decarbonisation
- O5** North Downs Line - Level Crossing Removals
- O6** North Downs Line - Service Level and Capacity Enhancements
- O7** Guildford Station Redevelopment
- O8** New Station Guildford West (Park Barn)
- O9** New Station Guildford East (Merrow)
- O10** Redhill Station Track Capacity Improvement
- O11** Dorking Deepdene Station Upgrade
- O12** South West Main Line / Portsmouth Direct Line - Woking Area Capacity Enhancement
- O13** South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme
- O14** Cross Country Service Enhancements
- O15** Portsmouth Direct Line - Line Speed Enhancements
- O16** Portsmouth Direct Line - Buri-ton Tunnel Upgrade
- O17** South West Main Line - Digital Signalling
- O18** Theale Strategic Rail Freight Terminal
- O19** West of England Main Line - Electrification from Basingstoke to Salisbury
- O20** Reading to Waterloo Service Enhancements

Mass Transit

- P1** Basingstoke Mass Rapid Transit
- P2** Blackwater Valley Mass Rapid Transit
- P3** Bracknell / Wokingham Bus Enhancements
- P4** Elmbridge Bus Enhancements
- P5** Epsom / Ewell Bus Enhancements
- P6** Guildford Sustainable Movement Corridor
- P7** Slough / Windsor / Maidenhead Area Bus Enhancements
- P8** Newbury / Thatcham Bus Enhancements
- P9** Reading Mass Rapid Transit
- P10** Spelthorne Bus Enhancements
- P11** Woking Bus Enhancements
- P12** A4 Reading - Maidenhead - Slough - London Heathrow Airport Mass Rapid Transit
- P13** A329 / B3408 Reading - Bracknell / Wokingham Mass Rapid Transit
- P14** Winchester Bus Enhancements
- P15** Andover Bus Enhancements
- P16** Runnymede Bus Enhancements
- P17** London Heathrow Airport Bus Access Enhancements
- P18** Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements

Active Travel

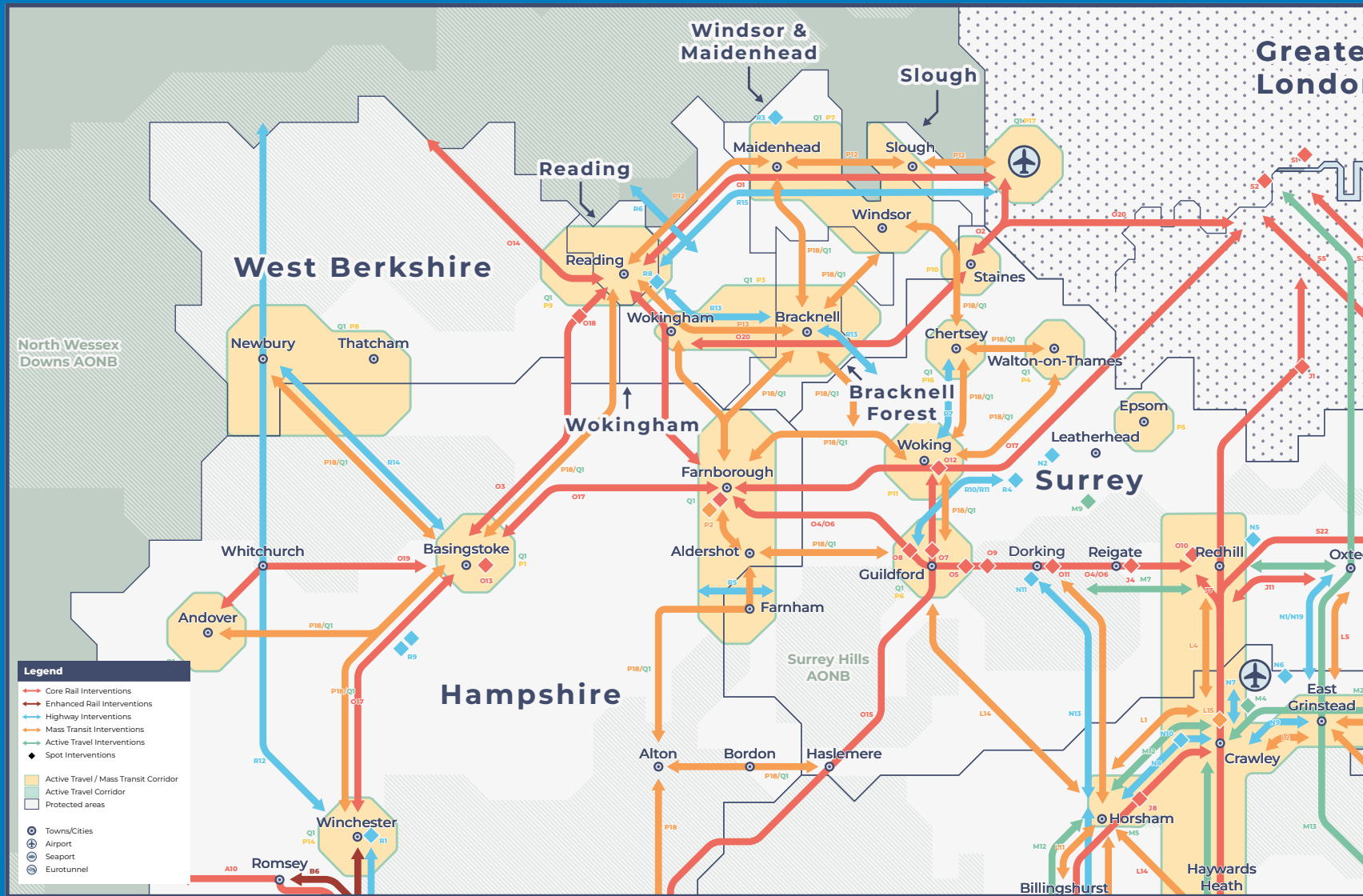
- Q1** Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure

Highways

- R1** M3 Junction 9 (RIS2)
- R2** M3 Junction 9 - Junction 14 Smart Motorway (SMP)
- R3** A404 Bisham Junction (RIS3 Pipeline)
- R4** A3 / A247 Ripley South (RIS3 Pipeline)
- R5** A31 Farnham Corridor (LLM)
- R6** New Thames Crossing East of Reading (LLM)
- R7** A320 North Corridor (HIF)
- R8** M4 Junction 10 Safety Enhancements
- R9** M3 Junction 7 and Junction 8 Safety and Capacity Enhancements
- R10** A3 Guildford Local Traffic Segregation
- R11** A3 Guildford Long Term Solution
- R12** A34 Junction and Safety Enhancements
- R13** A322 and A329(M) Smart Corridor
- R14** A339 Newbury to Basingstoke Safety Enhancements
- R15** M4 Junction 3 to Junction 12 Smart Motorway (SMP)



Figure 7: Wessex Thames packages of interventions



Note: List of interventions refers to the Wessex Thames area only (Packages O – R).



4.1. Wessex Thames Rail

A transformational change in orbital and east-west rail connectivity. The package includes new infrastructure interventions with significant regional, national and international benefit, with the largest being to establish new rail links between the region and Heathrow Airport, and enhancing onward connectivity through the wider south east.

Targeted infrastructure enhancements will also translate to more capacity, improved resilience and reliability, and more frequent passenger and freight services, including to the Solent ports.

This package boosts the number of rail trips enabling residents, employees and visitors to sustainably engage with the regional economy by rail from all directions.

The packages combine to increase the number of local and strategic orbital rail trips by 13,500 each weekday. They also deliver a boost to the economy, generating more employment opportunities and growing GVA by £850 million each year by 2050.



At least 90,000 additional rail trips each weekday



More than 3,700 new jobs created



More than 3,000 new residents accommodated



15,000 tonnes less of CO₂ equivalent emitted a year

4.2. Wessex Thames Mass Transit

Better interchange and service quality will be provided at Strategic Mobility Hubs, integrating bus services with the national rail networks and local active travel, as well as opportunities for shared mobility services such as e-bike hire, local “click and collect” facilities, and co-location with convenience stores and cafe.

This package aims to increase frequency, operating hours, reliability, and catchment of bus services, supported with bus priority infrastructure where appropriate, to improve interurban bus services between the major economic hubs in Berkshire, North Hampshire and West Surrey.

Interventions in this package will help the region achieve a significant mode shift from car to bus and active travel that will reduce congestion on the existing road network.



Almost 450,000 more bus and mass transit trips expected each weekday



At least 250,000 fewer car journeys each weekday



1,300 more jobs supported



At least 50,000 fewer tonnes CO₂ equivalent emitted a year



4.3. Wessex Thames Active Travel

Better infrastructure for walking and cycling will improve the interchange experience and community value. These will improve access while helping to reduce vehicle traffic in urban areas.

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This package aims to support the Wessex Thames rail and mass transit interventions by improving the quality of cycling and walking infrastructure to further reduce car dependency in the region, give people greater transport choice, and improve public health outcomes.

The provision of quality active travel infrastructure will improve the efficiency of the existing road and highways network by creating more capacity for those who live further away from rail or mass transit services or for whom walking or cycling may not be a suitable option for all or even part of a given journey. Reducing unnecessary trips in this way also helps reduce or even remove the need for some more expensive highways capacity improvements.



270,000 more active travel trips each weekday



240,000 fewer car journeys each weekday



30,000 tonnes less CO₂ equivalent emitted a year



4.4. Wessex Thames Highways

This package delivers targeted improvements which support strategic passenger and freight movements through de-conflicting local and longer-distance traffic, and supports safety and air quality objectives.

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This package includes interventions that support better access to the Solent Freeport area, a significant contributor to economic growth in the region, as well as interventions which support the sustainable regeneration of areas and local placemaking, such as A3 Guildford, the A320 North Corridor and a new crossing of the River Thames to the east of Reading.

These schemes are designed to unlock opportunities to reallocate road space to active travel and buses to deliver complementary public transport improvements.

Some highway interventions can present a trade-off between economic growth and carbon emissions. The economic benefit of accommodating more freight and unlocking growth in this area is a key objective for TfSE, and this package helps towards that.



Improved air quality in urban areas



An additional £90 million of GVA a year by 2050

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	Scheme Details								Deliverability
Scheme Ref	Scheme Name	Authority	Brief Scheme Description	Brief Scheme Objectives	Brief Scheme Benefits	Scheme Category <i>e.g. Corridor Improvement, Roadspace capacity improvements, Sustainable transport measures, Smart Tech, Intelligent Transport Systems, Unlocks development etc</i>	Estimated Cost	Short(5yrs), Medium(5-10yrs), Long term(10yrs+)	
1	A322/A329 Smart Corridor Technology / Widening - J10	Bracknell Forest Council Wokingham Borough Council Reading Borough Council Surrey County Council Highways England	Installation of "Smart" technology and carriageway widening along the A329(M) between Bracknell and Reading Improvement to J10 interchange Further improvements to the A322/A329 corridor with work to the Bagshot crossroads and partnership working between BFC/SCC/HE. Scheme will be a mix of capacity improvements and intelligent transport systems aimed at providing reliable journey times.	To facilitate better traffic flow along the A329(M) particularly at junction slip roads for the M4, and Coppid Beech and Winnersh Triangle junctions which currently become congested at peak times Note - J10 requires improvements to unlock benefits being delivered through proposed schemes already funded by LGF. Need HE involvement	Improved traffic flow, less queuing, more reliable journey times, reduced emissions associated with queuing traffic.	Roadspace Capacity Improvements Intelligent Transport Systems	£15m	Short	
2	M4 Junction 11 Improvements	Reading Borough Council Wokingham Borough Council	Highway improvements to facilitate travel to and from any major land-use developments (residential and/or commercial) to the South of Reading and M4 J11, particularly focused on providing enhanced priority for sustainable modes of travel.					Medium	
3	A412 Widening	Slough Borough Council Buckinghamshire County Council	Highway improvements. Increased capacity.	Improved traffic flow / reduced congestion. More reliable journey times. Preparation for planned development in the area, expected to increase volume of traffic. Better cross-boundary network management.				Short	
4	M4 Junction 8 / 9 Improvements	Royal Borough of Windsor and Maidenhead	Capacity improvements at the M4 J8/9	To provide additional capacity for key movements through the junction to tackle existing congestion and allow for predicted growth that supports planned development in RBWM and Wycombe District.	Improved traffic flow, less queuing, more reliable journey times, reduced emissions associated with queuing traffic, improved road safety, unlock housing and commercial development in Maidenhead and High Wycombe			Short	
5	A308 corridor improvements - Maidenhead to Staines	Royal Borough of Windsor and Maidenhead Surrey County Council	Capacity improvements, including sustainable transport schemes	To provide additional capacity on the A308 corridor to address existing congestion and allow for predicted growth that supports planned development in RBWM, Bucks and Surrey.	Improved traffic flow, less queuing, more reliable journey times, reduced emissions associated with queuing traffic, improved road safety, improved travel choice, mode shift, unlock housing and commercial development in Maidenhead, High Wycombe and Staines-upon-Thames			Short	
	South Reading MRT – Future Phases	Reading Borough Council Wokingham Borough Council	Provision of additional capacity to create a fully segregated MRT route between Mereok P&R and the town centre.					Short	
7	Reading Town Centre Package	Reading Borough Council	Package of public transport, walking, cycling and urban realm improvements in Reading Town Centre.					Short	
8	A4 Reading to Theale Multi-Modal Corridor Improvements	Reading Borough Council West Berkshire Council	Provision of MRT/bus priority measures, walking & cycling improvements, junction & signal upgrades.					Short	
9	Showcase Roundabout Capacity Improvements	Wokingham Borough Council	Potential lane through middle of roundabout? Bus improvements including removal of pinch points and bus priority	Improve Bus journey times and reliability	Make bus more attractive option to private car use Possibly improved flow for all traffic	Sustainable transport measures		Short	
10	Maidenhead Park & Ride	Royal Borough of Windsor and Maidenhead	Park and ride to serve Maidenhead town centre from the south	To alleviate congestion on the A308 south of Maidenhead, alleviate pressure on town centre car parks and support planned development in the town centre	Improved traffic flow, less queuing, more reliable journey times, reduced emissions associated with queuing traffic, improved travel choice, mode shift, unlock housing and commercial development in Maidenhead. There is potential to serve both Windsor and Maidenhead from a site around J8/9.			Short	
11	Mereok P&R Expansion	Reading Borough Council Wokingham Borough Council	Enhanced passenger facilities including a building and possible expansion/decking if demand continues to increase.					Short	
12	Thames Path Cycle Route	Reading Borough Council Wokingham Borough Council West Berkshire Council	Enhanced surfacing, 'share with care' signage etc (subject to SoS approving cycle track order).			Sustainable transport measure		Short	
13	Waterloo Rd/Old Wokingham Rd (being implemented shortly?)	Bracknell Forest Council Wokingham Borough Council	Highway Capacity / Ped and cycle enhancements linking Bracknell and Wokingham supporting development in both boroughs	To create capacity and links needed to support development in the south of Wokingham and proposed site allocations adjacent to TRL in Bracknell	Provides links for peds and cycles connecting Bracknell, Wokingham and Southern Business Area.	Roadspace Capacity Improvements Sustainable transport measures ped/cycle	£4-5m	Short	
14	Twyford Station access Package	Wokingham	Improving access to the station by sustainable modes - urgently required as inaccessible by car due to lack of parking and Twyford X-roads issue	Reduce car dependency for station access Increase walking and cycling Improve bus access	increase in active travel and bus use to access the station, increase in train use and access to Twyford Town Centre from the South/South-West	Sustainable transport measures		Short	

15		Wokingham	Measures to improve accessibility to the Town Centre by bike and improvements for buses. Could form part of future regen programme.	Delivery of some of the LCWIP measures, to increase cycling and walking. Improve bus reliability.		Sustainable transport measures		Short
16	MAAS App development	ALL	To provide a pan-Berks App to enable journey planning and payments all through a single point of contact	Making journeys easier to plan and pay for, reducing the need for private car as first option for many	Ease of access to transport options for all Increase Public Transport/micromobility use Reduce car dependence	Smart Tech	£300k	Short
17	A4 Cycle route	Slough Borough Council	New west/east cycle route from Huntercombe to the Uxbridge Road roundabout	Promotion of active travel. Cycling and multi-modal travel.	Better public health. Improved air quality. Reduced carbon emissions. Better connectivity and accessibility. Improved road safety.	Sustainable Transport. Active Travel.		Short
18	A4 Safer Road scheme	Slough Borough Council	Road safety improvements on the A4	Improved road safety on this major strategic route. Encouragement of active travel.	Reduced annual number of incidents. Increased connectivity.	Highway improvements / Road Safety		Short
19	B3022 Bracknell Rd improvements	Bracknell Forest Council	Package of measures aimed at unlocking development in the northern parishes of Bracknell.	Capacity improvements needed to unlock housing	Provides capacity improvements and provide new links for peds and cycles	Roadspace Capacity Improvements Sustainable transport measures ped/cycle Unlocks development	£4m	Short
20	Amen corner South Spine Rd	Bracknell Forest Council	Access rd needed to unlock housing at Amen Corner south.	Unlocks 400 houses at Amen Corner South. Site included in Bracknells adopted 2026 Local Plan	Improves links for peds and cycle and provides sustainable transport link for buses travelling Bracknell-Wokingham and rreading	Roadspace Capacity Improvements Sustainable transport measures ped/cycle Unlocks development	£5m	Short
21	SWIFT / CHALVEY - MRT	Slough Borough Council	Sustainable links / Regeneration. New MRT service effectively replacing (restarting) the old rail version of the route from from Slough to Windsor.	Promotion of public transport. Accessible transport (increased social inclusion). Connectivity across neighbouring authority areas				Short-medium
22	Reading BSIP Measures	Reading Borough Council	To deliver the capital schemes outlined within Reading's BSIP indicative allocation which include new BRT lanes, bus priority measures (inc bus lanes and signal upgrades), interchange enhancements and P&R site development.	To deliver the objectives of the National Bus Strategy and boost bus passenger recovery	Provide bus priority measures to improve journey times, efficiency and reliability of services in Reading as well as interchange enhancements to improve passenger experience and deliver passenger growth.		£15m	Short - Medium
23	A329 Quality Bus Corridor	Reading Borough Council Wokingham Borough Council Bracknell Forest Council	Bus pinch point improvements, bus priority at signals and dedicated bus lanes in some sections(?)	Improve Bus journey times and reliability Build on previous "NCN422" work to produce high quality cycle route	Make bus more attractive option to private car use Possibly improved flow for all traffic	Sustainable transport measures, Smart Tech, Intelligent Transport Systems		Short - Medium
24	Third Thames Crossing & Associated Infrastructure	Reading Borough Council Wokingham Borough Council South Oxfordshire District Council Oxfordshire County Council	Provision of a Third Thames Crossing to the East of Reading for general traffic, linking the A3290 Thames Valley Park Drive with the A4155 Henley Road. The scheme could include Henley Road P&R site, bus priority measures on Reading Bridge, North Reading orbital route and associated highway improvements within South Oxfordshire. Please can we add in provision of cycle infrastructure as part of this proposed scheme					Short - Medium
25	North Hampshire/TV Area study - Improvements	Reading Borough Council West Berkshire Council Wokingham Borough Council Hampshire County Council Basingstoke and Deane Council	Feasibility study currently being undertaken to investigate the provision of rail enhancements, MRT/bus priority measures, walking & cycling improvements, junction & signal upgrades (including M4 J11).					Short - Medium

26	Grazeley Sustainable Links	Reading Borough Council Wokingham Borough Council West Berkshire Council	Footway / Cycleway bridge links over A33 and M4 to facilitate sustainable travel to and from new housing developments to the South of Reading and the M4			Sustainable transport measure		Short - Medium
27	A4 Maidenhead to Slough corridor enhancements including Maidenhead Bridge	Royal Borough of Windsor and Maidenhead Slough Borough Council	Capacity improvements, including sustainable transport schemes, addressing the bottleneck of Maidenhead Bridge.	To provide additional capacity on the A4 corridor to address existing congestion and allow for predicted growth that supports planned development in RBWM, Bucks and Slough Borough.	Improved traffic flow, less queuing, more reliable journey times, reduced emissions associated with queuing traffic, improved road safety, improved travel choice, mode shift, unlock housing and commercial development in Maidenhead, Taplow and Slough.			Short - Medium
28	Lower Earley Way Capacity Improvements and tech corridor	Wokingham Borough Council Reading Borough Council	Improvements to capacity, VMS and monitoring to monitor and inform traffic. Connecting Winnersh Triangle to Shinfield - possible future link to Grazeley?					Short - Medium
29	A4 Reading to Maidenhead Multi-Modal Corridor Improvements	Reading Borough Council Wokingham Borough Council Royal Borough of Windsor and Maidenhead	Provision of MRT/bus priority measures, walking & cycling improvements, junction & signal upgrades. Could also provide spurs to Henley and Twyford; possible Henley-Twyford MRT?	To provide additional capacity on the A4 corridor to address existing congestion and allow for predicted growth that supports planned development in Reading Borough, Wokingham Borough and RBWM.	Improved traffic flow, less queuing, more reliable journey times, reduced emissions associated with queuing traffic, improved road safety, improved travel choice, mode shift, unlock housing and commercial development in Reading, Twyford and Maidenhead.	Corridor improvement, Sustainable transport measures.		Short - Medium
30	Twyford Station car park and interchange	Wokingham Borough Council	Car park could be constructed on allotments though access an issue. Bus interchange would also be usefull, possible turning point on south side of station. Some of this dependent on scheme below potentially - looks unlikely...					Medium
31	Twyford Bypass	Wokingham Borough Council	Bypass to avoid Twyford TC and the crossroads (current AQMA and pinch point). This scheme is in the old local plan; would depend on what sites come forward in the Local Plan this/next year - looks unlikely					Medium
32	A335 North widening / Corridor improvements	Slough Borough Council Buckinghamshire County Council	Highway / junction improvements. Reviewed signalisation priorities. Greater provision for public transport.	Improved connectivity on this major N/S route through the borough. Promoting growth through network enhancement and increased reliability.	Reduced congestion, improved traffic flow. Increased reliability of journey time. Improved route for Public Transport.			Medium
33	High Street Langley to A4 / M4	Slough Borough Council	Completion of the Corridor / Road widening. Extending the existing (soon to be complete) 3 section widening project, continuing to the junction with the A4 London Road	Increased capacity to provide better traffic flow / reduced congestion for existing high volume of movements and to mitigate the expected impacts of still higher volumes due to the planned closure of Hollow Hill Lane (Network Rail project).				Medium
34	Northern Relief Road	Slough Borough Council	Northern relief road	Reduced congestion. More resilient network.	Creative alternative routing and reduce pressure on the main strategic routes (without creating a 'rat-run' effect). To include active travel infrastructure.	Roospace capacity and sustainable travel features		Medium
36	A404M Expressway including Bisham Roundabout flyover	Royal Borough of Windsor and Maidenhead Buckinghamshire County Council	Convert the A404(M) to an 'expressway' - a dual-carriageway trunk road with grade-separated junctions and crossings	To tackle congestion and improve journey times along the A404(M) corridor by providing a grade-separated junction at Bisham Roundabout and grade-separated crossings for pedestrians, cyclists and horse riders	Improved traffic flow, less queuing, more reliable journey times, reduced emissions associated with queuing traffic, improved road safety, unlock housing and commercial development in Maidenhead and High Wycombe			Medium
38	A339 Corridor Improvements	West Berkshire Council Hampshire County Council Basingstoke and Deane Council						Medium
39	North Reading P&R	Reading Borough Council South Oxfordshire District Council Oxfordshire County Council	Subject to agreement of a suitable site on either the A4074 and/or Peppard Road corridors.					Medium
40	West Reading P&R	Reading Borough Council West Berkshire Council	Subject to agreement of a suitable site on the Oxford Road corridor.					Medium
41	South West Reading P&R	Reading Borough Council West Berkshire Council	Subject to agreement of a suitable site on the Bath Road corridor.					Medium
42	Park & Ride - to the west, near M4 J7	Slough Borough Council	Provision of P&R hub to serve commuters / visitors coming from the west and north/west of the borough.	Modal shift. Promoting increased use of public transport / mass transport. Reducing travel by private car into the town centre. Improved traffic flow. Reduced congestion. More reliable journey times. Improved air quality.	Reduced congestion, reduced CO2 emissions, better air quality. More.			Medium
43	Thatcham A4 Improvements	West Berkshire Council	Corridor Improvements					Medium

44	Bus Corridor	Wokingham Borough Council	Yes						Medium
45	North / South Link M4 / A4	Slough Borough Council Buckinghamshire County Council	Creation of a new north/south link crossing the Bucks CC / SBC boundary	To mitigate the impacts of potential road closure of Hollow Hill Lane as part of the expected WRLTH	Reduced congestion, reduced CO2 emissions, better air quality. More.				Medium
46	Eling Way	West Berkshire Council Oxfordshire County Council	This project will establish a designated Active Travel route, delivered in phases, connecting the expanding villages of Hermitage and Compton, and established settlements of Hampstead Norreys, Curridge and Long Lane, with amenities in Newbury and, ultimately, Didcot.	To enable residents of outlying villages to safely and sustainably access education, employment, leisure, shopping and other amenities - including onward transport connections - by cycling or walking, and To deliver safe leisure access to the countryside for multiple user groups - cyclists, equestrians and pedestrians, again in line with established policy commitments.	To alleviate pressure on arterial routes including A34 and B4009 by offering an alternative, dedicated route for non-motorised users. To enable connections to be made by cycling and walking to public transport hubs in Newbury and Didcot. Complements National Highways A34 Improvement Scheme.	Corridor improvement, Sustainable transport measures.	£7.1M	Medium (5-10yrs)	
47	Theale Inter-Modal Freight Terminal	West Berkshire Council	To provide an inter-modal, rail to road, freight terminal west of Wigmore Lane, Theale for the transfer of containers, by means of an extension to existing sidings used for petroleum products and aggregates.	Transfer of long distance freight journeys from road to rail.	Reduction in carbon emissions from diesel lorry journeys; improved environment by reduction of noise and vibrations from lorries; reduction in congestion on SRN.	Sustainable transport measure, Inter-modal Freight		Medium (5-10yrs)	
48	A4 Slough Town Centre / M4 Junction 6 relief road	Slough Borough Council Royal Borough of Windsor and Maidenhead	New road link between A355 and M4 J6.	Diversion of the main strategic route through the town centre (currently via the A4). To provide an alternative route to M4 J6 from Slough town centre.	Improved traffic flow, less queuing, more reliable journey times, reduced emissions associated with queuing traffic, improved road safety.			Medium-Long	
49	A3095 links to M4	Bracknell Forest Council Royal Borough of Windsor and Maidenhead Council	Construction of new road link to the M4 to bypass Holyport and Bray	To serve major new housing developments to the north of Bracknell while allowing through-traffic to bypass Holyport and Bray and alleviate congestion at the Braywick Roundabout and M4 J8/9.	Improved traffic flow, reduced congestion, more reliable journey times, reduced emissions associated with queuing traffic. There could be wider benefits in terms of improving access to LEGOLAND from the west and alleviating congestion through Windsor.	Roadspace capacity improvements, unlocks development		Long	