BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB **DATE:** 15 July 2020

CONTACT OFFICER: Tim Wheadon, Chief Executive, Bracknell Forest Council

Item 13: 2.22 Slough: Burnham Station Access – One Year Evaluation Report

Purpose of Report

1. At your meeting in March 2017, you approved guidance for the preparation of one- and five-year-on impact reports for BLTB funded local transport schemes.

2. This report introduces the impact report for scheme 2.22 Slough: Burnham Station Access.

Recommendation

3. You are recommended to note the reports from the scheme promoter and the independent assessor.

Other Implications

Financial

4. There are no direct financial implications of this report.

Risk Management

5. The government requires all LEPs to have Assurance Frameworks which set out governance arrangements and financial procedures. One of the specific requirements for transport schemes is to require scheme promoters to submit impact reports one and five years post implementation.

Human Rights Act and Other Legal Implications

6. Slough Borough Council will provide legal support for the BLTB should any questions arise on the application of the Assurance Framework.

Supporting Information

7. Slough Borough Council received £2.0m towards the £2.1m cost of this scheme.

8. The one-year on impact report is attached at Appendix 2; and the independent assessor's report is attached at Appendix 1.

Conclusion

9. The Burnham Station Access one-year impact report represents a well-constructed and balanced document. It is considered to meet a number of requirements for a one-year impact report, relating to what and how the scheme has been delivered; however, there are limitations in the quantified assessment of the outcomes.

10. The report provides a good overview of the scheme that has been delivered and the positive impacts that have been generally reported in terms of traffic management and enhanced access to the station by a wide variety of different modes. There is some secondary evidence to support the case that traffic congestion may have reduced, and that road safety could be improving as a result of the measures.

11. At this stage, it is unclear the extent to which the scheme is having any influence over mode choice, either in terms of individuals choosing to travel by train, or in terms of how they choose to access the station. It is clear, however, that the options for accessing the station have improved and, alongside the Network Rail/GWR station works, will have significantly improved the attractiveness of rail travel from the station.

12. The scheme was delivered to budget but was delayed in its completion by two years, from the initial forecast. There is a limitation in the available data to understand how outturn costs evolved in relation to forecast costs. Overall, however, the budgeting process appears to have been robust. It is clear that improvements could have been made to the overall delivery of the project, particularly in terms of the overall length of time taken to deliver the project. In terms of the actual outputs, the traffic management measures appear to be working well and the station environment is much improved, subject to further surveys of demand and travel times.

13. The FBC highlighted a number of areas where monitoring and evaluation would take place, and these are not considered to have been undertaken. Furthermore, the case for investment was justified on the basis of journey time benefits, traffic decongestion, rail demand uplifts, car park revenues generated, and health benefits, and yet there is limited reference to many of these issues within the evaluation report.

14. To enhance the understanding of the impact of the project, as well as to maximise future outcomes, there is a clear requirement to conduct the following additional quantified survey work:

    - Traffic counts and journey time surveys;
    - Car parking usage counts;
    - Cycle parking / docking station usage; and
    - Satisfaction surveys – to assess perceptions of the scheme and safety, as well as mode shift; and
    - Reported crime levels.

15. Additional points to facilitate wider learning across future projects include:

- Enhanced overall project planning, incorporating a realistic assessment of the potential risks to delivery, including inter-relationships with projects being delivered by other stakeholders, and incorporating appropriate contingency planning;
- The importance of tracking outturn costs against projections produced at the FBC stage. This will provide understanding of how costs elements vary and whether appropriate levels of contingency and risk have been included; and
- Ensure closer alignment to monitoring and evaluation plans that are set out within the FBC, in particularly to the identification of metrics that can be captured before and after the scheme implementation, to provide quantified evidence of the impacts.

16. There is no further action required.

Background Papers: None.

Appendix 1

Thames Valley Berkshire Local Enterprise Partnership

Independent Assessment Summary Report: Burnham Station Access Improvements

One Year Impact Report
July 2020
www.hatchregeneris.co.uk

Contents Page

Independent Assessment

i. This technical note provides an independent assessment of the One-year Impact Report submitted by Slough Borough Council (SBC) in relation to the Burnham Station Access Improvement (BSA) scheme.

ii. The BSA scheme received £2 million funding through the Thames Valley Berkshire Local Enterprise Partnership (TVB LEP) Local Growth Fund deal. As part of the on-going assurance process, TVB LEP requires all funded schemes to produce one-year and five-year post-implementation impact reports to demonstrate how each scheme has performed against expectations.

Process

iii. The one and five-year impact reports are expected to assess the following elements of the scheme:

- a. did it get built?
- b. was it to plan?
- c. was it on time?
- d. was it to budget?
- e. is it working ok?
- f. what impact has it had?
- g. any learning points?

iv. Hatch Regeneris have applied these criteria, but also sought to use the process as positive influence to identify specific ways in which project scheme design or delivery could be enhanced to enhance future value of this scheme or other future LEP funded schemes.

Scheme Summary

v. The Council received £2,000,000 (95%) from the TVB LEP Local Growth Fund as part of an overall estimated scheme cost of £2,100,000.

vi. The BSA scheme represents a series of traffic management and urban realm improvements within the vicinity of Burnham Station, alongside specific enhancements to pedestrian access, bus interchange, kiss and ride, and car parking provision.

vii. The planned work consisted of:

- closure of Station Road bridge to southbound through traffic making this northbound traffic only;
- As mitigation, making Burnham Lane between the junction with the A4 Bath Road and Buckingham has been made northbound only;
- Installation of MOVA traffic signal controllers at three junctions along the A4 Bath Road (Dover Road, Station Road and Huntercombe Lane)
- Improved public realm area adjacent to Burnham station;
- Improved pedestrian facilities and crossing points on the highways;
- Introduction of cycleways in Station Road and refreshed cycle lane markings in Burnham Lane ;

- Provision of an enhanced cycle hire docking station;
- Relocation of bus stops nearer to the station entrance;
- A new drop-off location; and
- A new 42 space car park

viii. Related to the SBC scheme, Network Rail / MTR (Crossrail) also engaged in a project to enhance facilities within the station itself, and the immediately adjacent land that they are responsible for, in preparation for Crossrail services. Whilst conducted concurrently, the projects were managed independently, and the station works do not form part of the content of this evaluation report.

ix. The scheme was designed to address issues of localised congestion on routes to and from the station, as well as issues of accessibility and mobility around the station for those with reduced mobility. It also aims to address a poor public image for access to the station and to improve the perception of safety.

x. A summary of the primary objectives of the scheme were to: improve sustainable access between Burnham Station, residential and employment destinations; provide additional parking and drop-off facility for Burnham Station; resolve localised congestion problems caused by conflicting traffic movements on the road network, namely along Burnham Lane and around Burnham Station; and improve the perception of safety and security at and around Burnham Station.

xi. The Full Business Case (FBC) Outline Monitoring and Evaluation Plan included reference to three elements of evaluation:
- Process evaluation
- Impact evaluation
- Economic evaluation

xii. Specific metric references included: the utilisation of additional cycle parking stands; measuring the number of passengers accessing the station; car park utilisation; and levels of reported crime around the station.

xiii. It should also be noted that the case for investment was justified on the basis of journey time benefits, traffic decongestion, rail demand uplifts, car park revenues generated, and health benefits.

Review Findings

General Observations

xiv. The overall scheme is reported to have been subject to delays in constructed. It was originally scheduled for completion in March 2017 but was not ultimately completed until April 2019. This was due to both a delayed start date of around a year and an extended construction period by 13 months. The delays are stated as being largely the result of a period of uncertainty relating to the Network Rail elements of the wider project, as well as some issues with contracting arrangement. The full extent of the inter-relationship of the internal station works and the station access works is unclear (the project engineer is no longer with SBC.

xv. The scheme was delivered according to its budget of £2,100,000. It is understood that there may have been no contingency included within the original construction cost estimates. As such, the original baseline assessment of scheme costs can be considered to be highly accurate, and it would appear that the delays to the programme did not unduly affect the costs, which can often be an unwanted outcome.

xvi. It is reported that the traffic management measures introduced have generally worked well, albeit peak periods of congestion are reported to remain, and that further refinement may be required. No specific traffic data is presented as evidence. Actual and perceived safety are stated as improved as a result of the pedestrian and cycling crossing facilities but, again, no specific evidence is presented to support this case.

xvii. The report recognises that there is no quantified data available to assist in the evaluation process. Whilst mode shift was not a specific objective or target, this remains a high-level aspiration for the scheme but cannot be verified.

xviii. The report states that the public realm improvements have been highly successful in terms of streetscape and aesthetics, as well as enhanced connectivity and options, and that the measures implemented have increased mobility. The basis upon which this has been evaluated is not stated but the scheme would appear to have delivered significant benefits in this area.

xix. The report notes that the combined benefits of the station access project and the internal and surrounding station works by GWR have created a significantly enhanced station interchange environment that will encourage usage, as well as facilitate other local development and investment in Slough.

xx. In terms of delivering against the four specific objectives of the scheme, the report provides evidence of how the sustainable access to the station has been improved by delivering an attractive, safe, more efficient area of public realm to facilitate access to the station. The scheme is reported to encourage walking and cycling access, as well as bus interchange.

xxi. The scheme delivers additional parking provision and drop off facility, and this includes additional disabled parking bays and electric charging points. Whilst no occupancy surveys have been undertaken, the new car park is reported to be well used.

xxii. The traffic management measures are reported to have helped resolve local traffic congestion and conflicting traffic movements on the network. The reports SBC has historically received around congestion in the area are stated to have reduced, but not specific traffic data is reported.

xxiii. The objective to improve the perception of safety and security at and around the station is reported to more closely align to the Network Rail/GWR station works. Levels of crime data are not currently available and no surveys of the perception of safety have been undertaken. Road safety, however, is reported to have marginally improved, based upon the evidence to date.

xxiv. The scheme was forecast to directly support growth in terms of new jobs and floorspace, alongside two direct 'transport and highway' outputs. Whilst the 600m of resurfaced roads and 600m of new cycle ways are reported to have been delivered (albeit we understand some of the latter was re-marking as opposed to new cycleway), the jobs and floorspace are clearly not directly attributable to this scheme and are also challenging to measures. SBC commit to reviewing these impacts in greater detail as part of the 5-year evaluation process.

xxv. The report recommends monitoring of the cycle docks and car park usage at the station to inform future year evaluation.

xxvi. The report makes reference to the role of the scheme as part of a wider programme of improvements that SBC has, and continues to, deliver. The links with other sustainable travel measures is highlighted, but also recognises the continued high levels of car usage and how the scheme is part of the process of managing the impacts of congestion.

xxvii. The report concludes by acknowledging that more consideration is needed to assess the impact of scheme such as this one upon mode shift is needed. SBC also indicate that a 1-year report is too soon to begin to understand the impacts of the scheme upon wider growth.

Conclusions

xxviii. The BSA one-year impact report represents a well-constructed and balanced document. It is considered to meet a number of requirements for a one-year impact report, relating to what and how the scheme has been delivered; however, there are limitations in the quantified assessment of the outcomes.

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working well and the station environment is much improved, subject to further surveys of demand and travel times.

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Appendix 3

Slough: Burnham Station Access Improvements

Berkshire Local Transport Body (BLTB)

One Year On Evaluation report

Slough Borough Council

June 2020

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1. Introduction

1.1. Background

Slough is a thriving town with a population of approximately 150,000 people, with an extremely strong commercial presence in the Thames Valley Berkshire region and an extensive transport network serving the wide-ranging needs of residents and commuters. Key areas of activity include the Town Centre and the Trading Estate, one of the largest in Europe, with 486 acres of commercial property, over 450 businesses on site and more than 20,000 people employed, and the many schools across the borough. SEGRO continues to plan for expansion. The town centre is currently undergoing extensive regeneration, with much more development on the way.

Burnham, a large village, lies to the north-west of the borough. Slough shares a boundary here with Buckinghamshire County Council. The closest neighbouring town of Maidenhead, part of the Royal Borough of Windsor and Maidenhead, is located to the west. To the east of the borough, Heathrow airport is a prominent generator of trade and employment, and there are considerable plans to expand here. Hence there are wide-ranging opportunities to increase connectivity and growth across the borough.

Traffic congestion has an adverse impact on business efficiency and inward investment and, as such, threatens the future economic vitality of Slough. Public Transport and Active Travel (Cycling and Walking) both have a significant role to play from this perspective, and these travel modes are the key area of focus from a transport perspective in this evaluation of the enhanced area of public realm surrounding Burnham Railway Station.

The public realm / access enhancements facilitate a more sustainable approach to travel both within the borough and across boundaries. In addition to travel related concerns and modal shift, the scheme at this site also seeks to address social inclusion, wellbeing, safety, and environmental requirements. Road safety is a prominent aspect of the scheme. These improvements are intended to bring economic benefits as well as social and environmental benefits, by increasing connectivity, providing healthy travel alternatives, improving air quality, and by helping overall to make Slough a more vibrant, attractive place in which to live and work.

The scheme is part of a much larger vision for the town, which is dedicated to the reduction of travel by private car, and increased use of public transport, cycling and walking.

This public realm scheme, implemented by the Council, ran alongside station developments which came under the responsibility of Great Western Railway (GWR) and Network Rail (NR), in the first instance, and subsequently MTR Corporation (Crossrail) Ltd. The main element of this related project was improved access within the station, including new lifts. This element of the overall project for Burnham Station is essentially not covered within this evaluation, though some further references will be made where directly relevant.

1.2. **Funding**

Slough Borough Council received £2,000,000 from the Local Growth Fund towards the public realm enhancements. Additional funding was provided by Slough Borough Council via a capital contribution of £100,000, making an overall total of £2,100,000 fund the delivery of the scheme. The related rail industry works were forecast to incur costs of £4,150,000.

1.3. **Objectives and outcomes**

The overall objectives of the SBC scheme included the provision of an improved western point of access for the borough and Slough Trading Estate, improving the highway and adjacent public realm area around the station, enhancing cross-boundary connectivity with Reading and Maidenhead. All of these features were expected to play an important role in defining the broader reputation and image of Slough.

The key/specific objectives stated in the business case were as follows:

Objective

1. Improve sustainable access between Burnham Station, residential and employment destinations.
2. Provide additional parking and drop-off facility for Burnham Station.
3. Resolve localised congestion problems caused by conflicting traffic movements on the road network, namely along Burnham Lane and around Burnham Station.
4. Improve the perception of safety and security at and around Burnham Station.

Reference to the related growth specific outcomes, including employment, enterprise and industrial opportunities in the sub-region, as addressed in his project, is included in section 5.

This report evaluates the impacts of the project with reference to the overall and specific, stated objectives, taking into account the strategic fit with the Council's Local Transport Plan and related policies, as well as the ongoing requirements for monitoring and review.

1.4. **Description of the scheme**

The core scheme included permanent traffic management changes around the station and associated mitigation measures on the network including the closure of Station Road bridge to southbound through traffic. A major element of the scheme was also to improve the public realm area adjacent to Burnham station, including better accessibility to the station and the newly provided infrastructure on the surrounding areas of highway, including:

- improved pedestrian facilities and crossing points on the highways;
- relocation of bus stops nearer to the station entrance;
- a new drop-off (kiss-and-ride) at the approach to the station forecourt; and
- a new 42 space car park.

Geographically, the scheme was designed to improve access to the station from the western part of the Borough, including Slough Trading Estate, and the neighbouring areas of South Buckinghamshire.

Related to this Slough Borough Council scheme, Network Rail / MTR (Crossrail) also engaged in a project to enhance facilities within the station itself and the immediately adjacent land that they are responsible for. This rail managed scheme ran alongside the Slough scheme, but is not evaluated directly in this report.

1.5. **Location**

Slough borough is characterised as a dense urban environment bounded by green belt, situated in the east of Berkshire and in the Thames Valley Berkshire sub-region. There are three rail stations in the borough, namely Burnham, Langley and Slough. Burnham Station is located in Slough's western-most ward of Haymill, approximately 2.5 miles to the west of Slough town centre and 1 mile west of the centre of the Slough Trading Estate (STE).

The area around Burnham Station, with the exception of the STE a mile away and a small industrial area to the south west, is predominantly residential. Haymill ward also shares a boundary with South Bucks District Council and Burnham Station itself is approximately only 500m from the residential areas of South Bucks.

Burnham Station is served by Great Western Railway mainline trains, but frequency is limited and the fastest journey time to Paddington is approximately 35 minutes. Services are expected to increase in frequency when Crossrail is fully operational.

Image 1: satellite view of Burnham station and surrounding area with links to the A4/Bath Road

Image 2: Burnham Station – area map, showing the one way system in place in Station Road and Burnham Lane

1.6. **Historic Problems**

Congestion

The highway network in this area is subject to high volumes of traffic and there have been problems with congestion at peak times. Localised congestion can be attributed to both the relatively high car use in Slough, especially for short journeys, and the proximity to motorways links. The Burnham Station and Access Improvement scheme was designed to relieve localised congestion through traffic management that encourages vehicles to use main routes and improve pedestrian and cycling access to and around the station.

Accessibility and Mobility

Accessibility around the station has historically not been conducive to more socially inclusive and environmentally focused modes of travel. Linked to this, the station approach area was not previously helpful overall to people with reduced mobility. The scheme was therefore designed to address both aspects; to improve access to the station, improve accessibility at the location, and specifically to encourage walking and cycling as well as public transport. In addition, to increase accessibility in its widest sense and to encourage the further uptake of rail travel, a new car park has been provided as part of the scheme, to facilitate multi-modal journeys.

Public Image

The public realm area around the station was previously generally considered to be not particularly attractive and hence did not encourage people to travel by public transport or by active travel modes. This was addressed throughout the scheme, including the layout and landscaping.

Road Safety

Although not considered a high-risk site, there have been incidences of speeding and a general perception by residents that Burnham Lane and the connecting roads were problematic, and potentially dangerous to school children in particular, walking and seeking to cross the road. A key element of the response to this perception in the scheme is the introduction of two new zebra crossings in Burnham Lane, with raised tables.

1.7. Evaluation period

The Burnham Station Access scheme was completed in April 2019. This report constitutes the one year on evaluation.

2. Funding

2.1. Funding details

The vast majority of the funding for this scheme came from the LEP Local Growth Deal. Additional funding of £100k was provided by the Council from capital funds. The full figures are shown in the table below:

Source of funding	Total
Amount from LEP Local Growth Deal	£2,000,000
Local contributions from:	
- Council Capital Programme	£100,000
- Other sources	
Total Scheme Cost	£2,100,000

Network Rail / MTR allocated £4,150,000 for their station improvement project. The cost and expenditure for this element have not been reviewed in this report.

3. Scheme details

3.1. Design elements

The SBC scheme included a combination of traffic management and public realm infrastructure measures:

3.1.1. Traffic Management

The main element of the revised traffic management in the vicinity of the station and the surrounding network was the closure of Station Road bridge to south-bound traffic. This addressed the congestion problem by introducing a one-way system, making Station Road bridge southbound only. As mitigation, Burnham Lane between the junction with the A4 Bath Road and Buckingham has been made northbound only. The traffic signals at the junctions of Dover Road, Station Road and Huntercombe Lane with the A4 Bath Road have also been fitted with MOVA controllers to better deal with the redistributed traffic through enabling optimisation of signal times.

3.1.2. Public Realm

The public realm elements of the design are extensive and include:

- Improved pedestrian facilities and crossing points on the highway, with two new zebra crossings on raised tables
- Refreshed, advisory cycle lane markings
- A re-positioned and enhanced cycle hire docking station
- The relocation of the bus stops to a point closer to the station entrance
- A new drop-off facility
- A new 42 space car park
- Landscaping

3.1.3. Network Rail Scheme

In preparation for Crossrail and as part of Network Rail's Access for All programme, the related, rail managed scheme was designed to include improvements to the station frontage, ticket hall, waiting and information area, new passenger lift between the new ticket hall and the existing upper level car park, new ticket barriers, improved, more extensive CCTV coverage, increased cycle parking and taxi facilities.
Nb: This scheme and its direct impacts have not been evaluated in this report, though they have relevance to the combined effect of the respective improvement schemes.

3.2. Key dates

Construction started on site in January 2017. The work was completed in April 2019.

4. Project Management

4.1. Construction Project Delivery

The main extent of the construction work was carried out by Amey, the Council's term maintenance contractor, with the final construction tasks completed by SBC's Direct Service Organisation (DSO), who took over from Amey as the main contractors.

An excellent health and safety record was maintained for the duration of the project, with no serious incidents on site during the project.

4.2. **Delay to the programme**

There were no major problems on site. However, the overall duration of the project was delayed to a period of uncertainty relating to the Network Rail elements of the wider project. A decision was taken to delay some of the SBC works until the Network Rail works were completed.

4.3. **Costs and financial control**

The SBC elements of the project were completed on budget, with a total expenditure of £2,100,000. The actuals costs of the related Network Rail element of the project have not been made available to the Council.

5. **Review and evaluation of the outcomes:**

5.1. **Overall outcome:**

The scheme was completed satisfactorily, to a high technical standard and on budget. The construction work took somewhat longer than had originally been anticipated, and the completion date was therefore later than planned. However, the delays were due largely to having to wait for Network Rail to complete their related station improvements project.

The one-way system introduced for the roads underneath Station Road and Burnham Lane bridges, and along the front of the approach to Burnham Station have generally worked well.

The Council has received relatively few reports of congestion at peak times, but this is still understood to be a problem, and the traffic management is subject to continual review and optimisation of traffic signal timings.

The infrastructure across the site has provided better, safer controlled crossing points for both cyclists and pedestrians. These have left to an improvement in road safety, both actual and perceived. The crossings have been backed up by refreshed cycle lane markings and all necessary signage.

As was the case with the review of the A4 Cycle Route scheme, limited quantitative data has been available for this evaluation exercise. In this case, modal shift was not a specific objective in the business case, though this is always an important high level aspiration and increasingly a necessity in terms of sustainability. Again, however, it is challenging at this stage, so soon after scheme completion, to confidently state the level of modal shift from private car to active travel and public transport achieved by this scheme. This level of assessment is particularly challenging at the time of writing this

report, given the recent impacts of the COVID-19 situation and the likelihood of ongoing changes to behavioural patterns.

The development of the public realm area around Burnham Station has, however, been highly successful in terms of streetscape and aesthetics, and in terms of enhanced connectivity and options, as well as effective in terms of improved traffic management. The station approach is now more accessible to all road users, and the measures implemented have increased mobility, both actual and potential. To a certain extent, though, mobility still depends on lifestyle choice and individual opportunities as well as available services and resources.

In support of active travel and public transport, especially, the Council is increasingly committed to promoting behavioural change. Most notably this is through extensive engagement and travel planning, carried out by the Access team, which works closely with schools, businesses and other members of the community, learning about their travel experiences and habits and making appropriate recommendations on all aspects of travel. All of this work is essential in order to build upon the opportunities, and the actual success, provided by infrastructure measures including this Burnham Station Access / Public Realm scheme.

5.1.1. **Railway station project and the combined impacts**

The improvements to the station infrastructure and facilities make an important contribution to the overall, positive impacts of the respective schemes. The combined effect is of an improved bus and rail interchange, adjacent to a well-designed area of public realm. Both schemes have contributed to the increase in facilities for cyclists and pedestrians. Revisions to the respective parking areas have also had a combined, positive effect. There is considerable evidence of a combined, more integrated, sustainable transport solution at this location. Burnham station and the surrounding area have been transformed into a more attractive and accessible transport interchange. All of this is expected to contribute to increased future development and investment in slough.

Image 3: Close up of the Burnham Station site.
Shown in the image above:
To the right including Station Road: the area comprising the SBC Access / Public Realm scheme, including new car park, revised road lay-out, landscaped area, pedestrian access improvements, zebra crossings, cycle docking station.
To the left of Station Road, the area within the station grounds, updated as part of the related Rail managed scheme, including the existing car park (plus the internal measures not visible here)

5.2. **Specific objectives of the Station Access scheme**

5.2.1. **Improve sustainable access to Burnham Station**

Sustainable access is quite a broad term which covers many possible features and most forms of travel, noting the three pillars of sustainability: the economy, the environment and society. The Burnham Station Access scheme has been successful in addressing the many aspects. The scheme has delivered, overall, an attractive, safe, more efficient

area of public realm to facilitate access to the station. This comprises infrastructure designed to meet the needs of all road users, many of whom engage in onward travel via rail.

The term ‘sustainable’ in this context is most commonly understood to relate to the social and environmental impacts. These include the enhanced facilities for pedestrians and cyclists, including those who might otherwise struggle with accessing the station. Measures to promote the uptake of public transport are a prominent aspect of this sustainable approach. However, the economic imperatives have also been addressed, with better traffic management and parking facilities included here.

To promote active travel (cycling and walking), the scheme includes an enhanced cycle docking station, part of the Slough cycle hire scheme. The advisory cycle lane on Burnham Road has been refreshed. Overall, the scheme design has made the area in front of the station safer and easier to navigate. For cyclists, especially, there is also now a better link with cycle routes in the surrounding network, including the recently completed, LEP funded A4 Cycle Route, which runs from the western borough boundary to the A4 junction with Burnham Lane. The one-way system has also increased safety across the site.

For pedestrians, two new zebra crossings have been installed on Burnham Lane, both on raised tables, and both within the immediate vicinity of the public realm area. These crossing points have created a safer route to access the station, particularly for children and other vulnerable road uses. Although subjective to some extent, the new layout of the public realm area is generally more amenable and attractive, as well as making the station more accessible.

Essential improvements have also been made in the related Rail managed scheme, including increased cycle storage, parking improvements and greater accessibility within the station.

Regarding public transport, the scheme promotes rail travel for all purposes, but especially commuting, in enhancing connectivity with the trading estate and the town centre. This helps to create or take advantage of existing commercial opportunities, but in a more socially inclusive way and without the damaging impacts that would otherwise arise from travel by private, motorised means. Travel by bus has also been encouraged by the relocation of bus stops within the public realm area. This provides better connectivity for travellers making multi-modal journeys, again in a safe and easily accessible way. The various features have collectively helped transform the site into a transport hub.

Accessibility within the station has also improved through the related, rail managed scheme, which included infrastructure designed to assist people with reduced mobility. These measures included a new passenger lift, wider entry points and enhanced layout within the station property.

Image 4 (above): Burnham Lane, showing one of the two new zebra crossings, plus the cycle docking station

Image 5: Improved pedestrian access, and road safety speed calming
Image 6 (above): Improved landscaping
Image 7: Re-located bus stop adjacent to the station approach

5.2.2. **Provide additional parking and drop off facility for Burnham Station**

The new 42 space car park has improved accessibility for those travelling to the station by car. The focus here is on maximising the benefits from multi-modal travel, and reducing the impacts from private cars on otherwise longer journeys. This, in term, is expected to help transform the nature of the area around Burnham Station to a less car dominated

Environment. The car park includes electric vehicle recharging points and bays for drivers with disabilities.

One of the specific benefits here has been a reduction in the parking problems in nearby residential streets, which is a common problem across the borough buy especially in this location given the need to access the station.

The new car park has been well used and is regularly perceived to be full. At the time of writing this report, car park usage data is not available, but this will be obtained and continually reviewed.

Image 8: New 42 space car park, with electric charging points to the right, and no entry signs forming part of the localised one-way system

5.2.3. **Resolve localised congestion problems caused by conflicting traffic movements on the road network.**

Although travel by private car is generally not considered ‘sustainable’, it would not be realistic to exclude this mode of travel from the Burnham station area (or indeed across the borough), given the need for growth and economic sustainability.

A key element here has been the introduction of a revised traffic management on connecting roads and along the frontage of the immediate station approach. One way restrictions have been imposed, with traffic only allowed in a southbound direction at Station Road bridge, and northbound only under Burnham Lane bridge and the connecting stretch. Conflicting movements have therefore been removed, both under the narrow carriageways under the bridges and in front of the station. This has created safer conditions for travellers in both directions, on their respective permitted routes, and also for all those accessing the station.

Further, as expected in the business case, the perceived level of localised rat running in the vicinity of the station has reduced.

These combined changes have improved traffic flow, with benefits for all road users but particularly motorists. The number of reports of congestion in this location received by the Council has reduced considerably since the scheme was completed. However, traffic congestion at peak times has not been eradicated completely. Continual monitoring and optimisation of signalised junctions will be essential.

Prior to the development of this scheme, and its implementation, all possible alternatives were considered. An option to fully close Station Road Bridge to all traffic had been trialled on an experimental basis, however this was deemed to have had too much of a detrimental impact on traffic in the area.

Image 9: The one-way arrangement in Station Road, leading from the bridge

The new drop off point, ('kiss and drop') is an essential part of the traffic management system in front of the station, and this feature is adjudged to be helpful and highly successful in terms of movement control and safety aspects.

5.2.4. **Improve the perception of safety and security at and around Burnham Station**

The objective to improve safety and perceptions of safety relates most closely to the related Rail managed scheme at the station itself, rather than the SBC access and public realm scheme. The station improvements and new facilities included lifts, wider stairs, more security and improved layout of the forecourt, all of which were expected to have a positive impact in increasing safety levels.

Levels of reported crime at Burnham Station and its car park are currently not available. However, again, the objective to reduce crime levels is more closely related to the internal station improvements, managed by Network Rail/GWR and subsequently MTR, rather than the SBC Traffic Management and Public Realm scheme. Further, some studies suggest that only a marginal change may result from the type of measures implemented within the station. Hence, crime levels are not considered to be an appropriate evaluation metric for the SBC scheme.

In terms of perception of safety in the vicinity of the station, the SBC development of the public realm scheme has greatly improved the location. Although somewhat subjective, this has created a more welcoming environment, and one which appears to be safer as well as more attractive and better designed. It is reasonable, therefore, to consider that the scheme has improved the perception of safety. To validate this, it will be necessary to conduct extensive public engagement, and to seek their views and perceptions directly.

Road Safety

Prior to the completion of the scheme, in the period from September 2019, there are CrashMap records of seven accidents taking place on Burnham Lane. Two (one serious, one slight) were at the junction with Station Road, and five (one serious, four slight) were some distance away from the public realm area that has been reviewed. None involved cyclists.

Since the scheme was completed, there has been one reported accident, of a serious nature, in May 2019. This involved a cyclist at a give-way junction between Burnham Lane and Station Road.

A full accident assessment was not provided in the original business case, but the expectation was that the scheme would have a neutral impact in this regard. The figures to date represent a minor improvement, with a reduction from two per annum to one. The location will continue to be monitored and any appropriate action will be taken.

6. Growth related outcomes

6.1. Growth Forecast and Actuals

In terms of growth, the predicted outcomes of the project included the delivery of new jobs and commercial floorspace, along with two highways outputs. The planned figures and known actual figures to date are shown in the table below, and are also included in the regularly submitted LEP / Berkshire Local Transport Forum pro-forma updates.

Predicted Outcomes (to June 2020)	Planned	Actual
Planned Jobs connected to the intervention	1,050 *	See comments below
Commercial floorspace constructed (square metres)	40,000sqm *	See comments below

Transport and Highways Outputs		
Total length of resurfaced roads	600m	600m
Total length of new cycle ways	600m	600m

The planned figures for jobs and floorspace originally stated in the business cases are somewhat misleading here, since they relate more closely to the related Network Rail internal works rather than the SBC traffic management and public realm enhancement project.

It is not possible to assess with any degree of accuracy the appropriate number of jobs and the amount of floorspace that could in theory be attributed to the SBC works. In terms of actual outcomes, any such assessment would also currently be unhelpful due to the damaging effects of the COVID-19 situation in the majority of 2020 to date.

Further, as stated in the business case, “Objectives relating to economic growth through investment in business and housing will be difficult to measure in the short-term, and cannot be directly attributable to this scheme in particular. However, longer term evaluation will seek to monitor economic, employment and housing growth.”

The Council is indeed committed to ongoing studies to determine the actual figures for the combined impacts of all completed LEP funded schemes. Ongoing monitoring will be necessary, along with an agreed formula to come up with the most relevant and most accurate figures for these outcomes. The Council also considers that a one year period is too soon to provide a realistic assessment of actual outcomes of this type. The five year evaluation report is expected to produce a much more helpful review of actual growth.

In terms of Transport and Highways related outputs, the proposed measures have been delivered as planned. As standard, the stretch of carriageway involved will next be resurfaced as part of the regular Highways Maintenance programme.

7. Further / Ongoing Monitoring recommended

Cycle dock usage
The number of passengers accessing the station will be measured and compared against forecast background growth to determine whether the accessibility improvements have been as beneficial as anticipated

Car park usage

Car park utilisation figures are not currently available. This data will be obtained and reviewed on a continual basis.

8. Links to wider Growth Fund projects and Network activity

The Burnham Station Access / Public Realm scheme is part of a wide-ranging programme of schemes being delivered by Slough Borough Council. This programme is a collective response to the diverse challenges and opportunities, including the need for improved traffic management, promotion of public transport, increased levels of active travel, improved air quality and related environmental requirements, and so forth.

In developing an integrated, sustainable transport solution, the Burnham scheme connects mostly closely with the SMaRT projects, phases 1 and 2, which promote public transport patronage, also the recently completed A4 Cycle Route scheme between the western borough boundary and the junction with Burnham Lane.

However, the high level of commuting in Slough and the various needs of residents inevitably mean that travel by private car remains a necessity for many at present. Hence the Burnham scheme is related to the wider network, and the major highway improvement schemes also funded by the LEP, including the A355/Tuns Lane scheme and the A332/Windsor Road scheme. The Burnham scheme also specifically provides additional car parking space.

In terms of active travel, the cycle dock station in the public realm area at Burnham station is one of many across the borough. Further cycling and walking schemes are expected to be developed in Slough, and these will draw on the emerging Local Cycling and Walking Infrastructure Plan (LCWIP). This may well link up further with routes connecting with the Burnham area. The Burnham scheme also connects with previous cycling schemes delivered via the Local Sustainable Transport Fund (LSTF). Further, development control responses to planning applications increasingly focus on sustainable travel initiatives and commitments.

All of these schemes and potential schemes form part of an overall plan to create a more economically active and environmentally and socially inclusive town. This sustainable approached is underpinned by a safer, more resilient, more accessible transport network, with reduced congestion, better air quality, and more attractive alternatives for business, workers and residents.

9. Lessons Learnt and Recommendations

Determining the level of modal shift away from private, motorised travel and towards either public transport, cycling or walking continues to present a challenge. In some case, with multi-modal journeys, potentially still involving some element of car use (e.g. re car parking), assessing the modal shift will be complex. The development of a comprehensive and reliable way to assess modal shift remains a necessity.

The Council also considers that a one year period is too soon to provide a realistic assessment of growth related outcomes, including job creation in this instance. The five year evaluation report is expected to produce a much more helpful review of actual growth.

10. Final comments

Slough Borough Council would like to express its appreciation to the Thames Valley Berkshire Local Enterprise Partnership and the Berkshire Local Transport Body for the Growth Fund financial contribution enabling the delivery of this project. The resulting infrastructure has been successfully constructed and the traffic management measures have been implemented to good effect. The various features have created a safer, more attractive area of public realm, specifically improving accessibility to Burnham Station. Increased connectivity has been achieved, with sustainable travel options, including public transport and active travel, being made more realistic and attractive at this location.

More widely, this offers actual and potential benefits to network users, commuters, and residents, increasing wider connectivity with the Trading Estate, the Town Centre and the major transport hubs.

In the related Network Rail / MTR scheme, the railway station itself has also improved considerably, and is also now more accessible and generally more socially inclusive. The combined impacts of the related schemes are considerable.

In terms of mode of travel, substantial ongoing progress here remains a challenge, and the Council is committed to addressing this within the realisation of its Transport Vision. As well as infrastructure related projects, success here will also require an increase in publicity and educational programmes desired to bring about behavioural change, as well as further partnerships, cross boundary initiatives, engineering solutions and increased funding opportunities.

All aspects are currently being addressed in a review of the Council's Local Transport Plan / Core Strategy and the associated public transport, network management, cycling, walking and road safety supplementary strategy documents, with reference to the Council's Five Year Plan and all related policies.

End of report