

Berkshire Local Transport Body

Pro-forma for Consideration of a Transport Scheme at Programme Entry Stage

**Section 1: Headline Description**

Local Authority	Slough Borough Council
Number	Slough 5
Short Name	A332 Route Enhancement: Southern section
Short Description <i>Max 30 words</i>	Scheme to enhance the southern section of the A332 Windsor Road to increase traffic capacity and provide better facilities for buses, pedestrians and cyclists.
Gross Scheme Cost	£3,060,000
BLTB Contribution Sought	£1,430,000
BLTB contribution as a percentage of the gross	46.7%

The headline information in this first section will be reproduced in summary schedules for public reports. Words used beyond the stated limits will be discarded.

**Section 2: General Description**

Statement in support of the Scheme	<p>The A332 provides a strategic cross-boundary link between Slough, Windsor and Bracknell and is the southern gateway to Slough town centre. It also connects with Uxbridge (via the A412 Albert Street) and with Wexham Park Hospital and South Buckinghamshire (via the B415 Stoke Road).</p> <p>Every day an average of over 23,000 vehicles use Windsor Road (AADT 2011) with morning peak flows of about 4,300 vehicles (0700-0900, 2011). An average of 12 buses an hour use the route.</p> <p>Limited capacity means that the route gets congested and traffic delayed. This is one of two schemes aimed at improving conditions for general traffic as well as buses along this strategic route, making journeys quicker and more reliable. The two schemes could be implemented independently or together, depending on the availability of BLTB funding.</p> <p>This scheme focuses on the section of A332 between Albert Street/Chalvey Road East and Ragstone Road and has the following</p>
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	<p>elements:</p> <ul style="list-style-type: none"> <li>• Widening of carriageway to two lanes northbound and southbound;</li> <li>• Improvements to traffic signal operation/capacity; and</li> <li>• Improvements to bus infrastructure.</li> </ul>
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**Section 3: Detailed Statements Addressing the Seven Factors**

The detailed scoring methodology is described above, and examples of descriptors have been given as a guide. Please fill in each box with relevant statements, with references to evidence or sources. There are no word limits for these sections.

<p>Strategic Impact</p>	<p>Improving conditions for movement along the A332 would support the TVBLEP aims of investing in infrastructure that would help regeneration of Slough town centre and help enhance cross-boundary connectivity with Windsor, Bracknell, Uxbridge and Buckinghamshire.</p> <p>The town centre is defined as an ‘Area of Major Change’ in Slough’s LDF and the scheme would enhance the role of the A332 as the southern gateway to central area business and retailing activities. This would help support ‘Heart of Slough’ regeneration, be in line with Government’s objective of encouraging economic activity and the TVBLEP’s specific aim of targeting investment on removing barriers to growth.</p> <p>Windsor Road also gives access to Chalvey, an area with significant deprivation and another LDF ‘Area of Major Change’. This is the focus of housing regeneration, a TVBLEP priority, and the route enhancement scheme would improve access for local vehicular traffic, pedestrians and cyclists.</p> <p>The scheme would provide bus priorities and facilities for pedestrians and cyclists in critical locations in support of the Government’s wider objective of encouraging sustainable travel, especially for short local journeys, and reducing carbon emissions.</p> <p>Cross-boundary bus services between Bracknell, Windsor, Slough and Heathrow and London that use the A332 route would benefit from faster and more reliable journey times. The scheme would be in line with proposals put forward in the previous Thames Valley Strategic Bus &amp; Coach Network sub-regional project for an enhanced Bracknell/ Windsor/ Slough/ Heathrow public transport connection.</p>
<p>Economic Impact</p>	<p>The scheme would improve access to Slough town centre and help attract businesses to take up existing vacant floorspace (SBC’s 2012 retail survey found a vacancy rate of 8% and the 2012 Thames Valley Office Market Report by Lambert, Smith, Hampton found that some 89,000 sq m of Slough office space - much of it in the town centre - was vacant in 2012, a vacancy rate of 24.7%). It would also support regeneration, including the development of at least 35,000 sq m of new office space, up</p>

	<p>to 1500 dwellings and a 120-bed hotel as part of the 'Heart of Slough' project and future redevelopment of the Queensmere/ Observatory retail complexes (currently 54,000 sq m, remodelling plus up to 500 dwellings).</p> <p>It would also enable redevelopment of frontage properties currently blighted by the safeguarded Berkshire County Council Road Widening Line to provide a mix of about 90 residential units.</p>
Value For Money	<p>Similar schemes currently being supported by DfT include Stafford Western Access Improvements (BCR 2.22); A452 Chester Road Birmingham (BCR &gt;3); and Nottingham Ring Road (BCR 3.51).</p> <p>A robust BCR would be calculated for this Slough scheme at Business Case stage. Although much smaller in scope than these other projects it is reasonable to expect that it would achieve a BCR of at least 1:1, and potentially more than 2:1, on the basis of:</p> <ul style="list-style-type: none"> <li>• improved vehicle journey times and reliability between Slough and Windsor for business users, freight and bus operators with knock on positive effect on wider network delays;</li> <li>• improved reliability of buses including including the 71 and 77 that serve Heathrow T5 and the 701 and 702 that provide a strategic service between Bracknell, Windsor, Slough and London;</li> <li>• reduced collisions;</li> <li>• reduced carbon emissions through modal switch.</li> </ul>
Ease of Deliverability	<p>Site investigations have been undertaken, including the need for utility diversions. Detailed scheme design work is currently in progress.</p> <p>Land acquisition is required along the eastern frontage which lies within the safeguarded Berkshire County Council Road Widening Line. Some terraced houses were demolished and the land cleared in 2009. Others are in a poor condition because of Road Widening Line blight. SBC own some of these properties and discussions are underway with developers to carry out a comprehensive redevelopment project. Land acquisition is expected to be by negotiation but CPO orders are being pursued as a contingency.</p> <p>The provisional timetable for the scheme is:</p> <ul style="list-style-type: none"> <li>• development / procurement: late 2013/14 to end 2016/17;</li> <li>• road widening line frontage land: acquisition completed, land cleared 2017/18; and</li> <li>• works completed: 2018/19.</li> </ul>
Matched Funding	<p>BLTB funding would be supplemented by committed S106 contributions (£130k) and finance from Council resources (£1500k, including land acquisition). The total £1,630k would represent 53.3% of scheme cost.</p>
Environment	<ul style="list-style-type: none"> <li>• greenhouse gas emissions: cycling, walking and public transport more attractive with positive impact on carbon emissions;</li> </ul>

	<ul style="list-style-type: none"> <li>• air quality: reduced slow moving/ queuing traffic would contribute towards reduction in NO<sub>2</sub> emissions in the town centre Air Quality Management Area;</li> <li>• noise disturbance: no adverse impact;</li> <li>• natural environment, heritage and landscape: no adverse impact;</li> <li>• streetscape and urban environment: designed to enhance the role of Windsor Road as the southern gateway to the town centre; some impact but would be mitigated by replacement landscaping.</li> </ul>
Social and Distributional	<ul style="list-style-type: none"> <li>• regeneration: positive impact on access to Slough town centre, area of major regeneration. Local junction improvements would benefit access to Chalvey, an area of deprivation subject to housing estate regeneration;</li> <li>• personal affordability: no adverse impact;</li> <li>• physical activity: would be promoted by enhanced provision for pedestrians and cyclists;</li> <li>• road collisions: reduced risk of collisions as result of better management of traffic and better provision for road crossings;</li> <li>• crime and security: increased security in vicinity of town centre as result of enhanced lighting;</li> <li>• access to a range of goods and services: more reliable public transport and improved vehicle journey times, reliability and journey quality between Slough and Windsor for commuters and other users and for Wexham Park Hospital staff, patients and visitors.</li> <li>• community severance: better management of traffic and better provision for road crossings would benefit residents of Chalvey accessing the town centre.</li> </ul>

#### Section 4: Contact Details

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Deadline for return: 31 May 2013

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