

Thames Valley Berkshire LEP: Strategic Economic Plan

Programme D (Infrastructure) – Package Diii (Enhancing urban connectivity)

Project 5: Slough – Corridor Improvements (A332)

Project summary and overview

1. Name of project:

Slough – Corridor Improvements (A332)

2. Lead organisation:

Slough Borough Council

3. Contact details: (name, email, telephone numbers)

Savio DeCruz (savio.deacruz@slough.gov.uk tel: 01753 875640)

4. Brief description of the project and the main activities within it:

This project includes a programme of junction improvements, road widening and other works along the strategic A332 with the aim of at improving conditions for general traffic as well as buses along this strategic route, making journeys quicker and more reliable.

5. Location of the project:

Central Slough

Local Authority: Slough Borough Council

Parliamentary Constituency: Slough

Postcode: SL1

Rationale for the project and strategic fit

6. How will the project contribute to the delivery of Thames Valley Berkshire's Strategic Economic Plan (SEP)?

This project is concerned with the functioning of the road network in the east of Thames Valley Berkshire. It is a key project in the context of improved urban connectivity, one of the package priorities within the Strategic Economic Plan.

a) improve the **efficiency of Slough's businesses** by reducing journey times and providing reliability along this corridor;

b) support **retention and growth of employment** in Slough by protecting and enhancing the connectivity advantages which make Slough a good place to do business and a focus for future inward investment;

c) reduce **CO₂ and NO₂ emission levels**, from stop start road traffic, hybrid public transport alternatives and good quality cycling and pedestrian infrastructure, which in turn assists in tackling this AQMA zone ;

The opportunity to unlock some further housing opportunities and regeneration in parts of Slough i.e. in the town centre and Chalvey.

7. How does the project fit within the Programmes and Packages outlined in the SEP?

This project is part of Programme D and, within that, Package D-iii: Enhancing Urban Connectivity. . It is also has linked to D-iv – Encouraging vibrant town centres and D-ii – Unlocking housing development.

8. What is the rationale for the project?

The road network in east Berkshire is congested with the A332 having delays of approximately 12-15 mins¹ in the peak period between the A332 bypass and the Town Centre. Improvements to the A332 by widening and removal of three pinch points will look to reduce congestion and encourage a smoother flow of vehicles and ultimately provide journey time reliability. The net benefit will result for both workers and business visitors to the Town Centre. The project also identifies access improvements for pedestrians to Slough Town Centre in addition to new infrastructure for buses and cyclists. This scheme will assist in underpinning major retail, office, housing and civic space regeneration in the centre of Slough.

9. What market failures will it address? What is the evidence?

Although some improvements have been carried out on the A332 with developer funding the private sector will not deliver a route enhancement scheme of this nature. The approach to the town centre is run down and is not attractive to new businesses wishing to set up in the town. The town centre has benefited from major regeneration but is still suffering from lack of retail development. Journey times have increased which indicate that shoppers are trying to avoid visiting the town centre, this is exacerbating the problem of growth in the area.

10. What other options have been considered?

An alternative scheme excluding road widening has been considered but was rejected due to it not achieving the capacity, journey time improvement and other benefits of the proposed route enhancement.

11. What would be the consequences of a “do nothing” option?

Improvements for pedestrians only could be realised through existing programmes but access to housing developments and the Town Centre would remain the same, resulting in detriment to future growth in the area.

12. Which partner organisations are involved in, and committed to, the project?

This is an SBC-led scheme but with committed funding contributions from developers. RBWM will need to be engaged as the scheme develops.

Value for money

13. What outputs will the project deliver that are attributable to SLGF and other funding sources?

Outputs		2015/ 16	2016/ 17	2017/ 18	2018/ 19	2019/ 20	2020/ 21	Later
Houses (units)	SLGF	55	345	420	420	270	110	215
	Other public sector (specify ESIF, etc.)	40	260	320	320	205	80	165
	Private sector	5	30	40	40	25	10	20
	Total	100	635	780	780	500	200	400
Jobs	SLGF	435	570	365	650	305	0	0
	Other public sector (specify ESIF, etc.)	330	430	275	495	230	0	0
	Private sector	40	50	35	60	30	0	0
	Total	805	1050	675	1205	565	0	0
Employment floorspace (sq m)	SLGF	9960	10800	5400	10800	5780	0	0
	Other public sector (specify ESIF, etc.)	7565	8200	4100	8200	4385	0	0
	Private sector	925	1000	500	1000	535	0	0
	Total	18450	20000	10000	20000	10700	0	0
Businesses created	SLGF							
	Other public sector (specify ESIF, etc.)							
	Private sector							
	Total							
Business assists	SLGF							
	Other public sector (specify ESIF, etc.)							
	Private sector							
	Total							
Other 1 (specify)	SLGF							
	Other public sector (specify ESIF, etc.)							
	Private sector							
	Total							
Other 2 (specify)	SLGF							
	Other public sector (specify ESIF, etc.)							
	Private sector							
	Total							

Note Benefit:Cost Ratio information is not available for this scheme at the moment.

14. **How have these outputs been estimated?**

Guidance from Council planning officers based on planning application and monitoring data. The floorspace, job and housing totals include those which form part of the Heart of Slough regeneration project together with other town centre developments served by Windsor Road.

15. **What wider outcomes will be achieved in TVB? Please quantify these if possible.**

This scheme is concerned with maximising the capacity of the road network across the eastern part of Thames Valley Berkshire. It will reduce journey times and this in turn will result in productivity improvements.

Also, the scheme will help the delivery of plans for Slough town centre supporting the provision of almost 2400 new dwellings and 79,000 sq m of new office and ancillary space.

16. To what extent are these outputs (and downstream outcomes/impacts) likely to be additional? What is the basis for this assessment?

In addition to the 2400 dwellings described above there are opportunities for some 1000 extra dwellings in the town centre over and above the LDF allocation. These would be in the form of redevelopment and changes of use and rely on provision of improved access into the town centre; the A332 Windsor Road provides the southern gateway.

17. What is the nature of the resourcing package that is proposed (e.g. balance between loans and grants, etc.)?

The resourcing package is made up of 54% Single Local Growth Fund and 46% other contributions. This local funding will comprise the value of land being acquired by SBC for highway purposes, DfT grant, other SBC capital funds and developer contributions.

18. What is the funding package through which the project will be delivered?

Source	Year	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
SLGF	Capital	£2.7m					
	Revenue	N/A					
Other public sector	<i>Please specify</i>						
1	SBC	£2.05m					
2							
3							
Private sector	<i>Please specify</i>						
1	S106	£0.25m					
2							
3							

Deliverability and risks

19. How secure are the funding contributions from elsewhere?

SBC funding commitment and developer contributions have been secured.

20. What are the key project milestones?

The junction improvements are already under construction and the land for widening has been resolved. Full implementation can start in 2015/16. The milestones are:

- Business Case ready for submission to independent assessor: Oct 2014;
- Conditional approval sought from BLTB: Nov 2014;
- Tendering process begins: Feb 2015;
- Works begin on ground: July 2015;

- Completion: April 2016.

21. What are the proposed arrangements for project management?

The Council has the resource to project manage and implement the scheme and operates a Prince2 project management procedure for large schemes like this.

22. What are the principal risks linked to the project’s delivery, and what actions will be (or have been) taken to mitigate and manage these?

Risk	Likelihood (H / M / L)	Severity (H / M / L)	Mitigating actions
1 Delay with planning permissions, where needed	L	H	Public consultation and close working with stakeholders
2 Higher than expected costs	L	M	Scheme to be tendered with other major projects included within the SEP to provide VfM
3 Delays in procurement process	L	L	Programme allows sufficient time for process
4 Delays due to utility requirements	L	L	Close dialogue and planning with utility companies

List of supporting information and evidence

¹ Journey time information sourced direct from TomTom 3/03/14