

SLOUGH BOROUGH COUNCIL

REPORT TO: Cabinet **DATE:** 15th September 2014

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WARD(S): Cippenham Green, Cippenham Meadows, Chalvey, Central, Farnham, Foxborough, Kedermister, Upton,

PORTFOLIO: Councillor Sohail Munawar
Commissioner for Social and Economic Inclusion

PART I **KEY DECISION**

SLOUGH MASS RAPID TRANSIT SCHEME (SMaRT) PHASE 1

1. Purpose of Report

The purpose of this report is to seek:

- Cabinet's agreement to progress implementation of the Slough Mass Rapid Transit (SMaRT) major transport scheme to provide an enhanced public transport service and measures to reduce traffic congestion along the A4 corridor.
- Permission to use Compulsory Purchase Order (CPO) powers to assemble land required to deliver the SMaRT scheme and the land required to deliver an efficient scheme on the land remaining at 150 – 160 Bath Road.
- Approval to progress implementation of additional junction improvements along A4 Bath Road and at Burnham.

2. Recommendations/ Proposed Actions

2.1. The Cabinet is requested to resolve:

- a) that the offer of the Berkshire Local Transport Body to provide £5.6million towards the cost of the SMaRT major transport scheme be welcomed;
- b) that the terms of the offer, including the need for the remainder of the scheme cost to be met by local funding contributions, be noted;
- c) that the local funding contribution outlined in paras 4.4 and 4.5 required from Council revenue and capital resources, supplemented by S106 developer contributions where available, be agreed in principle subject to further consideration of scheme costs;
- d) that the design of the scheme as outlined in paras 5.6 to 5.17 and Figure 1, be agreed in principle subject to a positive outcome to the public consultation now underway;
- e) that negotiations be proceeded with to secure land on the frontage of A4 Bath Road required for highway purposes as set out in paras 4.15 and 4.16 and steps be taken, if necessary, to initiate compulsory purchase;
- f) that funding for the improvements to three additional junctions on the A4 Bath Road west of Dover Road and improvements around Burnham Station and Burnham Lane as described in paras 4.6 and 5.18 to 5.20 be agreed;
- g) that the tendering process be progressed in due course in line with the procurement strategy set out in para 4.7;

- h) That the Strategic Director, Regeneration, Housing and Resources be authorised to take all necessary steps to secure the making, submission, confirmation and implementation of the CPO of the third party land required to deliver the SMaRT Scheme and the land required to deliver an efficient scheme on the land remaining at 150 – 160 Bath Road (following statutory process set down in the Highway Act 1980 and the Acquisition of Land Act 1981, as amended by the Planning and Compulsory Purchase Act 2004.);
- i) That the Strategic Director, Regeneration, Housing and Resources be authorised to appropriate to planning purposes the land in the ownership of Slough Borough Council which is no longer required for the purpose for which it was previously used, for use in connection with the SMaRT Scheme and associated residential development under Section 122 of the Local Government Act 1972.

3. The Slough Joint Wellbeing Strategy, the JSNA and the Corporate Plan

3a Slough Joint Wellbeing Strategy Priorities

Health

- 3.1. The SMaRT scheme links with the SJWS priority of enhancing positive health and wellbeing. The scheme will promote a more sustainable alternative to the private car for travelling to and from major employment areas, the town centre and residential communities. Through relieving traffic congestion and reducing the stop-start nature of vehicles the scheme will have a beneficial impact on air quality in general and in Air Quality Management Areas 3 and 4 in particular (Tun's Lane/Farnham Road and Town Centre).
- 3.2. Provision of high quality public transport will give people opportunities to reduce their reliance on car use and promote positive behavioural change in personal health through walking to and from rapid transit stops.
- 3.3. SMaRT will improve crossings for pedestrians and cyclists thereby helping to promote these forms of healthy travel.

Regeneration and Environment

- 3.4. SMaRT links with three SJWS priorities: helping facilitate the regeneration of the town centre and Slough Trading Estate; improving public transport; and encouraging private sector investment to create employment and economic activity.
- 3.5. The A4 provides a strategic route between Slough Trading Estate, the town centre and Heathrow and traffic congestion is a barrier to local economic growth. SMaRT will enhance connectivity and accessibility between these key trip attractors and generators, through junction improvements and bus service enhancements.
- 3.6. SMaRT will mitigate existing and forecast levels of congestion and make a significant contribution to enabling the creation of at least 4,750 new direct full time jobs in Slough and over 2,000 further indirect full-time jobs. It will improve accessibility between areas of higher unemployment or social deprivation and areas of job growth in Slough and at Heathrow.

- 3.7. A comprehensive regeneration scheme at the corner of Bath Road and Pitts Road will create environmental improvements and provided much need private home.

Housing

- 3.8. SMaRT links with the SJWS priorities of developing a mix of housing to meet existing and future needs and providing more choice for home-seekers. The scheme will help facilitate the sustainable development of almost 3000 new housing units in the town centre.
- 3.9. Acquiring four homes along Pitts Road will enable the creation of an additional 36 housing units over and above those deliverable on just the land left over at Bath Road after the SMaRT link is installed.

Safer Communities

- 3.10. SMaRT links with the SJWS priorities of making people feel safer and safeguarding vulnerable adults and children. The combination of a reduction in vehicle speeds, high quality resurfacing and the installation of traffic signals provided by the scheme will provide a higher level of road safety for drivers, cyclists and pedestrians

Cross-Cutting themes:

- 3.11. Civic responsibility –SMART is in line with the cross-cutting themes of enabling people to use public transport rather than cars, take more exercise and use and develop job skills.
- 3.12. Improving the image of the town – SMaRT will complement the infrastructure and public realm improvements delivered by the Heart of Slough scheme by providing a high quality public transport service from the town centre to Slough Trading Estate and the eastern part of the Borough and Heathrow. It will help to improve accessibility for those wishing to travel to the town for leisure and shopping as well as work. SMaRT will also provide a better alternative to car travel thereby reducing the volume of traffic in Slough and improving the sense of place.

4. Other Implications

(a) Financial

- 4.1. In the initial funding bid to the Berkshire Local Transport Body (BLTB) and Thames Valley Berkshire Local Enterprise Partnership (TVBLEP) the cost of the scheme was estimated as £9.04million. The total scheme outturn cost, on which the business case for funding is based, is now estimated as £8.09 million including inflation and risk. This is based on:
- £0.34 million of preparation costs;
 - £1.10 million for land acquisition;
 - £6.62 million for scheme construction, supervision and other works.
- 4.2. This outturn figure does not take into account 'optimum bias' and will be subject to tender prices and any increase in construction costs due to unforeseen circumstances. It also excludes the cost of the three additional junction improvements west of Dover Road and

at Burnham. For this reason it would be prudent for the time being to maintain £9.1million as a ceiling figure for the scheme.

- 4.3. The BLTB has agreed to fund £5.6 million through the TVB Local Growth Deal. The rest of the cost is expected to be funded through local contributions, i.e. Council resources and, where available, contributions from S106 agreements. These local contributions would need to be, in round figures, between £2.5million and £3.4 million depending on the eventual total scheme cost.
- 4.4. The breakdown of local contributions would be:
- Preparation costs of £0.34million to be funded from existing Council capital and revenue budgets;
 - Land acquisition costs of £1.10million to be borne by the Council, a proportion of which could be recovered from the disposal of the remaining land left over after the delivery of the scheme (please refer to the Property section below);
 - Contribution of between £1.05million and £2.00million towards the cost of construction, (including supervision and other works) from Council capital resources/ developer contributions.
- 4.5. Most of the £1.05 to 2.00million contribution towards construction costs would be needed in 2016/17 rather than 2015/16. There is uncertainty about the actual level of funding needed until the tender process and detailed engineering design work are completed. It also difficult at this stage to identify funding that will be available as the amounts of Department for Transport Integrated Transport Block Grant and potential developer contributions payable in 2016/17 are not yet known. However a commitment needs to be made to underwriting the required local contribution before the BLTB releases the Local Growth Fund monies.
- 4.6. The cost of the three junction improvements to the west of Dover Road and the improvements in Burnham is estimated as £915K and would be in addition to the works planned for SMaRT.
- 4.7. The preferred procurement strategy for delivery of the scheme is through a traditional fixed price construction contract awarded through the standard NEC 3 contract model.
- 4.8. The estimated cost of the CPO, which includes compensation for properties, professional fees and statutory payments, is in the region of £400K.

(b) Risk Management

Risk	Mitigating action	Opportunities
<p>Legal: Risk of challenge to land acquisitions.</p>	<p>Council to follow due process and secure full support where required.</p>	
<p>Objections to Traffic Regulation Order for service road on north side of A4 Bath Road.</p>	<p>Early discussion with stakeholders to resolve issues.</p>	

Delay/ failure in achieving Planning Consent.	Public consultation and close working with Ward Members, NAGs, Parish Councils and partners, bearing in mind that the affected land lies within the approved Bath Road Widening Line. On-going dialogue with planning officers to address likely concerns.	
Property: Delay in acquiring frontage land near Three Tuns/ land transfer negotiations longer than expected.	Affected land lies within the approved Bath Road Widening Line. Programme will allow time for CPO process to be carried out if necessary and time for land transfer. Continue to seek to acquire land by negotiation throughout process to avoid the requirement for CPO.	Enables new housing development
Human Rights	See below	
Health and Safety: Road safety hazards during construction	No risks identified Traffic management measures to be introduced to minimise hazards	
Employment Issues	No risks identified	Scheme is expected to generate job opportunities
Equalities Issues: Compliance with Equality Act 2010	A4 rapid transit proposals are an integral part of Slough's LTP3 which was subject to an EqlA in 2010	Greater frequency of bus services will widen accessibility opportunities
Community Support: Unfavourable response to wider public consultation.	Rapid transit proposal features in Slough's LTP3 so negative response considered unlikely. Programme allows for detailed design to be modified where necessary to meet specific objections.	
Communications: Public unaware of proposals	Appropriate consultation to be carried out before the works carried out.	
Community Safety	No risks identified	
Financial: Delays in achieving local contribution towards costs. The capital costs of the scheme increase as a result of factors uncovered at preparatory survey and design stages or unexpectedly high tender prices. Statutory Undertaker diversions cost underestimated	Ensure SBC funding in place and on-going dialogue with partners. As detailed site survey information is obtained, there will be further cost reviews as part of the design process. A comprehensive QRA process will be undertaken as part of the detailed design work Continual liaison with Statutory Undertakers/ value engineering of planned diversions at preliminary design stage.	

Damage to statutory utility apparatus	Ensure latest statutory undertakers plans are obtained; undertake trial holes; scan ground prior to excavation and transfer financial risk onto contractor via form of contract.	
Project Capacity: Delays during planning stage	Ensure robust scheme and orders presented at planning application and publication. Employ experienced team to prepare and complete the statutory process.	
Delays in procurement process.	Programme will allow adequate time for procurement.	
Delays during construction	Continually review programme to ensure sufficient time allowance made to address potential delays. Continue to liaise with consultant contractor to seek advice on buildability issues. Liaison with external bodies to assist in development and acceptance of scheme design.	
Other: Impact on local residents, businesses and the general public in the immediate vicinity of the construction works	Construction Management Plan will be developed to protect their interests by minimising impacts, such as noise, vibration and traffic, during the period of construction	
Traffic congestion resulting from construction phase	Coordinate construction works with other planned highway schemes. Plan construction elements which have most impact on traffic to coincide with school holidays	

(c) Human Rights Act and Other Legal Implications

- 4.9. Human Rights Act 1998 Implications – There are no Human Rights issues arising from this report. However, should there be a need in the future to consider the exercise of Compulsory Purchase powers, both the Human Rights considerations and Legal implications will be fully addressed.
- 4.10. Traffic Regulation Orders will be required and these will be subject to normal procedures
- 4.11. In deciding to take compulsory purchase action, the Council has to weigh the Human Rights interests of public need against private property rights and consider that sufficient justification exists for making a CPO.
- 4.12. Account must be taken of Circular 2/97 ‘Notes on the Preparation, Drafting and Submission of a Compulsory Purchase Order for Highways Schemes’ and Circular 06/2004, ‘Compulsory Purchase and the Crichel Down Rules’, including the need to demonstrate that impediments to the implementation (including planning impediments) can or have been overcome, the SMaRT Scheme is capable of delivery within a reasonable period of time and there is a compelling case in the public interest to proceed with the acquisition.

(d) Equalities Impact Assessment

4.13. The development of a rapid transit service along the A4 corridor was an integral part of Slough's Third Local Transport Plan 2011- 2026 which was the subject of an Equality Impact Assessment carried out in 2010. The SMaRT Business Case has also assessed the specific social and distributional impacts of the scheme and the results were:

- **Severance** - The impact was found to be neutral to vulnerable groups, due to a very small number of roads experiencing an increase and decrease in traffic flows as a result of the proposed scheme;
- **Personal Security** – The scheme is expected to have a neutral impact on security. It will improve the overall reliability of bus services and have a positive impact on personal security as people have a reduced waiting time between buses; and
- **Accessibility** - The impact on vulnerable groups was appraised as slightly beneficial because the scheme demonstrates an improved bus service frequency.

(e) Workforce

No issues.

(f) Property

4.14. Most of the land required for the scheme is already within the existing boundaries of the highway. Some additional land will however be needed on the A4 Bath Road frontage west of Three Tuns and all of this is located within the Bath Road Widening Line brought into effect by Berkshire County Council in the 1990s.

4.15. The land required is:

- land to the front of 172-184 Bath Road to be set aside for SMaRT as part of the S106 agreement for planning application P/01766/022;
- transfer of a strip of land to the front of 150-160 Bath Road, properties owned by the Council; and
- three strips of privately owned land comprising car parking to the front of Kingsmead House, the house at 142 Bath Road and amenity land to the south of Tintagel House;
- the land required for the junction improvements at the Three Tuns Pub junction comprises forecourt land in front of the Ford garage (128 Bath Road) and amenity space in front of the Three Tuns Pub (124 Bath Road).

4.16. Nos 150-160 Bath Road were the subject of a Cabinet decision of the 23rd April 2013 when their demolition was approved to enable SMaRT to go ahead. It was noted that the land not needed for the scheme might have potential for residential development and this is summarised below.

4.17. The remaining land left over at 142, 150 – 160 Bath Road could generate a scheme of circa 24 units and based on an affordable provision of 30% Social Rent the scheme could generate a residual land value in the region of **£340k to £370k** depending on whether the affordable housing is provided on site or via a commuted affordable housing contribution.



Images 3 and 4: Current Hotel proposals on 172 – 184 Bath Road

- 4.20. Asset Management have also explored the acquisition of properties along Pitts Road (1a, 1b, 1 and 3) and the potential for a larger scheme but without significant regeneration subsidy the potential schemes can't generate enough land value to cover the cost of acquiring the additional properties.

5. Supporting Information

Strategic Context

- 5.1. The A4 forms the spine of a 12 km strategic public transport corridor that links Maidenhead, Slough and Heathrow and plays an important role in providing surface access to the airport. The SMaRT scheme aims to provide a step change in public transport services on a 6.7km section between Slough Trading Estate, the town centre and M4 Junction 5. It will extend the bus infrastructure improvements carried out previously along the A4 including the Heart of Slough and the Better Bus Area Fund project. The scheme will also help well as mitigate existing and forecast levels of congestion in Slough in line with the Council's strategic policies. Phase 2 of SMaRT would extend these improvements east of Junction 5 towards Heathrow.
- 5.2. The concept of a rapid transit service between the town centre and Heathrow was put forward in the Council's first and second Local Transport Plans and features in LTP3 2011-2026 which was adopted at the 14th March 2011 meeting of the Cabinet. An outline business case was prepared in 2010 to enable a scheme to be developed in detail if funding opportunities were to arise. These opportunities arose in 2012 with the Government's decision to devolve major scheme funding to the Berkshire Local Transport Body (BLTB) and the introduction in 2013 of the Local Growth Deal and devolving of funding to the Thames Valley Berkshire Local Enterprise Partnership (TVBLEP).
- 5.3. The Council submitted SMaRT Phase 1 for inclusion in the BLTB priority list and in the TVBLEP's subsequent Strategic Economic Plan. Phase 1 extends the scheme west to Slough Trading Estate but leaves the extension east of M4 Junction 5 as a second phase. As a result of the Local Growth Deal announced in July this year SMaRT Phase 1 has been accepted as an essential major transport scheme and the Government has committed to invest £5.6m in its delivery with £3.6m of this committed for 2015/16.

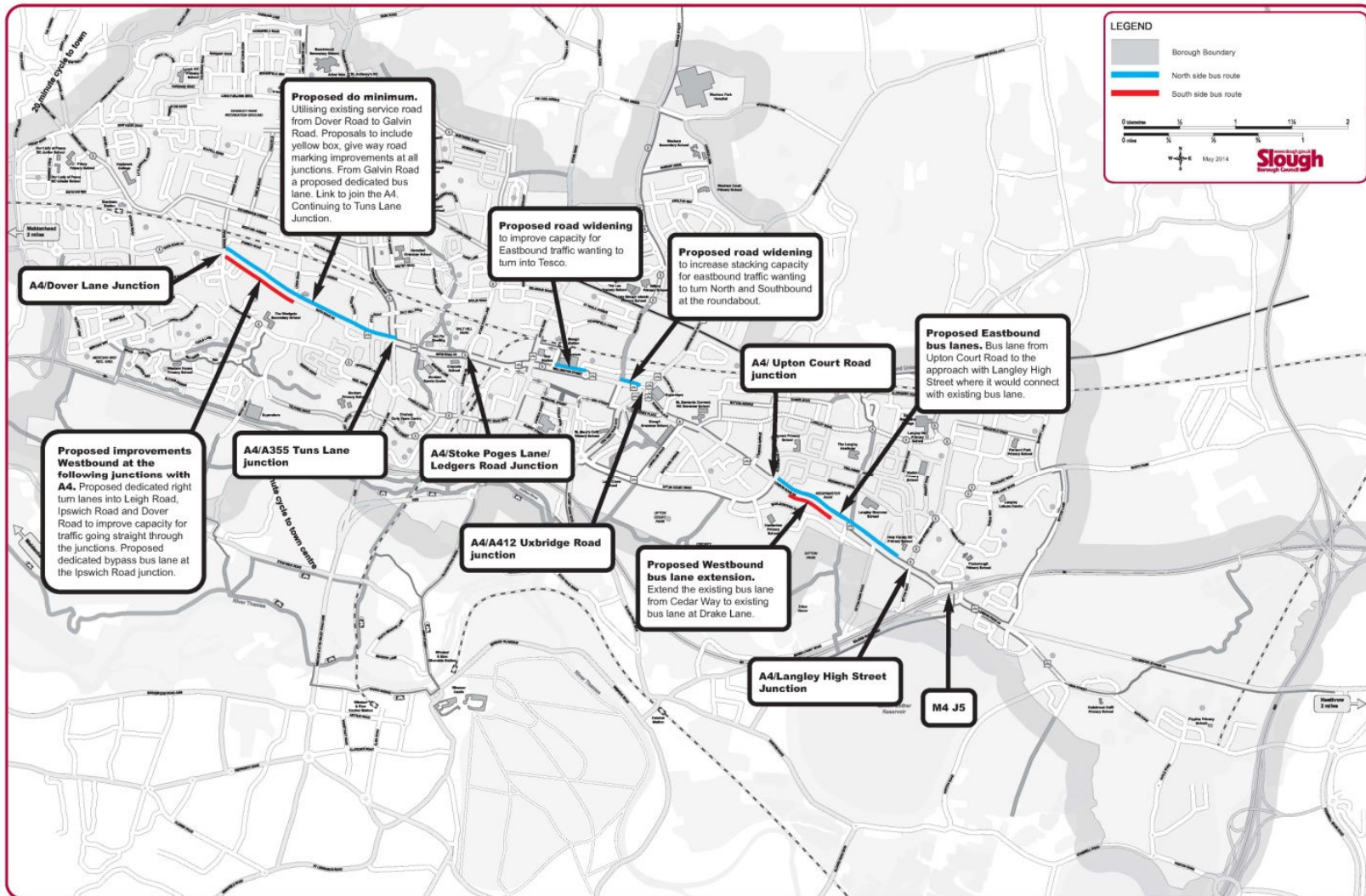
Agreement of BLTB to Fund

- 5.4. A detailed business case has been prepared for SMaRT Phase 1 and has been accepted by the BLTB's independent assessors. At its 24th July 2014 meeting the BLTB agreed to give the scheme full financial approval in the sum of £3,6m in 2015/16 and £2,0m in 2016/17 subject to the terms of the BLTB's agreed Assurance Framework. These terms focus on:
- Council to be responsible for all aspects of design, procurement, construction and implementation, including its responsibilities as highway and planning authority, and any other statutory duties;
 - Reports to be prepared on progress and any changes in scheme scope or budget;
 - Access to records for auditing;
 - Timing and triggers for payment;
 - Funding contribution from Council and other sources;
 - Scheme delays;
 - Failure to deliver scheme;
 - Claw back by BLTB of any savings in budget costs; and
 - Post-completion evaluation.
- 5.5. The local contribution will consist of value of the land that is required to facilitate the MRT through the CPO process, the Council's capital and revenue budgets and S106 contributions.

Outline of the Scheme

- 5.6. SMaRT is a combination of:
- Highway infrastructure measures aimed at delivering journey time and reliability performance improvements of bus services while also improving efficiency of operation of the highway network for traffic as a whole; and
 - Improvements to bus service provision facilitated by the infrastructure improvements
- 5.7. The SMaRT scheme will enhance connectivity and accessibility between three key trip attractors and generators, reflecting the criticality of the A4 corridor as a major route for journeys in the TVBLEP area:
- The Slough Trading Estate – SMaRT will provide a high quality public transport link to the town centre and Slough station. It will contribute to the sustainable transport objectives of the SEGRO regeneration master plan (over 150,000m² of office, leisure and amenity space and creation of over 4,000 additional jobs);
 - Slough town centre - SMaRT will complement the improvements brought about since 2010 by the Heart of Slough regeneration project. It will enhance public transport access to town centre shopping and commercial activity and the station and, by reducing the need to rely on car use, facilitate the sustainable development of new office space and housing. (some 61,000 sq m of office space, and almost 3000 new residential units);
 - Heathrow airport SMaRT will contribute to the airport surface access strategy by providing a quicker and more reliable bus link from Slough. (A letter of support from Heathrow Airport Ltd is included in the business case).
- 5.8. Figure 1 provides a summary diagram of the proposed improvements to be introduced.

Figure 1 Scheme overview



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Detailed Infrastructure Proposals

Town Centre to M4 Junction 5

- 5.9. This section of the scheme (as shown in Appendix A) runs from the A4 Wellington Street junction with the Tesco Store access to the A4 London Road junction with High Street Langley.
- 5.10. In the eastbound direction the scheme will:
- Widen the carriageway for 60m on the approach to the Tesco access to allow for a larger stacking capacity;
 - Create carriageway build outs to help with realignments at the A4 Wellington Street and Wexham Road crossing;
 - Widen the carriageway east of the Wexham Road junction to increase stacking capacity for traffic turning north and south at the A4/A412 Uxbridge Road junction;
 - Widen the carriageway for 300m to accommodate a dedicated bus lane starting from Blandford Road South up to High Street Langley.
- 5.11. In the westbound direction the scheme will:
- Widen the carriageway for 70m between the High Street Langley/ Ditton Road junction and Ditton Park Road; and
 - Extend the existing bus lane from Cedar Way to Drake Avenue.

Slough Trading Estate to Three Tuns

- 5.12. This section of the scheme (as shown in Appendix A) runs from the A4 Bath Road junction with Dover Road to the A4 Bath Road junction with the A355 Farnham Road/ Tuns Lane.
- 5.13. In the eastbound direction the scheme will:
- Enable bus services to use the service road between Dover Road and Galvin Road which runs parallel to the A4 Bath Road thereby avoiding congestion and queues on the A4;
 - Limit access to the service road to bus only from the west, with the Dover Road junction amended to include yellow box markings to remove the potential delay for buses;
 - Remove existing parking along the service road (through application of Traffic Orders) and waiting and loading restrictions added along the whole road;
 - Relocate bus stops onto the service road, providing direct access to the businesses in the Slough Trading Estate. Existing bus stops lay-bys on the A4 will be filled in;
 - Widen the A4 Bath Road carriageway for 150m between 172-184 Bath Road to the junction of Salt Hill Avenue to facilitate an eastbound bus lane;
 - Within the transferred and purchased land a one-way bus only lane will be created providing access from the service road (east of Galvin Road) back onto the (widened) A4 Bath Road; and
 - Widen a 140m section of carriageway between Ipswich Road and Leigh Road to allow for longer approach lanes to signalised junctions.

5.14. In the westbound direction the scheme will:

- Widen the carriageway for 100m leading up to Leigh Road junction, and for 60m after the junction to allow for two ahead lanes and one dedicated right-turn lane;
- Utilise the westbound Service Road from Twinches Lane to Ipswich Road/Dover Road by removing on street parking.

Bus Service Proposals

- 5.15. The bus priority measures proposed with SMaRT are aimed at reducing bus journey times and improving reliability. In peak times services along the A4 get stuck in traffic and SMaRT will improve conditions for both passengers and the operators. This will provide the opportunity in particular to increase the frequency of services 75/76 between Slough Trading Estate, the town centre, Langley and Heathrow from one bus every 15 minutes (up to every 18 minutes at peak) to one bus every 10 minutes. There would be the potential to introduce a 'clockface' timetable, moving from a position where at peak times passengers need to consult a timetable to one where the times conform to a repeating and therefore memorable pattern.
- 5.16. As with the Better Area Bus Fund scheme, First Berkshire Group acknowledge the benefits that Government and Council funding of the SMaRT scheme will provide, and intend to match those benefits with investment of their own, feeding back cost and time savings from enhanced reliability and journey times into the bus network. The Company has agreed in principle to increased frequencies and thereby offer a more attractive service particularly at peak times to commuters and encourage mode switch in favour of buses. This enhanced service would give a quicker and more reliable link to and from Slough Trading Estate and offer an alternative to private car use in line with the objectives of the LSTF project. It would also give scope for employers to reduce current reliance on providing their own shuttle services (together with the associated costs).

Associated traffic signal infrastructure elements

- 5.17. In addition to the highways works, a number of existing signal sites along the A4 corridor will be improved. Subject to a full assessment the following improvements are proposed:
- Cedar Way pedestrian crossing – signal pole relocations and new/relocated controller;
 - Upton Court Road wig wags – new signal controller and pole (or possibly removed);
 - Wexham Road – new dual pedestrian crossing;
 - Sainsbury's Roundabout junction – Install ducting to facilitate conversion to MOVA control;
 - Tesco Roundabout junction – replacement of controller to facilitate introduction of MOVA/SCOOT control;
 - Ledgers Road junction – conversion to MOVA control;
 - Montem Lane - Conversion to MOVA control;
 - Thirkleby pedestrian crossing – relocation of signal pole and cabling;
 - Twinches Lane junction – equipment removal following closure of northern arm, re-cabling and some pole relocations. Conversion to MOVA control;
 - Ipswich Road junction – addition of box junction. Some relocation of poles due to widening;
 - Dover Road junction – kerblines adjustments requiring relocation of poles, cabling and detection equipment. Conversion to MOVA.

Improvement to Junctions West of Dover Road and at Burnham

- 5.18. To increase the frequency of services for the SMaRT project, junctions west of the scheme also need to be upgraded. This is to provide more reliable journey times for the 75 and 76 services, reduce congestion and reduce queue lengths.
- 5.19. The junctions identified, A4/St Andrews Way, A4/Elmshott Lane and A4/Burnham Lane will be upgraded to MOVA to facilitate the improvements needed to encourage residents and businesses to move to the SMaRT service.
- 5.20. Further junction improvements as part of wider package of works are required to reduce congestion in the Burnham area. Capacity on the A4/Station Road/Elmshott Lane junction is already saturated and therefore alterations are needed so that journey times can be reduced. These improvements will include upgrading the 5 points junction and the approaches from Burnham Lane, Buckingham Avenue and Station Road. This improvement is to be part funded through S106 contributions and contributions from South Bucks District Council.

Programme

- 5.21. In summary the programme is:
 - Decision by BLTB/Thames Valley Berkshire LEP on commitment of funding: July 2014;
 - Appointment of CPO consultants to acquire the required land: July 2014;
 - Contract between BLTB/ TVBLEP and Council signed: by end 2014;
 - Detailed design approval by Council: March 2015;
 - Planning permission for Bath Road frontage land: April 2015
 - Construction tender contract awarded: September 2015;
 - Completion: August 2016.

Reason for recommending a Compulsory Purchase Order (CPO)

- 5.20 It is acknowledged that a CPO for the land required to deliver the SMaRT scheme and the land required to deliver an efficient scheme on the land remaining at 150 – 160 Bath Road can only be made if there is a compelling case in the public interest which justifies the acquisition of private rights and interests. The Council has given careful consideration to the reasons as to why it is necessary to include the land and believes a compelling case exists as this road widening line has been in place for over 20 years.

Public consultation

- 5.21 Consultation is being carried out via the Council's Limehouse portal; a stakeholder event and local events are also being organised. Comments are being invited by the end of October. During the Detailed Design Stage of the project direct engagement will take place with statutory consultees and affected land owners.

6. Comments of Other Committees

None.

7. Conclusion

- 7.1 It is recommended that the BLTB offer for SMaRT be accepted and that the consultation process commence.
- 7.2 That officers continue in parallel the following:
- Commencement of CPO process to facilitate SMaRT;
 - The design through to tender stage and appointment;
 - Utility diversions where necessary prior to the main works;
 - Implementation of construction in 2015 for SMaRT;
 - Implementation of junction improvements west of Dover Road;
 - Improvements in Burnham.

8. Appendices Attached

Plan of proposals Town Centre to M4 Junction 5

Plan of proposals West of Three Tuns

9. Background Papers

<http://www.slough.gov.uk/council/strategies-plans-and-policies/local-transport-plan-ltp3.aspx>

<http://www.slough.gov.uk/parking-travel-and-roads/plans-for-the-future.aspx>

<http://www.slough.gov.uk/parking-travel-and-roads/slough-mass-rapid-transit-smart.aspx>