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Date of issue: Wednesday, 2 November 2022

MEETING	**BERKSHIRE LOCAL TRANSPORT BODY**

Member	**Authority**
Councillor Page (Chair)	Reading Borough Council
Councillor Brunel-Walker	Bracknell Forest Council
Councillor Fishwick	Wokingham Borough Council
Councillor Haseler	The Royal Borough of Windsor & Maidenhead
Councillor Nazir	Slough Borough Council
Councillor Somner	West Berkshire Council
Stuart Atkinson	Thames Valley Berkshire LEP (Director& Chairman of Stuart Michael Associates, consulting engineers)
Laura Fitzgerald	Thames Valley Berkshire LEP
Bob Mountain	Thames Valley Berkshire LEP
Nigel Nawacki	Thames Valley Berkshire LEP
Simon Ratcliffe	Thames Valley Berkshire LEP

DATE AND TIME:	**THURSDAY, 10TH NOVEMBER, 2022 AT 4.00 PM**
VENUE:	**VIRTUAL MEETING**
DEMOCRATIC SERVICES OFFICER:	**NICHOLAS PONTONE**
(for all enquiries)	**07749 709 868**

NOTICE OF MEETING

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

STEPHEN BROWN
Chief Executive

AGENDA

sustainable forest

AGENDA ITEM	REPORT TITLE	PAGE	WARD

PART 1

Apologies for absence.

1.	Declarations of Interest	-

It is a principle of the BLTB that the interests of the Thames Valley Berkshire area will take precedence over a member's own interests or those of their nominating authority.

All members must declare, and take relevant action, if they believe they have a pecuniary or other interest on a matter to be considered at the meeting in accordance with the Code of Conduct of the nominating authority or LEP. The Chair will invite any member representing a local authority seeking financial approval for a scheme to declare that interest.

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6.	One Year Evaluation Reports	13 - 142

- 2.09.1 NCN 422
- 2.13 Wokingham Thames Valley P&R
- 2.28 Bracknell A3095 Corridor
- 2.47 Bracknell Town 'the deck'

7.	Transport for the South East	143 - 152
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9.	Date of Next Meeting - 9th March 2023	-

Press and Public

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

Webcasting and recording: The public part of the meeting will be filmed by the Council for live and/or subsequent broadcast on the Council's website. The footage will remain on our website for 12 months. A copy of the recording will also be retained in accordance with the Council's data retention policy.

Berkshire Local Transport Body – Meeting held on Thursday, 14th July, 2022.

Present:-	Councillor Page (Chair)	Reading Borough Council
	Councillor Fishwick	Wokingham Borough Council
	Councillor Haseler	RBWM
	Councillor Nazir	Slough Borough Council
	Councillor Somner	West Berkshire Council
	Stuart Atkinson	Thames Valley Berkshire LEP
	Laura Fitzgerald	Thames Valley Berkshire LEP
	Bob Mountain	Thames Valley Berkshire LEP
	Nigel Nawacki	Thames Valley Berkshire LEP

Apologies for Absence:- Councillor Brunel-Walker and Simon Ratcliffe

PART 1

1. Declarations of Interest

No declarations were made.

2. Election of Chair for 2022/23

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

Councillor Page was proposed by Councillor Nazir and seconded by Councillor Somner.

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

Resolved – That Councillor Page be elected as Chair of BLTB for the 2022/23 municipal year.

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

3. Election of Vice-Chair for 2022/23

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

Laura Fitzgerald was proposed by Bob Mountain and seconded by Stuart Atkinson.

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

Resolved – That Laura Fitzgerald be elected as Vice-Chair of BLTB for the 2022/23 municipal year.

4. Minutes of the Meeting held on 11th November 2021

Resolved – That the minutes of the meeting of the Berkshire Local Transport Body held on 11th November 2021 be approved as a correct record.

5. Briefing Note - TVB/BLTB 'How We Work'

Members noted a briefing note that summarised the process by which Thames Valley Berkshire LEP and the Berkshire Local Transport Body operated in investing in local transport schemes.

Resolved – That the BLTB 'How We Work' briefing note be noted.

6. Thames Valley Berkshire Local Growth Deal 2015/16 to 2020/21

A report was received that set out the progress of the Thames Valley Berkshire Local Growth Deal schemes and those funded by the Business Rates Retention Pilots (BRRP) of 2018/19 and 2019/20 and the transport element of the Getting Building Fund released in September 2020.

It was noted that all funding was fully allocated. Fourteen projects were still onsite. On a risk basis, BLTB reviewed each of the red/amber rated schemes in turn to monitor progress. A summary of the updates was as follows:

- 2.01 Newbury: King's Road Link Road – work had stopped until planning issues were resolved and it was noted that negotiations were still ongoing with the developer.

- 2.06 Reading Green Park Railway Station – work was nearing completion prior to handing over to the rail industry with the station expected to open late in 2022.

- 2.24 Newbury: Railway Station – the issues with the station building had been resolved and the project was progressing well in line with the revised programme.

- 2.27 Maidenhead Town Centre: Missing Links – the final stage of bridge installation was due on site shortly.

- 2.29 Wokingham: Winnersh Triangle Park & Ride – there had been an issue with water main which was now resolved and work was progressing.

- 2.31 Slough: Stoke Road Area Regeneration – one element of the scheme on the former Thames Valley University site had been outstanding but completion was expected by December 2022.

- 2.32 Maidenhead: Housing Sites Enabling Work Phase 1 – Five of the six roundabouts had been completed, however, there had been a delay to the Braywick roundabout which had been redesigned. Work was continuing with the Council to resolve the issues.

- 2.35 Reading: Reading West Station Upgrade – the issues had been resolved and the scheme would shortly move to Amber Green status.

- 2.38 Theale Station Upgrade – the water main issue had been resolved and the footbridge was due to be installed at Christmas with full completion expected in July 2023.

- 2.40 Windsor: Town Centre Package – further work was required to re-tender the scheme in light of increased costs.

- GBF1 Slough: Langley High Street Phase 3 – a re-designed layout had caused delay but it was expected to be complete by the end of 2022 or early 2023.

BLTB discussed the position regarding scheme 2.34 Slough: MRT Phase 2 as set out in paragraphs 16 to 19 of the report. The approved scheme had consisted of two elements – a new mass rapid transit (MRT) and park & ride facility. The MRT was being delivered, however, Slough Borough Council had approached the LEP seeking to re-focus the park & ride element due to anticipated changing demand for the facility arising from changes to planned land use in Slough town centre since the business case had been approved. The Council had proposed repurposing the park & ride site as a low carbon refuelling hub, incorporating electric vehicle charging points. It may also be possible to develop one of the UK's first public hydrogen refuelling facilities capitalising on energy produced by a nearby energy from waste facility.

Work was taking place to consider the revised proposal and assess what it would deliver and the most appropriate funding mechanism. It was proposed that a report on any revised proposal come back to BLTB in November 2022.

BLTB noted the update and discussed various aspects of the emerging proposal. It was commented that whilst the demand patterns may have changed in Slough town centre, improving public transport links to Heathrow remained a key sub-regional priority and was one of the benefits of the original scheme. Queries were raised about the rationale for the potential significant changes to the approved scheme and BLTB therefore requested that:

- The November report would need to demonstrate the evidence for the move away from park & ride and show that the original business case was no longer viable.

- The report should also set out any impacts on the overall business case for the approved MRT scheme so that BLTB could assess the value for money implications.

At the conclusion of the discussion it was agreed that a full report would be provided to the next meeting in November, alongside a revised business case if that was considered appropriate.

Resolved –

(a) That the progress be noted on the schemes previously given programme entry status as set out in the report.

(b) That the proposed changes to scheme 2.34 Slough MRT Phase 2 be noted and that BLTB receive a full report in November 2022.

7. Evolving Role of BLTB and BSTF

The Chief Executive of the LEP introduced a report that outlined the way in which the role and function of the Berkshire Local Transport Body could evolve in future.

Consideration of the future role of BTLB was appropriate in view of the Government's review of LEPs and the fact the Local Growth Fund (LGF) had been committed and future funding was moving towards local authorities bidding for infrastructure funds. BLTB had approved almost £173m of capital funds since it had been established in 2013 and it had been acknowledged that the programme had been well managed. However, with the ending of LGF and other programmes capital funding for infrastructure would not be channelled through the LEP in future and BLTB would no longer have a role in making investment decisions.

(Nigel Nawacki joined the meeting)

There was still likely to be a role for BLTB and/or the informal Berkshire Strategic Transport Forum (BSTF) to provide a vehicle for sharing best practice, co-ordination and a pan-Berkshire voice on transport issues. However, the formal governance arrangements and assurance structures as they currently existed would not be required. There were residual issues to be resolved, including those discussed under the previous agenda item, therefore a BLTB meeting in November would be convened and at that meeting a decision would be made about whether the BLTB would continue or be merged into the BSTF.

Members recognised the value of a pan-Berkshire group focused on transport and infrastructure issues and commented that cross-boundary working would remain an important priority irrespective of the changing national and regional funding mechanisms. Private sector members commented that if the funding decisions would no longer be made by BLTB it could make it more difficult to

engage the private sector in what could be merely a discussion forum in future. This was acknowledged and would need to be considered in whatever future group or bodies were put in place.

At the conclusion of the discussion the update was noted and it was agreed to reconsider the future structures at the meeting in November 2022.

Resolved – That it be agreed to re-convene BTLB in November 2022 and at that meeting to take a decision on whether BLTB needed to continue or whether it could be merged into the activities of the Berkshire Strategic Transport Forum.

8. Review of Approach to Impact Reports and One-year-on reports for schemes

BLTB received one-year impact reports for the following schemes:

- Scheme 2.04 – Arborfield Cross Relief Road
- Scheme 2.26 – Wokingham: Winnersh Relief Road Phase 2
- Scheme 2.43 – Wokingham: Barkham Bridge
- Scheme 2.44 – Reading Buses: Completing the Connection

Representatives of the scheme promoters summarised the key points from each of the evaluations. Members welcomed the reports in providing valuable information to demonstrate the value of investments, identify lessons learned and inform future priorities. The LEP Chief Executive commented that the evaluation process had been reviewed and a less prescriptive approach had been trialled for these reviews. The LEPs contract with the consultants who had undertaken the independent reviews had ended and the process was being brought 'in-house'. The requirements for future reporting were set out and assurance was provided that it would continue to seek to demonstrate that value for money had been achieved and lessons learned were captured.

The revised approach was supported and the reports were noted.

Resolved – That the revised evaluation process be agreed and reports from scheme promoters be noted.

9. BLTB Forward Plan

The BLTB Forward Plan which set out the matters to be considered at the next meeting on 10th November 2022 was considered an noted.

The LEP Chief Executive gave a comprehensive update on the national 'levelling up' initiatives included the UK Shared Prosperity Fund. Each local authority needed to produce an 'investment plan' by August and the LEP was working with the councils across Berkshire. DLUHC would then consider and approve investment plans with the first tranche of £2.6bn funding available over the next three years starting to be allocated. BLTB would receive an update in November.

Resolved – That the BLTB Forward Plan be noted.

10. Date of Next Meeting - 10th November 2022

The date of the next meeting was 10th November 2022.

Chair

(Note: The Meeting opened at 4.00 pm and closed at 5.01 pm)

Thames Valley Berkshire Local Enterprise Partnership (TVB LEP) and the Berkshire Local Transport Body (BLTB) – investing in strategic infrastructure

This briefing note is intended to set out the way TVB LEP works with BLTB to invest Local Growth Funds in transport schemes.

1. TVB LEP is a business-led organisation responsible for determining the key funding priorities to which Local Growth Funds (LGF) and other public resources are directed in order to implement a Strategic Economic Plan (SEP) and meet its commitments in the TVB Growth Deals. As a company limited by guarantee (registered at Companies House No. 07885051) it operates according to its Articles of Association, which comply with the Companies Act 2006. As a publicly-funded body it behaves in accordance with an Assurance Framework, which determines the practices and standards necessary to provide assurance to government and local partners that decisions over (all government) funding are proper, transparent and deliver value for money. [**LEP Assurance Framework (AF 4.0) March 2019**]

2. BLTB consists of six elected members (usually the lead member for transport or related portfolio), and six private sector representatives recruited and appointed by the LEP. [**AF 4.0 para 4.2.3**]. It is a Joint Committee of the six unitary authorities in Berkshire and its constitution is set out in its Founding Document.

3. TVB LEP recognises BLTB as "the BLTB has been designated as the competent body to prioritise, invest in and oversee transport capital schemes on behalf of the LEP. DfT retains responsibility for the approval process of schemes in excess of £20m LGF. The LEP will accept any BLTB recommendation or refer them back but will not substitute its own recommendations." [**AF 4.0, para 5.9**]

4. The process established by government for making Growth Deals is to invite LEPs to submit competitive proposals, and after due consideration to make awards based on all or part of a LEP bid. To date TVB LEP has agreed three Growth Deals. Each of these has included, among other things, the award of capital funds for individual transport schemes that were prioritised in the TVB LEP bid and named in the Growth Deal settlement.

5. TVB LEP works with its partners to identify and prioritise suitable schemes. It is a lobbying organisation, and, via Growth Deals, a joint-funder of selected schemes promoted by (usually, but not always) a local transport authority. [**BLTB Founding Document (FD) 11-13**]

6. BLTB requires promoters to develop each scheme in accordance with current WebTAG guidance published by DfT. In order to receive financial approval from BLTB, the Full Business Case must be subject to independent assessment and a positive recommendation about value for money. [**BLTB FD 14-16**]

7. The scheme promoter is responsible for all aspects of the design, risk management, insurance, procurement, construction and implementation of the scheme, including their responsibilities as highway and planning authorities, any other statutory duties, and any financial or other liabilities arising from the scheme. [**BLTB FD 18**]

8. The time taken between an initial government call for bids and the final announcement of a new Growth Deal can be in excess of a year. TVB LEP (together with BLTB for transport schemes) must go through a number of steps to respond to a government call for bids. Similarly, a transport scheme promoter also must go through several steps:

- LEP receives a call from government or Growth Deal proposals

- LEP asks BLTB to issue a call for transport capital schemes, which meet the Growth Deal criteria

- BLTB consults on and publishes prioritisation methodology for assessing schemes

- Local Transport authorities and other promoters propose schemes for inclusion
- BLTB applies the prioritisation methodology and recommends a priority order of schemes for inclusion in the overall LEP Growth Deal bid

- LEP submits Growth Deal bid including transport schemes

- Government announces Growth Deal approvals (if any) including named schemes and provisional financial allocation

- BLTB awards schemes named in the new Growth Deal "programme entry" status. This reserves the provisional financial allocation for each named scheme until the scheme promoter comes forward with a Full Business Case (FBC), which demonstrates at least "good value for money"

- The scheme promoter works up the detail of the scheme, including planning permission and any other regulatory approvals, design, costs, environmental and other impact assessments. The scheme FBC is then subject to independent scrutiny and a report is made to BLTB

MEETING OF THE BERKSHIRE LOCAL TRANSPORT BODY (BLTB) – THURSDAY 10 NOVEMBER 2022

CONTACT OFFICER: Alison Webster, Chief Executive, Berkshire Local Enterprise Partnership

Item 4: 2.34 Slough: MRT Phase 2 & Slough Energy Hub Schemes

Purpose of Report

1. This report considers a paper from Slough Borough Council (SBC) on the viability of the park and ride element of Phase 2 of the Slough MRT and the conclusion of work by consultants, carried out on behalf of SBC and the LEP, on an alternative proposal for an Energy Hub on the site.

Background

2. At the previous meeting in July 2022, BLTB discussed the position regarding scheme 2.34 Slough: MRT Phase 2 following the approach by Slough Borough Council seeking to re-focus the park & ride element as an Energy Hub, incorporating electric vehicle charging and hydrogen refuelling.

3. BLTB requested that a report be brought to the next meeting demonstrating the evidence for the move away from the park & ride and why Slough Borough Council considered the original business case to no longer be viable and any impacts on the approved MRT scheme.

4. Members also agreed to receive an update on the assessment of funding and delivery options for the possible Energy Hub being carried out by consultants, UK Power Network Services (UKPNS) that would demonstrate the viability of an Energy Hub and whether it was something the LEP should consider funding. The cost of this report was £48,290. The LEP appointed UKPNS on behalf of SBC and the cost will therefore be included within the total costs for the Slough MRT project.

Assessment of the viability of the Slough Park and Ride proposal carried out by Slough Borough Council

5. The original 2.34 Slough MRT Phase 2 project included:

    a. a MRT element (including highways infrastructure and gyratory improvements) and
    b. a park and ride element.

    The Business Rates Retention Pilot (BRRP) funding for the two elements was £8.3m and £5m, respectively, with approvals from BLTB in July 2018 and January 2019.

6. The MRT element is now close to completion, however, it has become clear over the last two years that the park & ride element of the scheme was no longer a viable proposal. Originally, a full business case was prepared and approved for the full project, based on known factors and circumstances, and also expected developments in the surrounding area, including the expansion of Heathrow Airport and the expected continuation of traffic trends, travel patterns and overall network conditions. The park and ride proposal was expected to provide a popular mode of travel serving both Heathrow and Slough Town Centre.

7. However, these circumstances and conditions have changed significantly in the last few years. The expansion of Heathrow Airport is in question and there is no reliable timescale for this development. Hence, there is currently no perceived need for increased commuter travel for this purpose.

8. Compounding the above, the impact of the COVID-19 situation has been widespread, including reduced activity relating to employment and commerce across the Borough. The level of

development in the town centre has declined. The overall effect is that the level of demand for a park and ride service has been severely reduced. It is not possible to predict a reliable level of recovery that would justify the development of the P&R infrastructure and services.

9. Overall, the Council considers that the park and ride element can no longer be expected to deliver the outcomes that were previously forecast in the original business case.

10. Furthermore, it has also become clear that it would be very difficult, if not impossible, to construct and deliver the park & ride scheme, mainly due to Planning Policy concerns. The location established for the site is within a greenbelt area. Although this is not a new designation, the original expectation was that plans for development here would be acceptable, given the purpose of the scheme and the nature of the site itself. In the light of the changing circumstances as set out above, and ongoing Council Planning policy, the development is no longer expected to receive Planning permission.

11. As indicated above the MRT is now substantially completed and has been delivered broadly in line with the original business case and budget and has therefore met its objectives and is of value as a free-standing scheme, even with the park and ride not being proceeded with.

Assessment of funding and delivery options for an EV and Hydrogen Hub carried out by UK Power Network Services

12. UK Power Networks Services (UKPNS) were appointed by the LEP, on behalf of Slough Borough Council (SBC), to carry out an assessment of funding and delivery options of an Electric Vehicle (EV) and Hydrogen Hub on a site adjacent to Sutton Lane near M4 Junction 5. The key purpose of the assessment was to demonstrate to the LEP the viability of the proposal, where best to focus funding and under what conditions should the LEP progress on the project.

13. The study considered:

    - The EV and hydrogen vehicles market
    - Demand for an EV Hub
    - Demand for a Hydrogen Hub
    - Electricity Sources (DNO & Private Wire options)
    - Business case – EV Hub & Hydrogen Hub
    - Green Belt Area

14. Overall, it was anticipated that the trend for EVs will continue to increase, a result of government legislation and private sector investments, which is in line with wider industry forecasts. There is a contrast with hydrogen vehicle uptake, where it was considered unlikely that there will be widespread rollout of hydrogen vehicles for any road transport in the near future. The majority of the demand in the future will come from heavy goods vehicles and these are likely to be owned by businesses / organisations.

15. The assessment of demand for the EV Hub considered fleet charging, opportunistic charging, rapid charging and overnight charging, with analysis of metrics such as: fleet vehicle breakdown, road traffic data, energy delivered per charging session, EV uptake forecast data and development of

future competitor hubs. A model was then used to project the demand for the EV charge points and the future energy demand.

16. The demand for the Hydrogen Hub was considered by projecting the hydrogen demand for fleet users who could potentially transition their vehicles to hydrogen and sized the subsequent hydrogen facility required to meet this demand. Analysis of the market suggested that there was likely to be little demand for hydrogen fuelling by public vehicles and hence the business case needed to be predicted on use by dedicated local fleets. This confirmed that the hydrogen Hub would only be feasible if there is a consistent and reliable demand for the facility, which would be in the form of larger fleet vehicles such as HGVs, Refuse Collection Vehicle (RCVs) and trucks.

17. The proposed hubs could either be powered from a DNO Grid connection or via a Private Wire connection from the Lakeside Energy from Waste plant. High-level budget estimates indicate that there is sufficient capacity on the network to support the EV Hub. The Hub could also utilise electricity produced by the EfW facility to ensure the site is supported by a sustainable energy source.

18. The business cases for the EV Hub and Hydrogen Hub also included investment and funding considerations and potential to reduce project costs if both EV and Hydrogen Hub were developed on the same site with shared electrical infrastructure. It found that the business case for an EV Hub does not require a public grant contribution but would be more suited to a loan or equity investment or private sector finance. Whereas the Hydrogen Hub would need to benefit from a grant or a conditional grant to make it economically feasible.

19. As the proposed site for the Energy Hub is located within a designated Green Belt area, additional requirements must be met if the project is to go ahead in this location. The Energy Hub may be awarded exemption under the local transport infrastructure classification if it can be proven that it must be located at the proposed site and a different site, outside of the Green Belt area, would not meet the requirement of the project.

20. From the above analysis the following 5-key conclusions could be drawn:

    - An EV Hub in this location is likely to attract sufficient demand to be viable.
    - Such a hub is likely to generate a good return on investment and could be developed via the market, although public funding from the LEP could oil the wheels through a loan or equity share.
    - Demand for hydrogen is likely to be solely driven by dedicated fleet vehicles, mainly driven by government policies focussing the uptake of hydrogen vehicles in HGVs, rather than passing trade. So commercial viability for the Hydrogen Hub depends on securing sufficient demand for hydrogen over the project lifetime. It is also made viable because of being located next to the Grundon site, which offers a ready source of reliable power, if a deal can be agreed.
    - A Hydrogen Hub would only be feasible if grant funds are made available.
    - The EV Hub as a standalone project is unlikely to satisfy the 'Very Special Circumstances' criteria for development in the Green Belt location and would therefore have to be coupled with the Hydrogen Hub. Alternatively, the EV hub could potentially be located at another location where there are no Green Belt restrictions

21. So overall there is a good scheme here with a persuasive case for an energy hub, with EV being market driven and hydrogen needing support. However, the case for hydrogen is predicated on use by local fleets.

The use of BRRP Funding for an Energy Hub

22. Taking the conclusions of the technical work, the next consideration is as to whether BRRP monies should fund this project, or whether we should look to reallocate the c.£5m currently allocated to the Slough MRT Phase 2 elsewhere.

23. The Energy Hub clearly has value, but the analysis makes it clear that the EV element should be able to be delivered by the market and hence it not considered appropriate that public grant funding should be used in this way. There is however as stronger case for supporting the hydrogen hub, either on its own or as part of an EV hub, though as the scope of the project will then have moved significantly away from the initial park and ride concept, a new business case would be required.

24. However, there are two significant concerns about progressing with a business case for this scheme. The first relates to timing. Even following a most optimistic trajectory the need to secure planning permission, potentially reaching an agreement with the landowners Grundon and developing a scheme is likely to be 2-3 years, with experience suggesting this could be optimistic. Whilst there is no specific restriction on BRPP funding, it is difficult to justify tying up a significant amount of funding for so long.

25. The second consideration is around the use of public funds. Since Brexit, the UK have published their international commitments on subsidy, these are broadly similar to the previous state aid rules and therefore still prevent any unfair advantage being given by public authorities through state resources on a selective basis to any organisations that could potentially distort competition and trade.

26. Whilst formal legal advice has not been sought there is a concern about the LEP being able to support a hydrogen facility that is primarily to support local fleets, likely to be Grundon themselves and Slough Borough Council.

27. Given the above and the potential risks identified above versus the reward the recommendation from the LEP is that we don't continue to allocate c.£5m to this scheme and instead consider other ways this funding is used. This is considered further in Item 5.

Recommendations

28. That the report on the viability of the park and ride element of the 2.34 Slough MRT Phase 2 project and associated reduced funding allocation be noted and that the scheme is not proceeded with.

29. That the report on the assessment of an EV and Hydrogen Hub carried out by UK Power Network Services be noted.

30. That it be agreed that the c.£5m previously allocated to the park and ride scheme be withdrawn.

MEETING OF THE BERKSHIRE LOCAL TRANSPORT BODY (BLTB) – THURSDAY 10 NOVEMBER 2022

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

Item 6: One Year Evaluation Reports

Purpose of Report

1. At your meeting in July 2022, you approved a less intensive approach towards the impact reports being considered at this meeting to reflect the reduction in reporting requirements from government whilst still demonstrating the value of investment in infrastructure.

2. This report introduces the one-year impact report for the following schemes

   - Scheme 2.09.1 – National Cycle Network 422
   - Scheme 2.13 – Wokingham Thames Valley Park & Ride
   - Scheme 2.28 – Bracknell A3095 Corridor
   - Scheme 2.47 – Bracknell Town 'The Deck'

Recommendation

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

Supporting Information

4. The LEP has a well-established and agreed process for the monitoring and evaluation of BLTB funded local transport schemes, which requires scheme promoters to produce one- and five-year-on post completion monitoring reports for each of their schemes. With the reduction in the level of capital funding overseen by the LEP the monitoring and evaluation process was reviewed and made proportionate and fit for purpose, whilst continuing to demonstrate the value of our investment and to inform future priorities.

5. The format and detail of the reports are now less prescriptive and enable the scheme promoter to tailor the reports to their own needs and make them directly relevant to supporting investment decisions going forwards.

6. The reports submitted by each of the scheme promoters continue to summarise the outcomes of the monitoring and evaluation undertaken following the completion of the schemes. The analysis gives an initial indication whether a scheme has been successful in achieving the related aims and objectives set and agreed at the start of the scheme development. It also seeks to demonstrate that the funding obtained has provided value for money and that any lessons learnt are captured as evidence to inform future decision making. In particular the assessments focus on:

   - Scheme build;
   - Delivered scheme;
   - Costs;
   - Scheme objectives; and
   - Impacts on the economy

National Cycle Network 422

7. Wokingham Borough Council received £4.2m in DfT grant towards the cost of this £7.25m scheme. With contributions coming from local authority funding and S106, Community Infrastructure Levy

and other developers contributions. There were slight overspends in Bracknell and Wokingham, which were covered by increased developer contributions, whilst in West Berkshire there was a slight underspend, so overall the total cost was £7.42m, well within reasonable parameters.

8. The scheme was to enhance the National Cycle Network 422, between Newbury and Windsor, providing a full, coherent east-west link, supporting commuters by linking residential developments and improving journey times, reliability and journey quality for cyclists. This would in turn encourage modal swift and support sustainability, active travel and net zero objectives.

9. As there was already a significant proportion of the infrastructure in place, the funding was used to connect the existing infrastructure and provide a coherent and direct route across local authority boundaries, with infrastructure being delivered in West Berkshire, Reading, Wokingham and Bracknell Forest. During delivery, the eastern end of the route was amended from Windsor to Ascot as there were too many challenges identified in a feasibility study to overcome in creating a safe, direct route through Windsor Great Park.

10. Within West Berkshire 4.4km of on and off-carriageway improvements were delivered along the A4 rather than a continuous route. There were a series of delays and variations due to planning and land negotiation issues. It was also decided to delay implementation, to enable delivery to coincide with resurfacing works which achieved better value for money as well as allowing time to incorporate enhanced design standards.

11. In Reading the scheme consisted of 4 elements providing an enhanced east-west cycle facility, linking to existing cycle routes to the north and south of the borough, directly serving schools and other local facilities/services, alongside forming part of the wider NCN 422 route. There were no major variations from the original plan apart for Wokingham Road local centre where they were limited changes due to not being able to carry out the original design.

12. In Wokingham, the scheme was completed in 4 phases as envisaged. Phase 1 was on Wokingham Road between the B3350 and A3290. Phase 2 delivered a new cycleway on Reading Road between the A3290 and Robin Hood Lane. Phase 3 was split into 2 parts, with one element delayed until the completion of the Winnersh Relief Road so as not to carry out abortive works. Phase 4 was competed in October 2020 and consisted of links to the Eastern side of Wokingham on London Road between Binfield Road and A329(M).

13. Much of the Bracknell section of the NCN422 route was already in existence, so the funding went towards five specific gaps totalling 2.8km in length and serving significant new development sites at Amen Corner

14. Overall the scheme has delivered a full, coherent east-west cycle link between Newbury and Ascot for commuters. Although it did not continue to Windsor for deliverability reasons. It has supported commuters by linking residential developments (existing and proposed) to key employment areas and town centres on the A4/A329 corridor. It has connected existing local and national cycle infrastructure, enhancing cycling connectivity locally and more strategically.

15. Impact data on cycle journey times and reliability is not yet fully available, but there is no doubt that by delivering cycle infrastructure and connecting what was in place that journey quality has improved the situation for cyclists.

16. In terms of volume in West Berkshire both vehicle numbers and cycles flows have dropped but it is likely due to being as a result of the COVID 19 pandemic. In Reading, in general vehicle flows have been steadily decreasing. Cycle flows have increased when the scheme was complete in 2018 and have since decreased but are still above pre-scheme levels. In Wokingham, initially post scheme completion most cycle flows increased briefly, before dropping away and then decreasing more during the pandemic. In Bracknell Forest, vehicle flows have been steadily decreasing . Since the final part of the scheme was completed in mid-2020 which was during the pandemic there is little post scheme data, and what exists shows mixed results in cycle flows as a result of the pandemic and changing behaviours since. The 5-year after report may give better results.

17. As a result of vehicle numbers decreasing there will have been an improvement in air quality as a result of reduced vehicle emissions and less congestion, helping to meet net zero targets and sustainability aspirations. In terms of safety, in general, across the four Berkshire authorities there has been some decreases in accidents and casualties, although there has also been a decrease in traffic flow.

18. Looking at wider growth and economic impact of the scheme the route can be accessed by almost 600,000 residents within a 20-minute cycle, and 250,000 residents within a five-minute cycle. With more than 40,000 new homes due to be delivered across the area the NCN 422 will helps to serve many of them and reduce their impact on the highway network by encouraging new residents to switch to cycling for appropriate journeys.

19. The growth of employment in the area is reliant upon transport and communications and the NCN 422 provides improved access to key employment centres and town centres by cycle, having economic benefits in terms of reduced congestion, improved employee productivity and improved health.

20. The one-year on impact report of the National Cycle Network 422 project is attached at Appendix 1.

Wokingham Thames Valley Park & Ride

21. The Thames Valley Park (TVP) Park and Ride scheme provided a new park and ride on the A4 corridor with the overall objectives being to support the forecast housing growth of 13,000 units by 2026 in Wokingham; reduce congestion on the A4 corridor; encourage car drivers to access central Reading using public transport and support other park and rides.

22. The scheme was delivered as envisaged other than a small decrease in provision of parking spaces from 277 to 258 spaces due to design changes. There was also an increase in the number of motorcycle spaces and cycle stands provided. The scheme has been successfully built and opened to the public as a car park in June 2021. There was a six-month delay in starting construction due to a range of design changes and the one-year delay in scheme completion due to these changes combined with the impact of the Covid-19 pandemic.

23. Unfortunately, a permanent park and ride bus service has not yet been provided given the significant reduction in use of bus services nationally and locally as a result of the Covid pandemic. Therefore, it has not yet been possible to measure the wider impacts of the scheme, so this report has just focused on the delivery elements with a full post 'Post Monitoring and Evaluation Report' being provided once a full bus service has been in operation for one year. This then include a full

assessment of the performance of the scheme and can be incorporated in the 5-year monitoring report.

24. In terms of funding Wokingham Borough Council received £2.9m LEP funding through the Local Growth Fund towards the cost of this £3.6m scheme. The remaining £0.7m coming from a local contribution from the Community Infrastructure Levy. However, the final cost of the scheme was approximately £5.3m. The overspend of £1.7m was determined to be as a result of a number of factors, with the Covid-19 pandemic bringing a range of delays which lead to significant cost increases and programme delays. In addition there are ongoing maintenance costs of £65,000 per annum which are currently not being met as these were to be covered by income from the new bus service.

25. A number of lessons were learned, including project handover, governance and procurement, however, the main factor which led to the scheme delays and increased costs were due to the limitations the pandemic placed upon the project.

26. The one-year on impact report of the Wokingham Thames Valley Park & Ride project is attached at Appendix 2.

Bracknell A3095 Corridor

27. Bracknell Forest Council received £5.52m LEP funding from the Local Growth Fund towards the cost of this £8.02m scheme with a £2.5m local contribution. The scheme was to deliver a series of improvements to the A3095 corridor to address capacity constraints at junctions as part of a wider programme to improve access between the M3 and M4. The main focus of works was at the Golden Retriever Roundabout and Hanworth Roundabout which for years had been characterised by long queues of stationary or slow-moving traffic.

28. The key strategic objectives of the scheme were to reduce north-south journey times; improve journey time reliability for all road users; improve accessibility to Bracknell Town Centre and employment areas; improve connectivity to the Strategic Road Network and improve road safety and reduce the risk of accidents. In assessing the delivery and effectiveness of the scheme, a number of metrics were identified through which the delivery and performance of the scheme could be assessed.

29. Planning for the improvements commenced in 2018 with detailed design and auditing being undertaken throughout 2019. The delivery was modified because of the Covid restrictions, with an overall 11-month construction period from June 2020 to May 2021. This was brought forward from the original programme and the low levels of traffic enabled construction to be carried out at both roundabouts concurrently enabling completion 3 months earlier than planned.

30. In terms of the cost of the scheme, the project came in just over £10.3m, with the overspend covered by Bracknell Forest Council. This overspend was primarily down to the impact of Covid restrictions and a design revision that had been prompted by an alternative layout that reduced the ecological impact of the original design. In addition to this, the budget also increased due to extra greening works and additional measures had to be introduced to comply with social distancing regulations alongside the increased cost of materials during the construction period.

31. An initial evaluation of the scheme in terms of its impact on traffic flows, journey times, reliability and collisions has been carried out. Overall there has been a reduction in traffic flows, which is in

line with that experienced elsewhere during the Covid-19 pandemic. Most notable has been a significant reduction in rat running which has led to a massive improvement in both the efficiency of the Hanworth Roundabout and the quality of life for residents on Ringmead who had previously been affected by the excessive levels of rat running. The redesign of Hanworth Roundabout has also had a positive effect both in terms of increasing throughput through junction and increasing capacity as well as queuing as well as reducing journey times and making them far more reliable.

32. In terms of collisions initial data suggests a reduction in road traffic collision of about a quarter following the implementation of the scheme.

33. The one-year on impact report of the Bracknell A3095 Corridor is attached at Appendix 3.

Bracknell Town 'The Deck'

34. Bracknell Forest Council received £0.955m LEP funding from the Local Growth Fund towards the cost of this scheme, which represented just 5% of the forecast total scheme cost of £19.119m. The actual cost was £1.3m with the developer absorbing the additional portion over and above the grant funding allocation.

35. The funding covered the cost of the demolition of the former Bentalls retail unit, to facilitate the proposed Deck scheme at the Lexicon in Bracknell Town Centre. The demolition works began in January 2021 and were completed in the September 2021

36. The scheme is different to many of the transport related schemes in that that the impact isn't directly realised on its completion. Instead the value lies in the ability to support and bring forward the wider town centre development.

37. The completion of the demolition works has therefore contributed to the continued willingness of the developer to proceed with the next phase of the town centre regeneration. Importantly, the appetite to invest in the Lexicon remains positive, demonstrated by the opening of several new stores. Another demonstration of the continuing commitment to regenerate the town centre as a consequence of the demolition works is the decision by Bracknell Forest Council to progress a scheme to relocate the existing library into the Deck development.

38. Pedestrian footfall data has also been provided that highlights the positive impact of the continuing investment in the Lexicon supported by the demolition works.

39. In terms of wider economic impact when completed the Deck will includes the creation of new business units, 3,207 sqm for food and beverage uses and 2,148 sqm for leisure uses. Together these will particularly increase evening footfall, dwell time and spend - while also creating new employment opportunities in an area of high deprivation. It will encourage businesses to locate to the new units creating additional jobs and generating significant economic benefits in the area

40. As a consequence of the Covid Pandemic and wider economic factors the development of the Deck has been delayed and is now due to commence at the end of this year. Completion anticipated in 2024/5. The estimated costs for the construction have inevitably risen to £23.0m and as such the funding for the demolition works now represents 4.% of the overall project costs.

41. The one-year on impact report of the Bracknell Town 'The Deck' project is attached at Appendix 4.

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Wokingham Borough Council

NCN 422 MONITORING AND EVALUATION

Wokingham Borough Council

NCN 422 MONITORING AND EVALUATION

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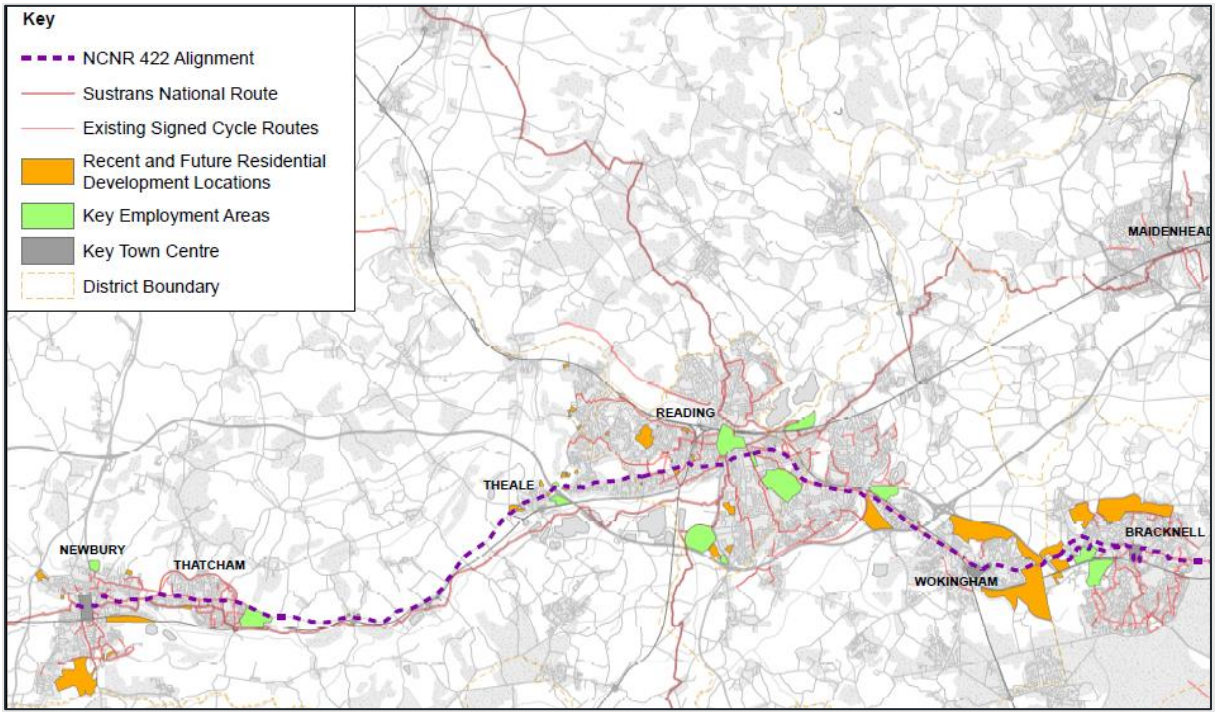
1 INTRODUCTION

1.1.1 The National Cycle Network 422 (NCN422) is a cycle route that follows the A4/A329 corridor between Newbury and Bracknell. It runs through four Berkshire authorities (West Berkshire, Reading, Wokingham, and Bracknell Forest) in the South East of England. It was originally planned to extend to Windsor but now terminates in Ascot. Wokingham Borough Council (WBC) are the lead authority for the scheme, but each borough was responsible for the sections within their own boroughs.

1.1.2 The cycle route follows the A4 / A329 corridor, a key commuter route due to its alignment through major areas of employment as shown below.

Figure 1-1 - NCN 422 route



1.1.3 Construction of the scheme started in April 2016, and the scheme was completed in December 2020 when the London Road section within Wokingham Borough was completed.

1.2 MONITORING AND EVALUATION PLAN

1.2.1 As part of the NCN422 Business Case and the LEP funding agreement, a one-year after scheme opening Monitoring and Evaluation Plan (MEP) is required by the LEP. This MEP compares base (before) data to one-year after opening data. The aim of the Monitoring and Evaluation process is to demonstrate that the NCN 422 scheme has been implemented in a way that supports the delivery of the package objectives and the benefits set out in the business case.

1.2.2 Data has been gathered from the four Berkshire authorities (West Berkshire, Reading, Wokingham, and Bracknell Forest) which the NCN422 runs through, for both pre-scheme and post-scheme, with data spanning from 2013 to 2022.

1.2.3 As there was already a significant proportion of the infrastructure in place, the Thames Valley Berkshire Local Enterprise Partnership (TVB LEP) funding was used to connect the existing infrastructure and provide a coherent and direct route between the authorities. Some updates in WBC were funded by Local Sustainable Transport Funds (LSTF) and Section 106. Hence some sections were under construction from 2014, such as the Wokingham Road section. Hence some of the monitoring “pre-scheme” looks at 2013.

1.2.4 The following measures were identified to be used to assess the scheme:

- Delivered Scheme;
- Costs;
- Construction Programme;
- Travel Demand – both vehicular and non-motorised;
- Travel times;
- Collisions; and
- Economic assessment

1.3 SCHEME OBJECTIVES

1.3.1 The National Cycle Network is a UK-wide network of signed paths and routes for walking, cycling, wheeling and exploring outdoors. The scheme objectives were to provide a National Cycle Network Route (NCNR) between Newbury and Windsor that:

- Provides a full, coherent east-west cycle link between Newbury and Windsor for commuters;
- Supports commuters by linking residential developments (existing and proposed) to key employment areas and town centres on the A4/A329 corridor;
- Connects existing local and national cycle infrastructure, enhancing cycling connectivity locally and more strategically;
- Improves journey times, reliability, and journey quality for cyclists;
- Improves safety for cyclists and pedestrians;
- Encourages a modal shift towards cycling and reduce car dependency for journeys on the corridor; and
- Supports each local authority in achieving its sustainable/active travel aspirations.

2 SCHEME DELIVERY

2.1 INTRODUCTION

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

2.2 PROPOSED VERSUS DELIVERED SCHEME

2.2.1 As outlined in the business case, the proposed NCN422 scheme was to bisect five local authorities in the Thames Valley: West Berkshire, Reading, Wokingham, Bracknell Forest and the Royal Borough of Windsor and Maidenhead. The route would directly serve the major town centres of Newbury, Reading, Wokingham and Bracknell and could be used to access Windsor town centre via other existing NCN routes.

2.2.2 The delivered scheme bisected just four local authorities (West Berkshire, Reading, Wokingham, and Bracknell Forest), since the eastern terminus of the route changed from Windsor to Ascot High Street at the Racecourse entrance. Each Borough has provided a brief description of what was delivered below, and any variations. Since the route did not end up going into Windsor, no data has been provided by the Royal Borough of Windsor and Maidenhead.

2.2.3 Photos of sections of locations pre and post scheme in each borough are presented in Appendix A. Appendix B contains the drawings of the general arrangement of the scheme.

West Berkshire

2.2.4 West Berkshire Borough Council (WBBC) delivered high quality cycling infrastructure on the A4 – in areas where appropriate according to Sustrans guidelines – but did not deliver the continuous, completed route. Improvements included:

- On-carriageway cycle lanes in urban areas through Thatcham.
- Off-carriageway traffic-free bi-directional cycle track in Newbury.
- Off-carriageway traffic-free cycle route between Theale and Calcot.

2.2.5 As a result of the NCN project, 4.4km of new cycleways have been delivered. This includes:

- 450m kerb segregated cycle lane from Faraday Road to Tesco London Road;
- 470m advisory cycle lane,
- A parallel shared path from Lower Way junction to the Garden Centre Roundabout;
- 440m mandatory cycle lanes plus light segregation from the Garden Centre Roundabout to Henwick Lane;
- 530m mandatory cycle lanes plus light segregation from Henwick Lane to Northfield Crossroads;
- 350m from east side of Northfield Crossroads to eastern access to St Johns Road;
- 130m from Surgery to Park Lane junction;
- 140m from east of Park Lane junction to top of Broadway;
- 110m in Chapel Street from top of Broadway to The Moors;
- 280m from The Moors to Harts Hill Road;

- 280m from Dominoes to east of Thatcham Cemetery;
- 260m A4 between Floral Way and Pipers Way roundabouts;
- 960m from Gables Way to top of Pipers Wat, Thatcham.
- Additionally, priority across B&Q Newbury access road, widening and resurfacing of existing footway, removing street clutter such as redundant road signs, creating wider pedestrian islands to improve crossing points for all users.

2.2.6 There is a short section of approximately 10 metres length opposite Martingale Chase where there is a land issue that was unable to be resolved, this remains at Executive Director level for discussion and instruction on any next steps is awaited.

2.2.7 The project experienced delays and variation due to the following:

- Planning – Sections of the new segregated cycleway were dependent on nearby redevelopments. Delays were experienced as we waited for the outcome of planning applications to secure funding / land / S278 agreements for continuation of the route.
- Scheduling works to coincide with resurfacing and developer funded S106 works – in order to achieve best value for money, and to minimise disruption, WBBC waited to co-ordinate the cycling improvements with other resurfacing and traffic signal upgrade schemes.
- Land negotiation – some works required additional land to be dedicated for highway purposes to make space for cycling. This process was complicated and took longer than expected.
- Cycle design standards – the brief identified the provision of on-carriageway cycle lanes to establish a new Sustrans cycle route between Newbury and Calcot. Sustrans since reviewed their standards and existing routes and emphasised the type of cycle infrastructure that should be part of their network. The scope therefore changed to provide high quality infrastructure in areas where surveys indicated it was likely to have most effect rather than one continuous, sub-standard on-carriageway route. During the project Sustrans published their “Paths for Everyone” review of the NCN (Nov 2018). The latest cycle design guidance specifies infrastructure segregated from traffic and pedestrians. Newbury to Calcot is 15 miles so the funding secured could not deliver a high level of service for cyclists appropriate for this category of road for the entire distance. Therefore, WBBC met with Sustrans, local cycling groups and the Cycle Forum and instead collected data on where the spending would make most difference to shorter journeys, and by targeting the areas where the propensity to cycle was high, they focused on providing high quality segregated infrastructure which meets the latest design standards.

Reading

2.2.8 The NCN422 in Reading Borough runs between the A4 Bath Road in the west of the borough, where it joins the scheme in West Berkshire, to the A329 Wokingham Road in the east, joining the scheme in Wokingham.

2.2.9 The scheme consists of the following elements (west to east):

- A4 Bath Road, between the Borough boundary and Berkley Avenue – provision of off-carriageway shared cycle facilities, with works consisting of the widening and resurfacing of footways, decluttering, the installation of signing and the construction of raised tables at side roads. Traffic signal upgrades have also been completed at Southcote Road and Liebenrood Road junctions.

- Berkley Avenue to A329 Wokingham Road – provision of a mixture of on and off-carriageway facilities linking Bath Road to east Reading via the town centre. Existing cycle lanes on Berkeley Avenue have been widened and complemented by an off-carriageway shared-use path. The route continues to Temple Place where it joins local cycle route R1 and NCN4 at Lower Brook Street before travelling along Fobney Street and Bridge Street. At this point, cyclists have the option of continuing along the existing NCN4 route through the Oracle or riding along Mill Lane to London Street. From here the route travels along the River Kennet to Watlington Street and joins the existing shared facility on A4 London Road running to A329 Wokingham Road at Cemetery Junction.
- A329 Wokingham Road, between Cemetery Junction and the Borough boundary – provision of a mixture of on and off-carriageway facilities running from the off-carriageway cycle facilities at Cemetery Junction / A4 London Road along the A329 Wokingham Road to the Borough boundary at the junction with Wilderness Road, including through the Wokingham Road local centre. The route links to existing local cycle routes and facilities, including the R20 and R3.

2.2.10 Overall, the scheme provides an enhanced east-west cycle facility through Reading, linking to existing cycle routes to the north and south of the borough, directly serving schools and other local facilities/services, alongside forming part of the wider NCN 422 route in Berkshire between Newbury and Ascot.

2.2.11 There were no major variations from the original plan apart for Wokingham Road Local centre where they were limited changes due to not being able to carry out the original design.

Wokingham

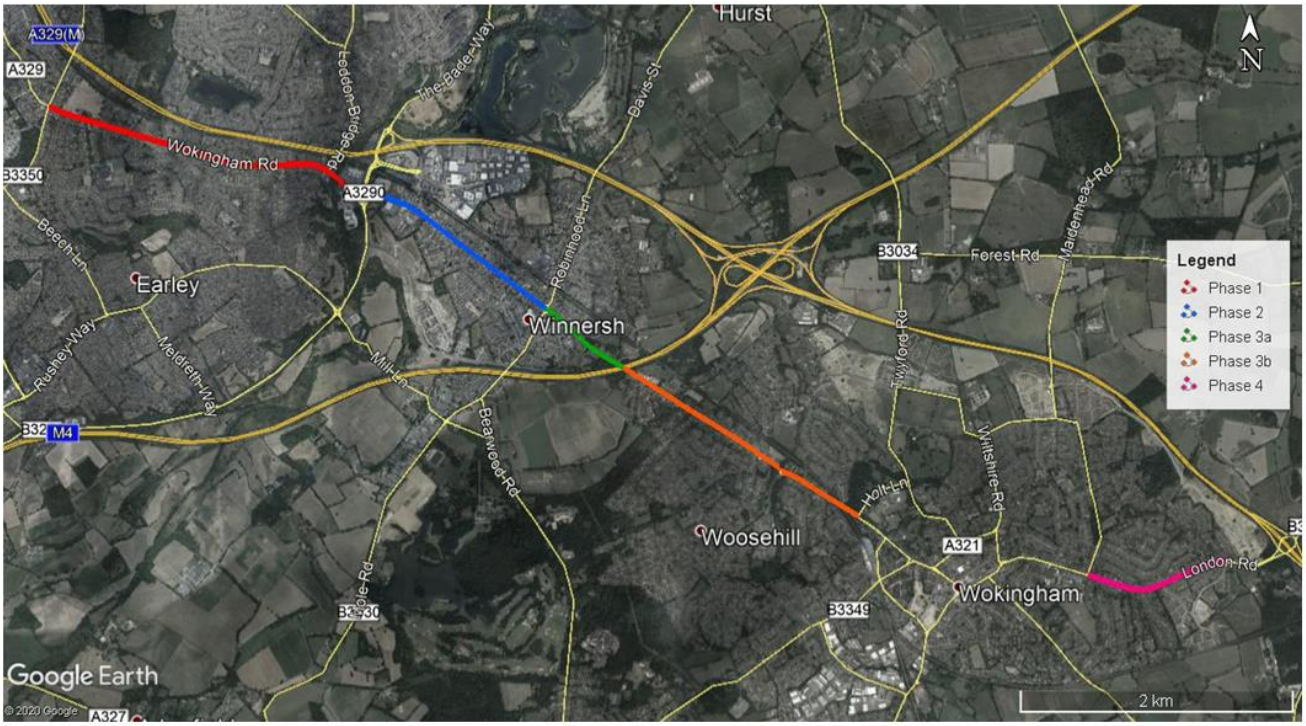
2.2.12 The scheme was completed in four Phases as shown in Figure 2-1:

- Phase 1: Wokingham Road between the B3350 and A3290; and Phase 2: Reading Road between the A3290 and Robin Hood Lane – mandatory cycleway delivered as part of surfacing which allowed reorganisation of the carriageway to make better use of the space available. Some pedestrian islands removed and replaced by new signalised pedestrian crossings. Traffic signals replaced at the Three Tuns, Loddon Bridge Road junction, Showcase cinema roundabout, Winnersh Crossroads and Woodward Close. Bus stops have been improved and new shelters installed. Footpaths resurfaced. This was completed between 2014 and 2016.
- Phase 3a: Reading Road between Robin Hood Lane and Woosehill – The road between Winnersh Crossroads and Woodward Close was completely reconstructed during this phase. This section only extends from Winnersh Crossroads to Woodward Close, rather than Woosehill as intended. This is due to other highways work planned in the area relating to Winnersh Relief Road and the Old Forest Road section of the North-West Distributor Road. Rather than do works that would be dug up as part of these new schemes, it was considered appropriate to miss this section and continue with the NCN422 onwards to Bracknell, returning here once all other works in this area were completed. It is hoped to complete this in the medium term.
- Phase 3b: Reading Road between Woodlands Avenue and Holt Lane – this was timed to fit around a number of highway projects in Wokingham Borough including the Peach Street works associated with the town centre regeneration. It was also timed around school holidays with Emmbrook school and the Holt school accesses on the section. The carriageway was resurfaced

(overnight), but traffic islands could be kept due to the already wide carriageway. This was completed in 2017.

- Phase 4: London Road between Binfield Road and A329(M) – this links the eastern side of Wokingham to Bracknell, via London Road. Coppid Beech roundabout has long been a barrier for cyclists and pedestrians, but it is now signalised to manage traffic flow and allow pedestrians and cyclists to cross safely. There is a new dedicated shared cycle/footway through the junction up to the boundary with Bracknell Forest. This new section links Coppid Beech roundabout / A329M interchange and Wokingham town centre. This was completed in October 2020.

Figure 2-1 - NCN 422 construction phases along the A329 in Wokingham



Bracknell Forest

2.2.13 Much of the Bracknell section of the NCN422 route was already in existence, but the funding went towards five specific gaps totalling 2.8km in length:

- B3408 London Road (A329 Coppid Beach junction to Popeswood), 1.6km shared use;
- The Ring (Town Centre, otherwise known as 'The Canyon'), 0.5km shared use;
- Bracknell rail station network connection improvement;
- A329 new crossing points at Martins Heron junction, 0.32km shared use;
- A329 improvements to cycleway outside LVS school, 0.4km shared use.

2.2.14 The terminus of the route is Ascot High Street, at the entrance to the racecourse, within the Royal Borough of Windsor and Maidenhead. Although no works were undertaken in the Royal Borough of Windsor and Maidenhead as this section was already in existence. It was intended to undertake works to extend the route to Windsor, but there were too many challenges identified in a feasibility study to overcome in creating a safe, direct route through Windsor Great Park.

2.2.15 The NCN route serves significant new development sites at Amen Corner towards the western side of Bracknell.

2.3 SCHEME COST

2.3.1 The TVB LEP contribution requested was £4.2 million and £0.3 million of Council funding. There was also £2.75 million from S106, CIL and other developer contributions. As there was already a significant proportion of the infrastructure in place, the funding was used to connect the existing infrastructure and provide a coherent and direct route between the authorities.

2.3.2 In Bracknell Forest there was a slight overspend (£50,000) in the Town centre section, but this was picked up by developer contributions therefore added to the "S106, CIL and other developer contributions – funding" section of Table 2-1. In Wokingham there was also an overspend (£261,212) but again this was picked up by developer contributions therefore added to the same section in the Table. In Wokingham there was some left over LSTF funding which was used for this project and meant that works could start on Phase 1 in Wokingham Borough in 2013/2014.

2.3.3 In West Berkshire there is an underspend of 12%.

2.3.4 Overall, there is a small overspend of 2%, £161,482.

Table 2-1 – Anticipated and Actual costs

West Berkshire	Reading	Wokingham	Bracknell Forest	Total
Payment by TVB LEP – funding (£)				
1,100,000	1,200,000	1,050,000	850,000	4,200,000
Council capital programmes – funding (£)				
100,000	100,000		100,000	300,000
S106, CIL and other developer contributions - funding				
		3,011,212	50,000	3,061,212
Grand total - proposed funding (£)				
1,200,000	1,300,000	3,800,000	1,000,000	7,261,212
Actual spend (£)				
1,061,482	1,300,000	4,061,212	1,000,000	7,422,694

West Berkshire	Reading	Wokingham	Bracknell Forest	Total
Absolute Difference = proposed funding minus spend (£)				
138,518	0	0	0	**-161,482**
Difference (%)				
12%	0%	0%	0%	**-2%**

2.4 CONSTRUCTION PROGRAMME

2.4.1 The business case outlined the overall programme key milestones in delivering the NCN422 scheme. The actual dates have been added for comparison to enable a high-level assessment of scheme delivery against these key milestones to provide an indication of whether the scheme was delivered in accordance with the programme. These are shown in Table 2-2.

Table 2-2 – Programme Key Milestones

Key Milestones	Anticipated Programme Date	Actual Date
Conditional approval sought from Thames Valley Berkshire Local Enterprise Partnership (LEP)	November 2015	
Construction work begins on site	April 2016	Some work preceded this due to the LSTF funding for Wokingham Borough Council. This was as early as 2014.
Completion of highway works date	March 2019	The final completion was 20 months overdue in December 2020 – the London Road section in Wokingham Borough Council. Note that the section between Woodward Close and Woosehill (WBC) is still to be completed due to other works in the area, this is expected in the medium term. In Bracknell Forest the section from Coppid Beach to Popeswood was complete in mid-2020 but this was part of Section 106 funding.
Monitoring of works	Still to be negotiated	Prior existing data was used, some of which was purposedly set up by boroughs for this scheme. Post data was mainly collated from regularly monitored sites as well as some specially commissioned surveys in June 2022.

2.4.2 Construction dates per Berkshire authority are presented in Table 2-3.

Table 2-3 – Construction dates per Borough

Borough	Construction Start Date	Construction End date
West Berkshire	June 2018	March 2019
Reading	January 2018	March 2018
Wokingham	Due to prior LSTF funding, construction started in 2014.	Phase 1: December 2014 Phase 2: October 2015 Phase 3a: March 2016 Phase 3b: March 2018 Phase 4: December 2020
Bracknell Forest	2016	'The Ring' otherwise known as the Canyon: late 2016 The improvement next to the railway station / spiral: early 2017 The crossings and sections either side at Martins Heron junction A329 / Long Hill Road: late 2018 London Road between Priory and Fernbank Road (outside LVS school): July 2017 Coppid Beech Amen Corner section of the B3408 (S106): late 2017 Coppid Beech to Popeswood (S106): mid 2020

2.5 RISK

2.5.1 A Risk Management Plan was developed throughout the project. Once funding was confirmed risks were allocated for ownership to manage them. The Risk Management Plan set out the risk management process and responsibilities in delivering the NCN 422 scheme. There was a continuous risk and opportunity management process to ensure the scheme was cost-effective and operationally successful. Additionally, there was further risk identification through workshops, reviews, meetings and day to day operation. Whenever a risk was identified, it was added to the Risk Register. The Risk Register contains all risks, provided a forecast probability of each risk occurring and defined a range of probable costs which could have been incurred in that instance.

3 TRAFFIC FLOWS

3.1 INTRODUCTION

3.1.1 To assess the traffic impact of the scheme, traffic counts were collected from a number of locations on the roads which the NCN422 follows (A4, A329, B3408).

3.2 LINK COUNTS

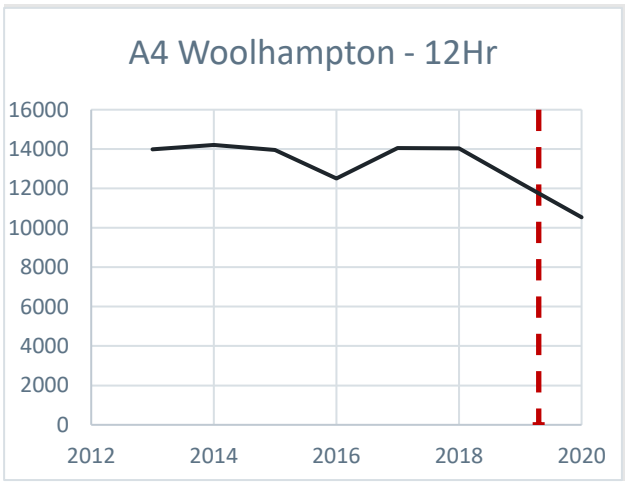
3.2.1 Where possible, baseline and 1 year post opening link count data has been collected in each Berkshire authority, described in turn below. The locations of these are presented in Appendix C.

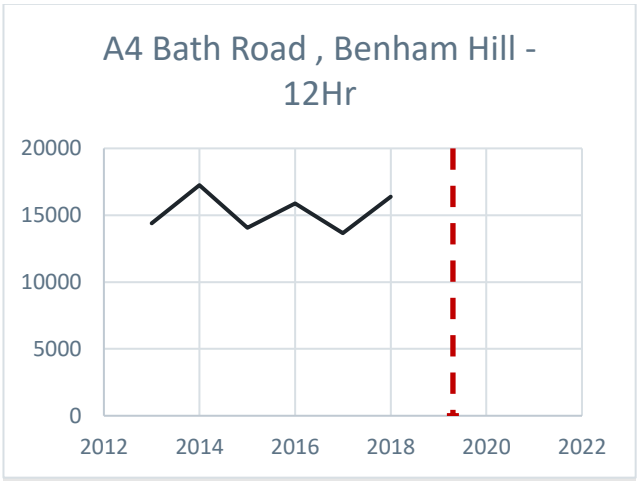
West Berkshire

3.2.2 Permanent Automatic Traffic Count (ATC) data is available at five appropriate sites from 2013-2020, data is a yearly summary which gives averages for the AM peak (0800-0900), PM peak (1700-1800), 12-hour (0700-1900) and 24-hour. Due to the pandemic and peak spreading, it is thought that 12-hour data is the most appropriate to present. Data is bi-directional. The sites are:

- Site No. 26 A4 Woolhampton;
- Site No.69 A4 Bath Rd Benham Hill, Thatcham (2020 missing);
- Site No.183 A4 Bath Road, Thatcham (2015, 2016, 2018 missing);
- Site No.256 A4 Bath Road, Calcot (2013, 2014 missing); and
- Site No.260 A4 Theale.

3.2.3 Construction in West Berkshire was between June 2018 and March 2019 and so before and after data is covered. The scheme completion line is shown in March 2019 by the dotted red line.





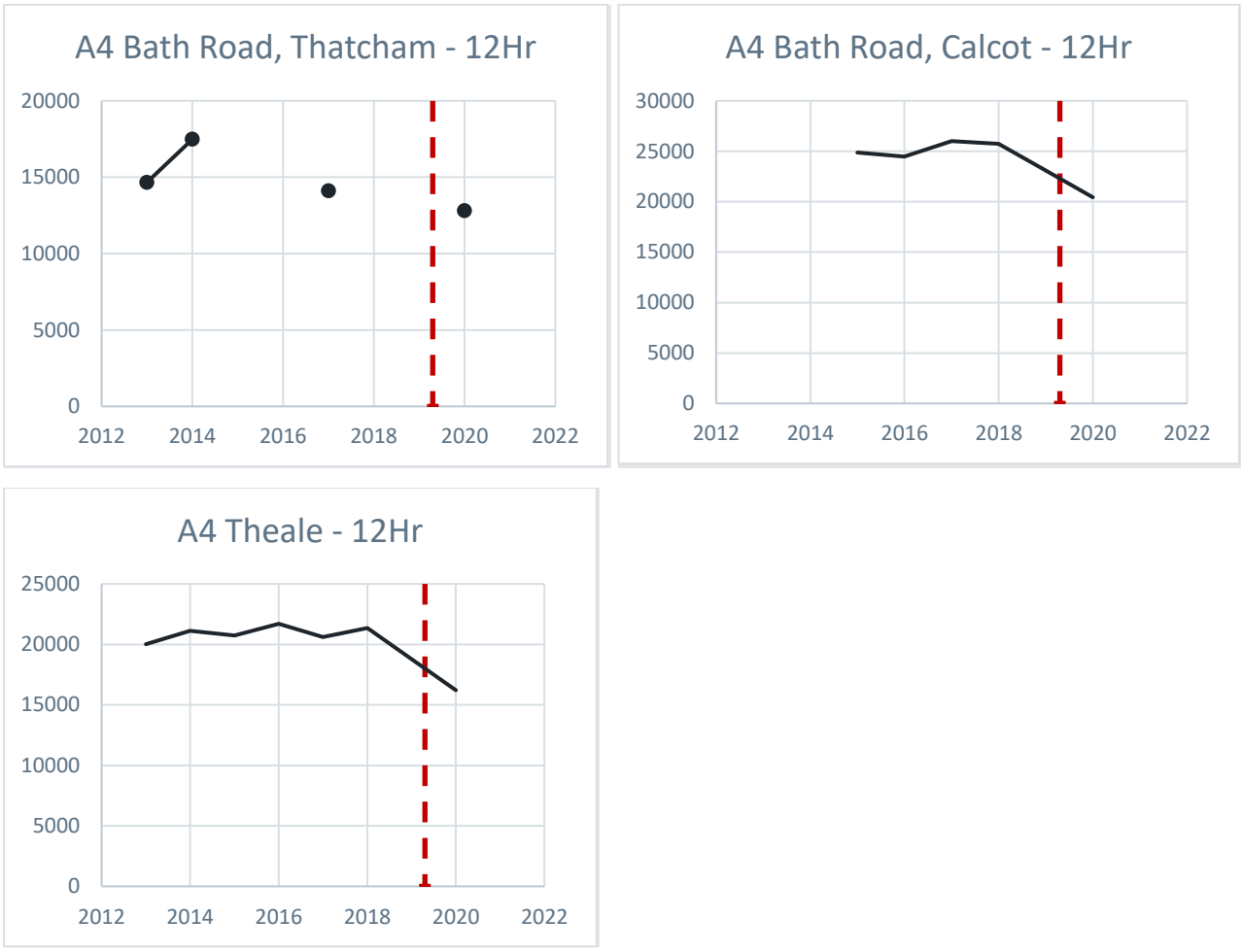


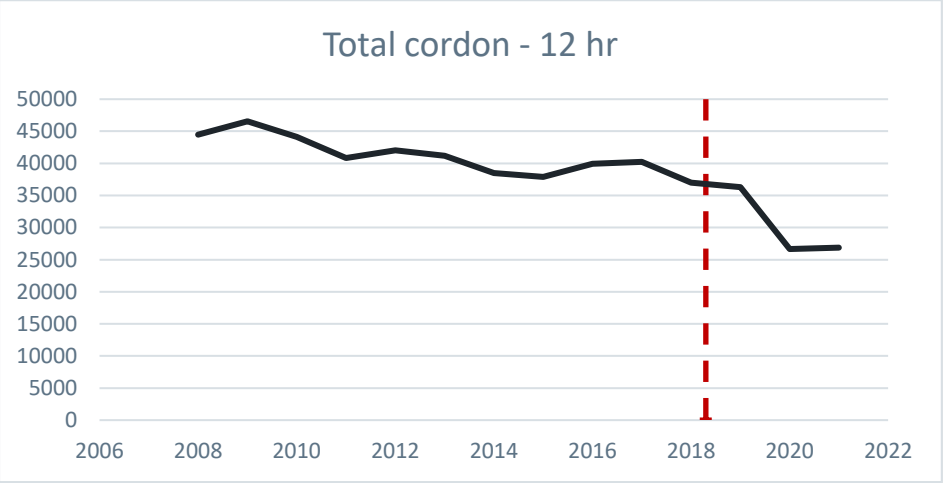
Figure 3-1 - Traffic flows at locations in West Berkshire for 0700-1900

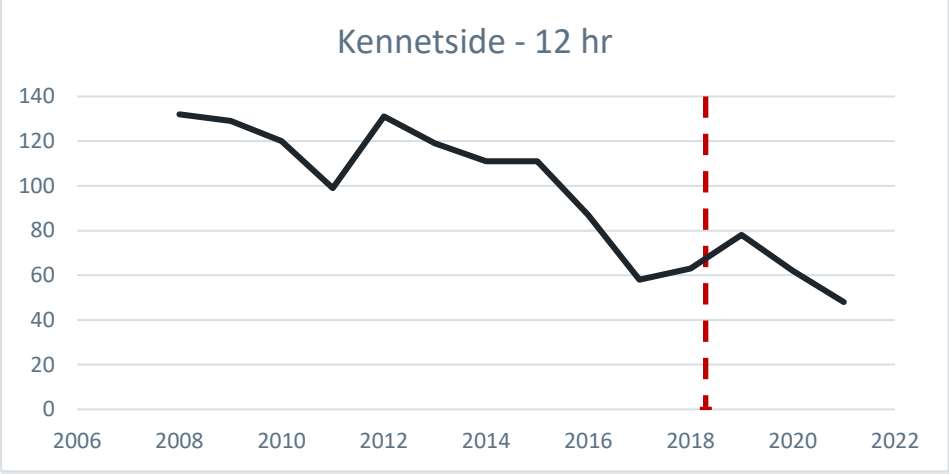
3.2.4 Due to variability in travel behaviour in 2020 and 2021 as a result of the COVID-19 pandemic and there being more post-scheme data, the 5-year post-scheme report will give a better idea of how the scheme may have affected traffic flow. However, from the graphs, in general there is a decrease in traffic flow in 2020, post-scheme some of which could potentially be attributed to increased cycling levels, in part.

Reading

3.2.5 Counts around a cordon of Reading town centre were collected for the month of May for the AM peak (0800-0900), PM peak (1700-1800) and 12-hour (0700-1900). Due to the pandemic and peak spreading, it is thought that 12-hour data is the most appropriate to present. Data covers from 2008-2021 and construction of the NCN422 in Reading was between January and March 2018 (dotted red line on the graphs below) and hence before and after data is covered.

3.2.6 Data has been analysed for the total cordon, but also at Kennetside which is the most relevant site and lies on the route of the NCN422. King's Road and Sidmouth Street have also been assessed since they are on parallel roads to the NCN422.





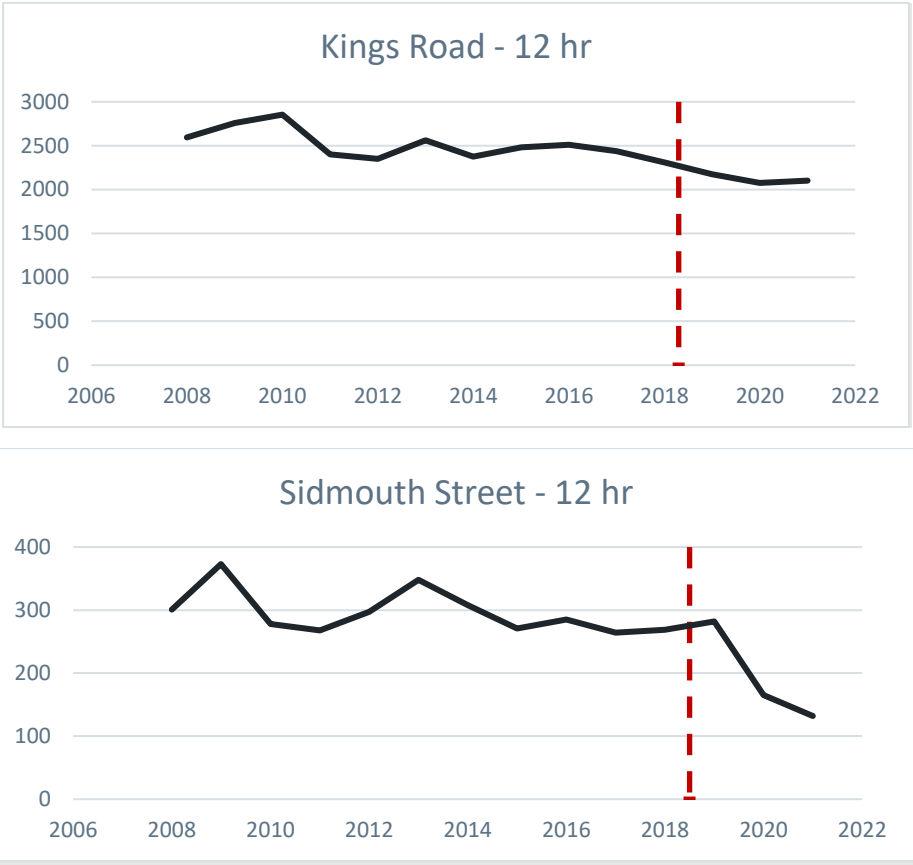


Figure 3-2 - Traffic flows at locations in Reading for 0700-1900

3.2.7 When looking at the total cordon, one can see that the general trend since 2008 has been a reduction in vehicular flow. This is more severe between 2019 and 2020, this is probably due to the COVID-19 pandemic rather than the scheme, but 5-year post-scheme data should help visualise this.

3.2.8 At Kennetside, although the scheme was built in 2018, there was an increase in vehicular flow in 2019, before decreases in 2020 and 2021. This pattern applies at Sidmouth Street as well. Whereas at Kings Road, there is not an increase in 2019, but a steady reduction in flow to 2020 and then a levelling out in 2021. This will mainly be due to the pandemic and changing patterns since, but some potentially could be attributed to a mode shift to cycling as a result of the scheme.

Wokingham

3.2.9 Traffic count data is available at seven relevant sites between 2014 and 2021, although this varies between sites. Data is for the month of May for the AM peak (0800-0900), PM peak (1700-1800) and 12-hour (0700-1900), bidirectionally. Due to the pandemic and peak spreading, it is thought that 12-hour data is the most appropriate to present.

3.2.10 Construction in Wokingham was finished in phases presented in Figure 2-1 in Section 2.2.12, these were completed at different times: Phase 1 in December 2014, Phase 2 in October 2015, Phase 3a in March 2016, Phase 3b in March 2018, and Phase 4 in December 2020. Although the phases together, as with the other Berkshire authorities, would contribute to cycle network density and so benefits may be seen beyond a site's phase completion date if other phases were completed after. The sites available and respective associated phases are listed below:

- Site BT77 A329 Wokingham Road, Phase 1;
- Site BT3006 A329 Reading Road, Phase 2 and 3a;
- Site BT75 A329 Reading Road, Phase 2 and 3a;
- Site 098 A329 Reading Road, Phase 2 and 3a;
- Site 097 A329 Rectory Road, Phase 3b and 4;
- Site BT3015 A329 London Road, Phase 4; and
- Site BT201 A329 London Road, Phase 4.

Figure 3-3 – Traffic flows at locations in Wokingham for 0700-1900

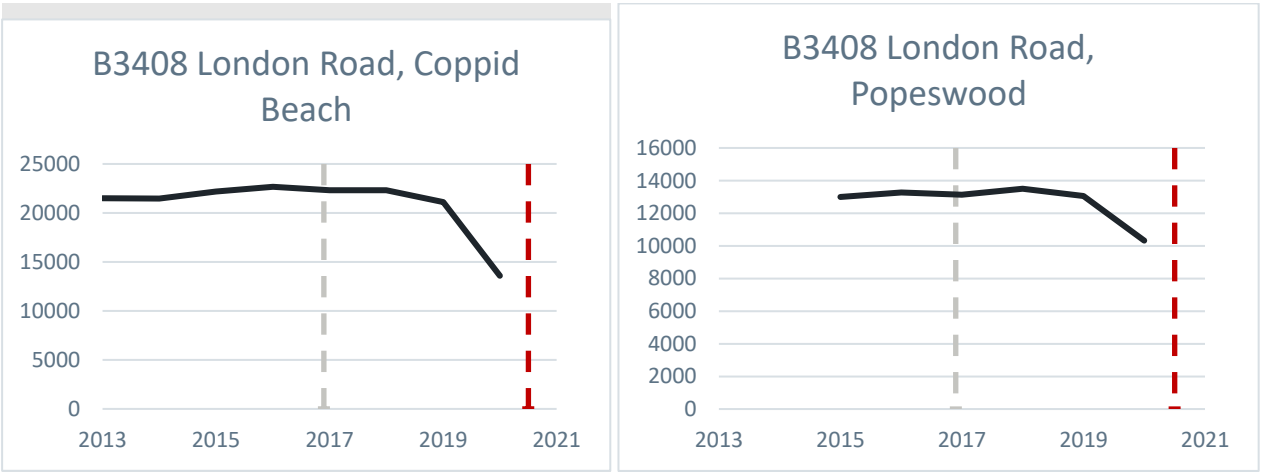
3.2.11 Data availability is a little patchy over the years and locations. At Wokingham Road unfortunately there isn't any data prior to Phase 1 being built, but flows are relatively steady with a slight increase in 2016 and decrease in 2017. At Reading Road there has been a slight decrease in vehicular flow since the completion of Phases 2 and 3a (Sites BT3006 and BT75), which could be attributed to the scheme. While site 098 shows a sharp decrease in vehicular flow as a result of the pandemic. At Rectory Road there was a large decrease in vehicular flow in 2018 probably due to the construction of phases 3b and 4 in 2018, which then recovers in 2019. At London Road there is not any post scheme data yet but vehicular flow decreased slightly between 2014 and 2017.

Bracknell Forest

3.2.12 Traffic count data is available in Annual Average Daily Flow (AADT 24-hour) at 5 relevant sites between 2013 and 2020:

- Site 29 - B3408 London Road, Coppid Beech;
- Site 18 - B3408 London Road, Popeswood (2013 and 2014 missing);
- Site 15 - B3408 London Road, Preistwood (2013 and 2014 missing);
- Site 86 A329 East of Met Office; and
- Site 3 A329 London Road Martins Heron.

3.2.13 Construction in Bracknell forest was in phases between 2016 and 2020, since this is spread out a grey construction start line has been added as well as a scheme completion line.



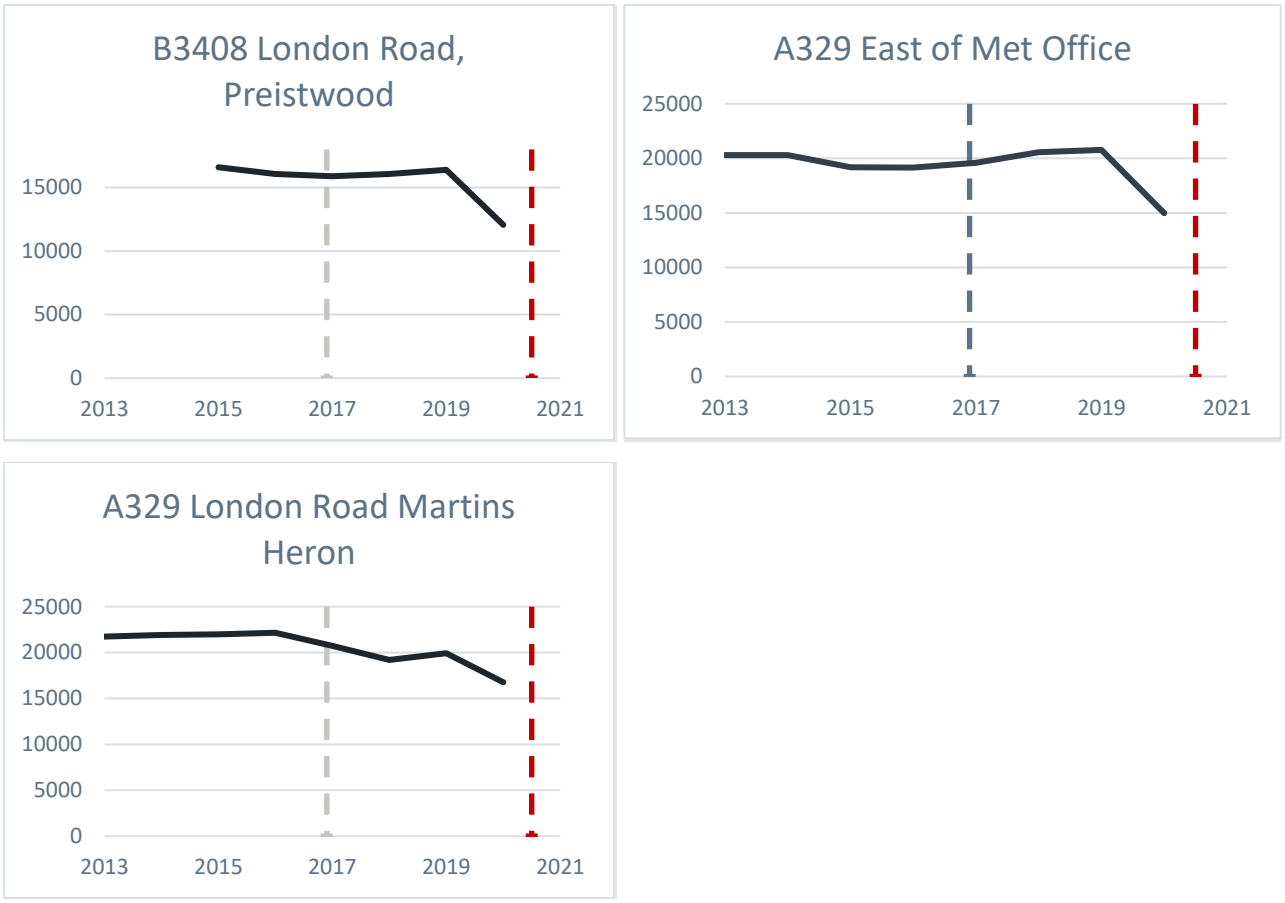


Figure 3-4 - Traffic flows at locations in Bracknell Forest (AADT 24 hr)

3.2.14 At each site, in general flows have been fairly consistent between 2013 and 2019 before dropping away in 2020. B3408 London Road, Coppid Beech and B3408 London Road, Popeswood have a slight decrease in flow between 2018 and 2019 ahead of the steep decrease in 2020. While A329 London Road Martins Heron has a fairly steady reduction in flow between 2016 and 2018, levelling out to 2019 before dropping again in 2020.

3.2.15 The large reduction in flow in 2020 will be attributed to the COVID-19 pandemic rather than the scheme. Hopefully the 5-year post-scheme data will help see any patterns as a result of the scheme.

4 CYCLE FLOWS

4.1 INTRODUCTION

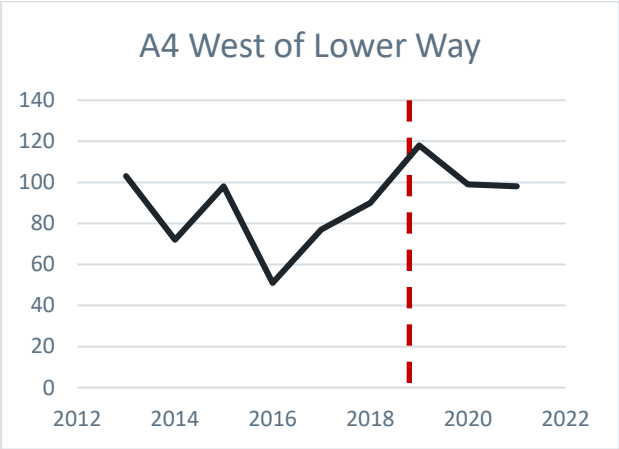
4.1.1 To assess the impact of the scheme, cycle counts were collected from a number of locations across the four authorities along the NCN422. The locations of these are presented in Appendix C.

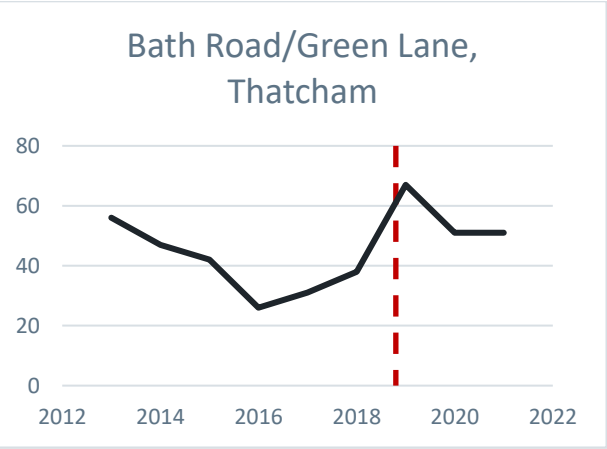
West Berkshire

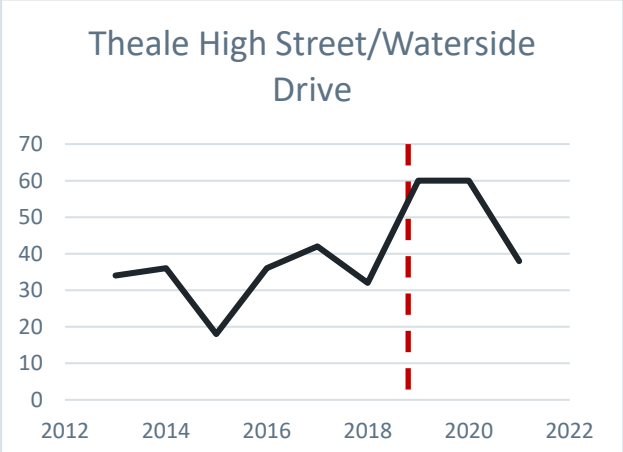
4.1.2 There are four relevant sites for which cycle data is available from 2013-2021 for February, June and October for the AM 0800-0900 only. These sites are:

- Site 5 - A4 West of Lower Way;
- Site 7 - Bath Road/Green Lane, Thatcham;
- Site 8 - Theale High Street/Waterside Drive; and
- Site 10 - A4 Bath Road/Langley Hill, Calcot.

4.1.3 Construction of the NCN422 in West Berkshire was between June 2018 and March 2019 and hence baseline and post-scheme data is available. The scheme completion line is in March 2019 (shown by the dotted red line in the graphs below). Only June data has been presented since the trend is easier to see without the effect of seasonality.







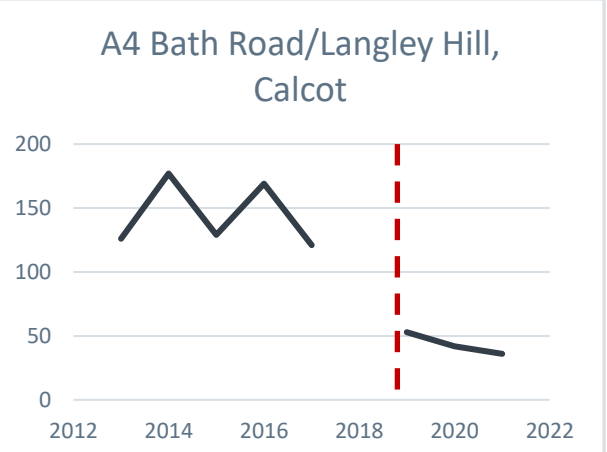


Figure 4-1 - Cycle flows at locations in West Berkshire (June AM 0800-0900)

4.1.4 Following the scheme opening, there is a 2019 peak at A4 West of Lower Way; Bath Road/Green Lane, Thatcham; and Theale High Street/Waterside Drive. However, in 2020 and 2021 this drops away and levels out, due to the COVID-19 pandemic. Additionally, at A4 Bath Road/Langley Hill, Calcot 2019-2021 cycling flows are much lower in 2019-2021 than 2013-2017. Hopefully the 5-year post-scheme data will provide a more useful dataset.

Reading

4.1.5 Two sets of cycle count data are available. Firstly, as for vehicular counts, cycle counts around a cordon of Reading town centre are collected for the month of May for the AM peak (0800-0900), PM peak (1700-1800) and 12-hour (0700-1900). Data covers from 2008-2021 and construction of the NCN422 in Reading was between January and March 2018 and hence before and after data is covered.

4.1.6 Data has been analysed for the total cordon, but also at Kennetside which is the most relevant site and lies on the route of the NCN422. King's Road and Sidmouth Street have also been assessed since they are on parallel roads to the NCN422. 12 hour 0700-1900 data has been presented with the scheme opening designated by the dotted red line.

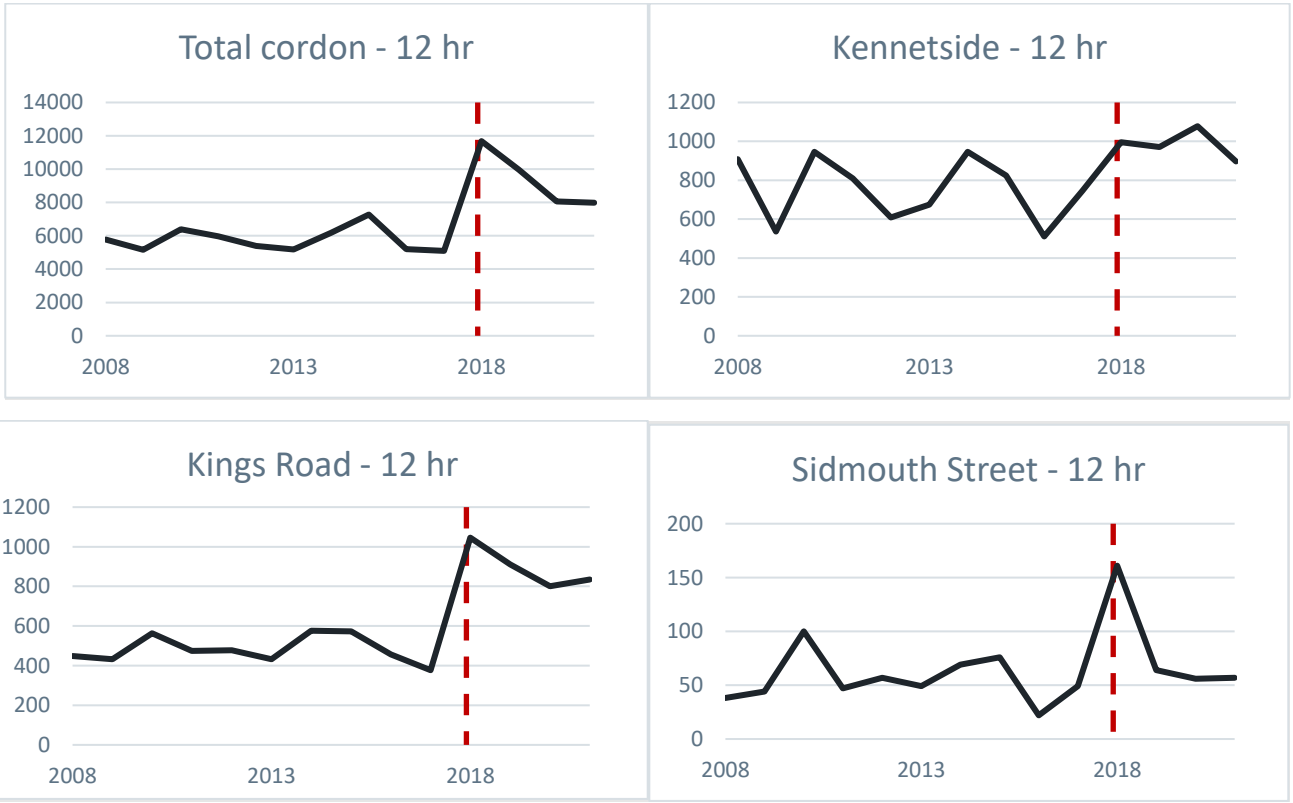


Figure 4-2 - Cycle survey counts for cordon survey locations in Reading (12 hour - 0700-1900)

4.1.7 When looking at the total cordon for Reading, there is a large increase in cycling in 2018 when the scheme is complete, before dropping in 2019, 2020 and 2021, but these are still higher than pre-2017 levels. This potentially shows that the scheme has had a positive impact on cycling in the area. In comparison to vehicles in Section 3.2.6, vehicle numbers were steadily dropping until a sharp decrease to 2020 and 2021 which are at the lowest levels.

4.1.8 Kings Road has a very similar pattern to the total cordon. Similarly, in comparison to vehicle flows in Section 3.2.6 which have fluctuated slightly but recently decreased, whilst the cycling numbers have decreased slightly in recent years, since 2018 and scheme opening levels are much higher than before.

4.1.9 Sidmouth Street's pattern is similar, although 2019-2021 cycling levels are similar to 2008-2017. Kennetside has a similar pattern, but without the sudden increase in 2018, 2019-2021 levels are on the higher end compared to other years, but not hugely.

4.1.10 Two further cycle survey sites have been identified as giving appropriate pre-scheme data, this is available for 2015 to 2017 monthly for AM 0800-0900, PM 1700-1800, 12-hour 0700-1900 and 24-hour. "One-year" post-scheme data was commissioned for June 2022 at the same sites. The sites are Temple Place and London Road.

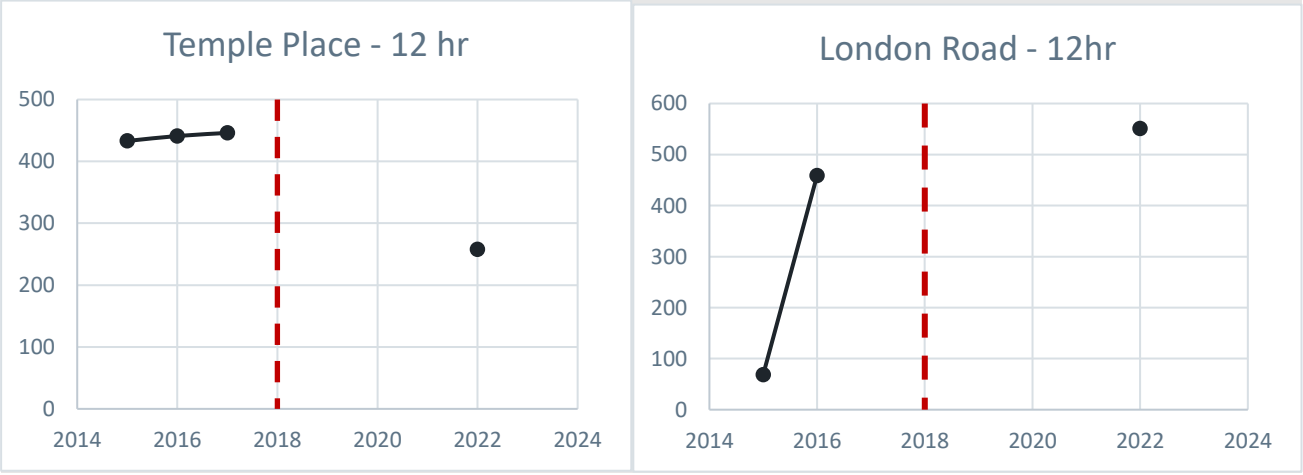


Figure 4-3 - Additional cycle survey counts in locations in Reading (12 hour - 0700-1900)

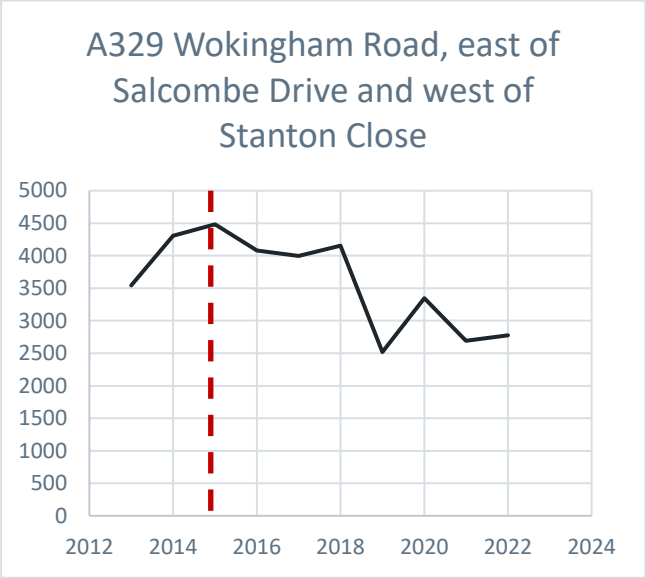
4.1.11 When looking at Temple Place and London Road in Reading, the sites tell two different stories. Temple Place is fairly level pre scheme and then drops down post scheme, this is probably due to changing behaviours as a result of the COVID 19 pandemic. At London Road there was a large increase in cyclists between 2015 and 2016, post scheme there has been an increase in cyclists too but at a lower rate.

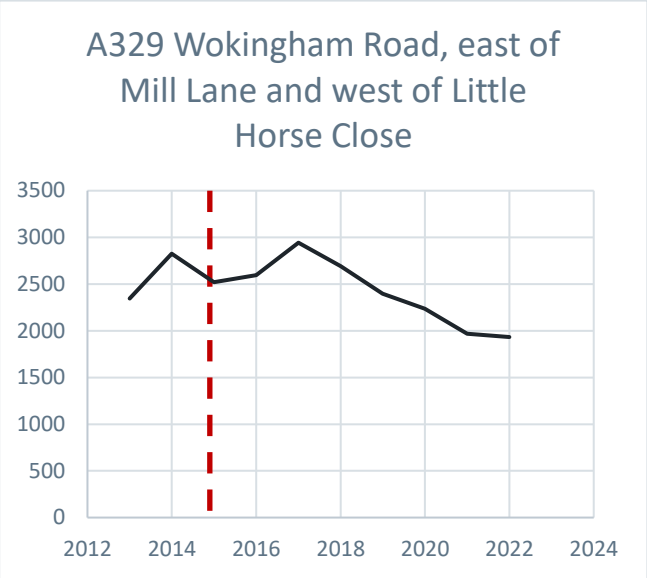
Wokingham

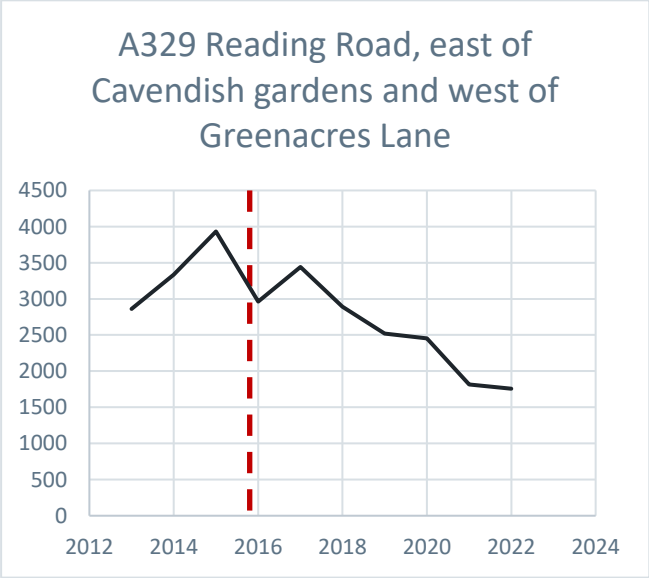
4.1.12 Cycle count data is available from 2013-2021. It is collected annually between 0700-1900 for a week, mostly in June but due to the COVID-19 pandemic 2020 and 2021 were collected in September. It is collected at eight sites on the A329. Sites 1, 2, 3, 4, 5 and 7 are in locations where the NCN422 scheme was located:

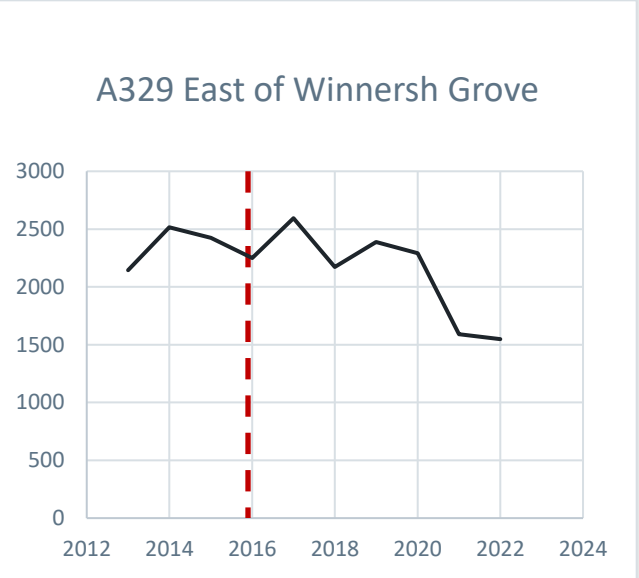
- Site 1 A329 Wokingham Road, east of Salcombe Drive and west of Stanton Close – on Phase 1 completed December 2014;
- Site 2 A329 Wokingham Road, east of Mill Lane and west of Little Horse Close – on Phase 1 completed December 2014;
- Site 3 A329 Reading Road, east of Cavendish gardens and west of Greenacres Lane – on Phase 2 completed October 2015;
- Site 4 A329 East of Winnersh Grove – on Phase 3a completed March 2016;
- Site 5 A329 Reading Road, east of Emmbrook Road and West of Woosehill – on Phase 3b completed March 2018; and
- Site 7 A329 London Road east of café layby and west of dual carriageway – on Phase 4 completed December 2020.

4.1.13 Since it is clear which site relates to which phase completion date, phase completion lines vary per graph.









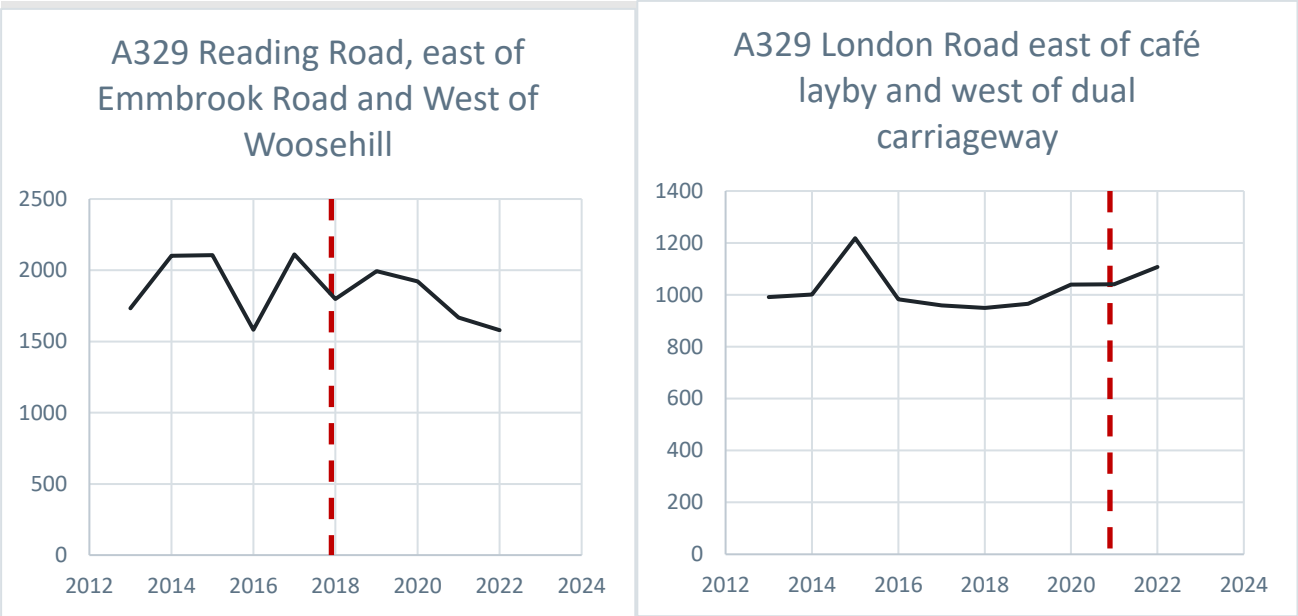


Figure 4-4 - Cycle flows at survey locations in Wokingham (12 hour 0700-1900)

4.1.14 In general, the patterns in cycle flows fluctuate a little year on year, with decreases in 2020, 2021 and 2022 due to the COVID-19 pandemic and changing behaviours since. Initially following scheme completion there are slight increases in cycle flow at every site, apart from A329 Wokingham Road, east of Salcombe Drive and west of Stanton Close.

Bracknell Forest

4.1.15 Two sets of cycle data are available. Firstly, Department for Transport (DfT) cycle AADT 24-hour data is available between 2013 and 2020 at three relevant sites:

- B3408 Wokingham Road 800189 (only 2018 & 2019 available);
- A329 East of Met office 56922; and
- A329 London Road near Ascot 73101.

4.1.16 Since the construction of different elements of the scheme stretch over a few years, a construction start line has been added in late 2016 and a scheme completion line has been added to mid-2020.

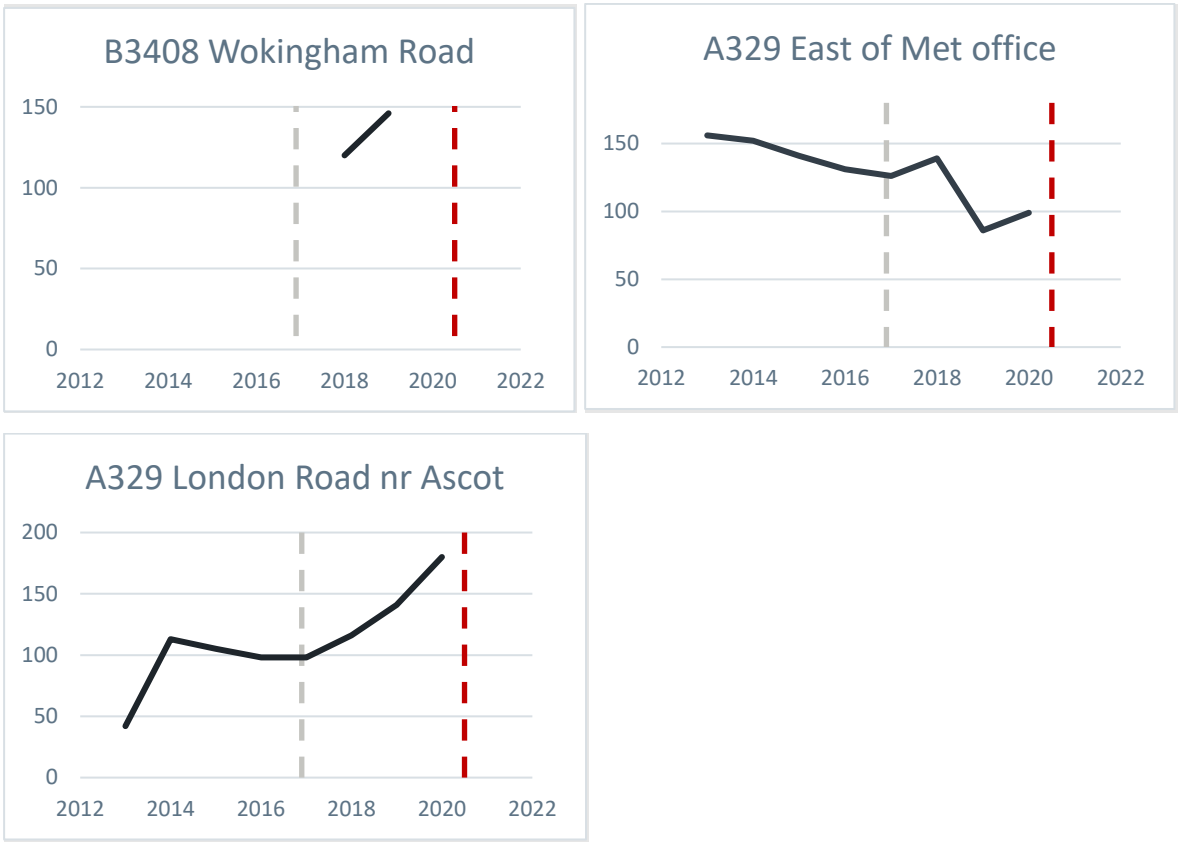


Figure 4-5 - Cycle flows from the DfT for survey locations in Bracknell Forest (AADT 24-hour)

4.1.17 The DfT data shows that in general cycle flows have been fairly level since 2015 and then have increased since 2017, apart from A329 East of Met office site which saw a decrease between 2018 and 2019. Since the scheme was only complete in mid-2020 and 2021 data is not yet available, 5-year post scheme data will be more informative. However, the A329 London Road near Ascot site shows an increase in cycle flows since the scheme began construction.

4.1.18 Additionally, “Travel in Bracknell” cycle data is available from 2013 to 2021, which is collected every month in April/May, although due to the COVID-19 pandemic 2021 was collected in September. This is 12-hour 0700-1900 data. The relevant sites are:

- Site 3 Wokingham Road;
- Site 5 Met Office Roundabout;
- Site 6 Millennium Way;
- Site 7 Town Centre from Western Roundabout; and
- Site 13 London Road Martins Heron.

4.1.19 Construction in Bracknell Forest Council was in phases between 2016 and 2020 (see the dotted lines on the graphs below), so baseline and post-scheme data is available. Since the construction of different elements of the scheme stretch over a few years, a construction start line has been added in late 2016 and a scheme completion line has been added to mid-2020.

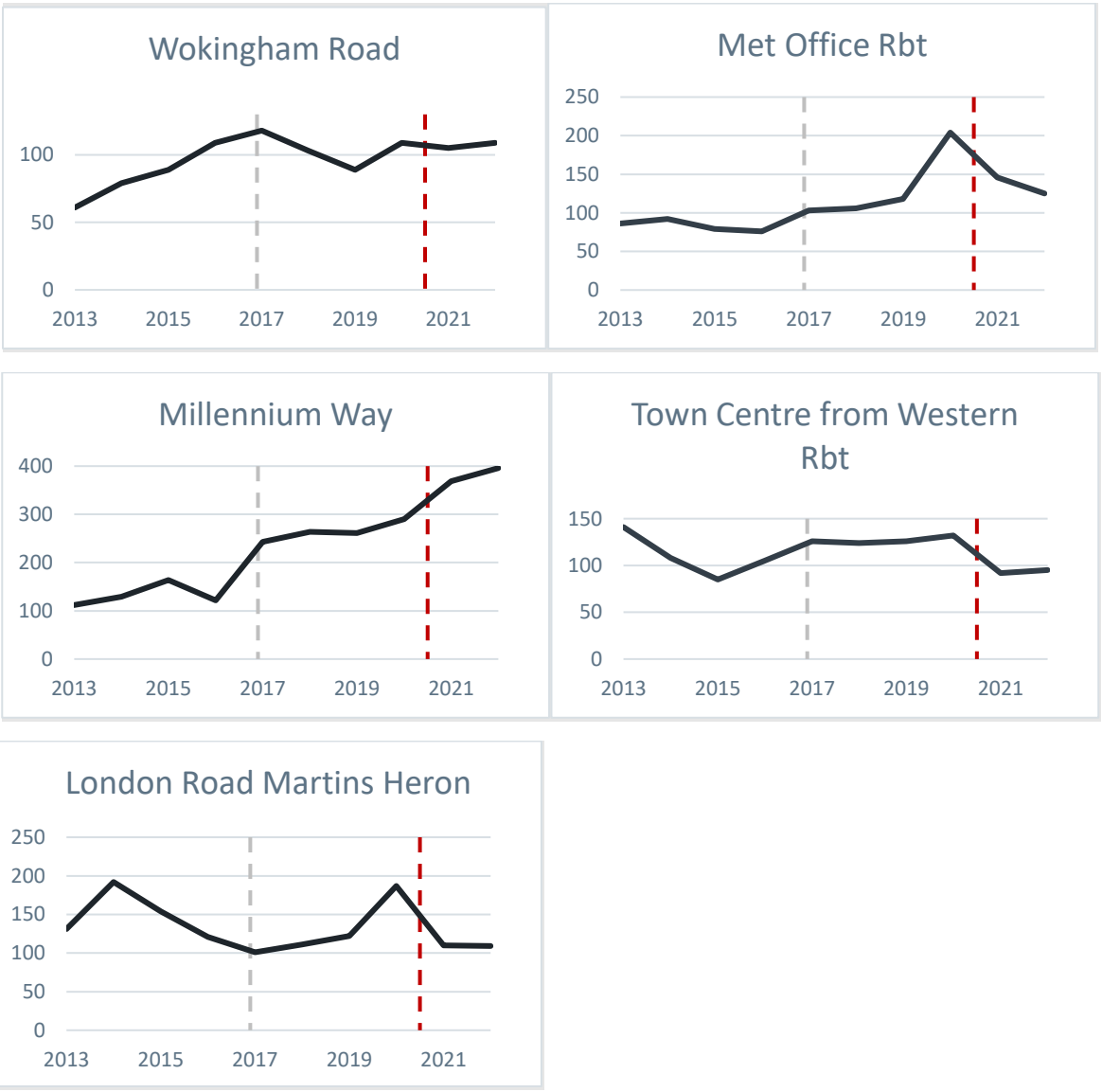


Figure 4-6 - Cycle flows for survey locations in Bracknell Forest from the Travel in Bracknell (TiB) data collection (0700-1900)

4.1.20 The travel in Bracknell data is quite varied by site:

- Site 3 Wokingham Road – cycle flows increased between 2013 and 2017, before decreasing to 2019 and then increasing and levelling in 2020 to 2022.
- Site 5 Met Office Roundabout – cycle flows were fairly level, with a slight increase to 2019, followed by a sudden increase in 2020 and a decrease to 2022, although still above 2019 levels.
- Site 6 Millennium Way – since 2013 cycle flows have been steadily increasing apart from in 2016. 2017 and 2021 both saw the steepest increase on the year before.

- Site 7 Town Centre from Western Roundabout – cycle flows have been fairly level since 2013 with drops in 2015 and 2021/22 and higher levels in 2013.
- Site 13 London Road Martins Heron - cycle flows have been fairly level since 2013 with peaks in 2014 and 2020.

5 JOURNEY TIMES

5.1 INTRODUCTION

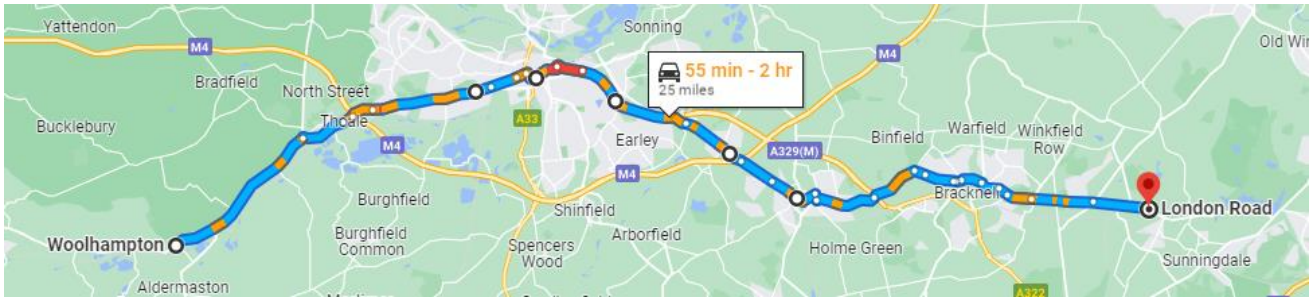
5.2 VEHICLE JOURNEY TIMES

5.2.1 Baseline data was not collected. However, one-year post scheme, using Google shows that to drive the NCN422 route, eastbound takes 55 minutes – 2 hours in the AM and PM (Figure 5-1 and Figure 5-2), and westbound 55 minutes – 1 hour 50 minutes in the AM or PM (Figure 5-3 and Figure 5-4). This will be compared with the five-year post scheme opening data when available. TrafficMaster data was not available.

Figure 5-1 - Whole NCN422 route eastbound vehicular journey time (AM)

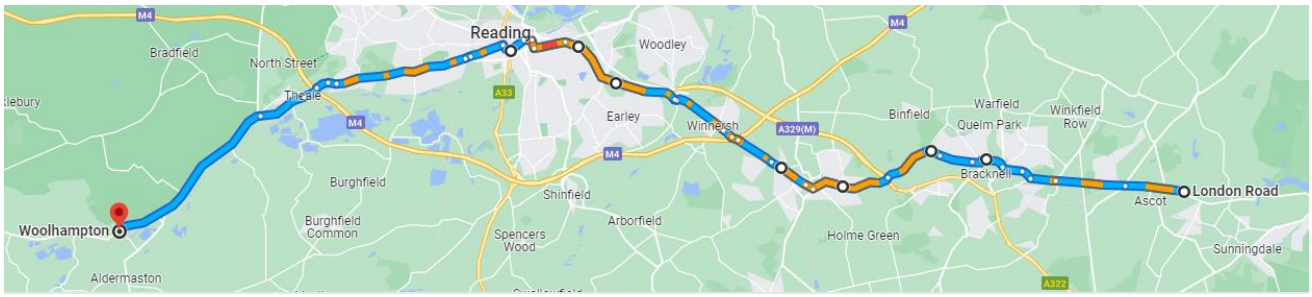
Source: Google Maps 2022

Figure 5-2 - Whole NCN422 route eastbound vehicular journey time (PM)



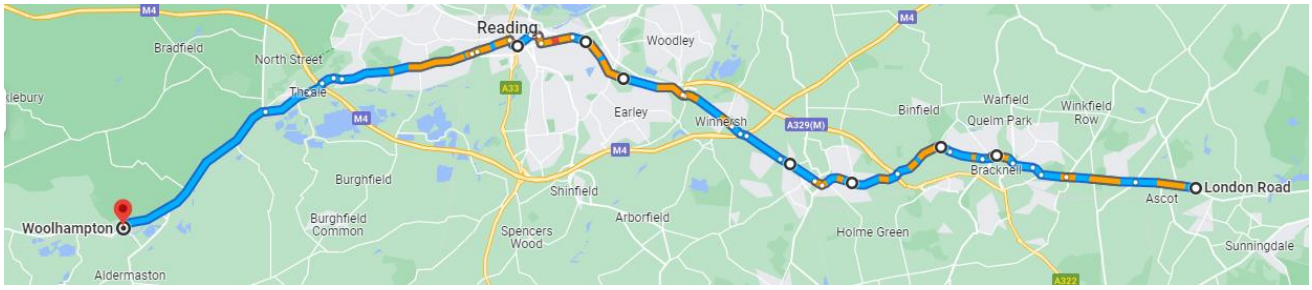
Source: Google Maps 2022

Figure 5-3 - Whole NCN422 route westbound vehicular journey time (AM)



Source: Google Maps 2022

Figure 5-4 - Whole NCN422 route westbound vehicular journey time (PM)



Source: Google Maps 2022

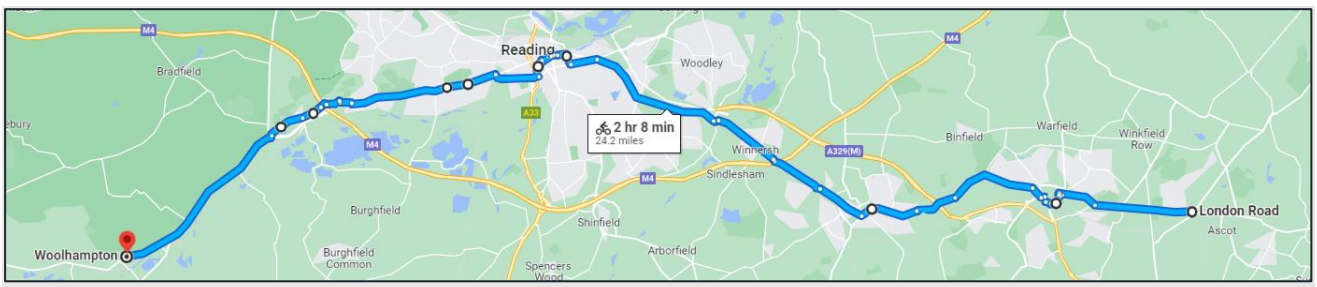
5.3 CYCLE JOURNEY TIMES

5.3.1 Baseline data was not collected. However, one-year post scheme, using Google, Figure 5-5 and Figure 5-6 show that to cycle the whole improved NCN422 24.2 mile route, eastbound takes 2 hours 14 minutes, and westbound 2 hours 8 minutes. In reality, users are more likely to only traverse smaller sections for utility (short distance trips for shopping, education, social etc) or commuting trips. This will be compared with the five-year post scheme opening data when available.

Figure 5-5 - Whole NCN422 route eastbound cycle journey time

Source: Google Maps 2022

Figure 5-6 - Whole NCN422 route westbound cycle journey time



Source: Google Maps 2022

6 COLLISIONS

6.1 INTRODUCTION

6.1.1 Personal Injury Accident (PIA) data contains information about any accidents recorded in a particular area. To assess the effectiveness of the scheme in achieving the scheme objective of improving safety for pedestrians and cyclists, collision data for study area (NCN 422 route) was obtained between 2013 and 2021 per Berkshire authority.

6.1.2 It is hoped that 5-year data will give a better idea of trends as a result of the scheme since it will be less affected by the COVID-19 pandemic and there will be more years to compare since construction. Additionally, collision data should typically be reviewed in 3–5-year periods, however this may mean that one year after scheme data is not representative, the 5-year after report will provide better judgement on the scheme impact.

West Berkshire

6.1.3 Collision data in West Berkshire has been analysed between January 2016 and July 2021, note that 2021 is an incomplete year and so data should be treated with caution. Within West Berkshire Borough, the scheme was constructed between 2018 and 2019. Figure 6-1 presents the number of collisions per severity type (fatal, serious, slight), while Figure 6-2 presents the number of casualties per severity type (fatal, serious, slight). Additionally, Figure 6-3 presents the number of collisions involving cyclists.

Figure 6-1 - Number of Collisions in West Berkshire Borough in the scheme area between 2016 and 2021

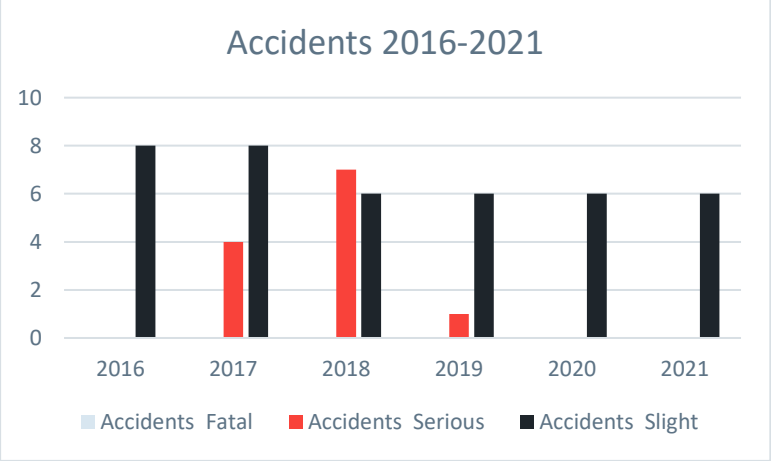


Figure 6-2 – Number of Casualties in West Berkshire Borough in the scheme area between 2016 and 2021

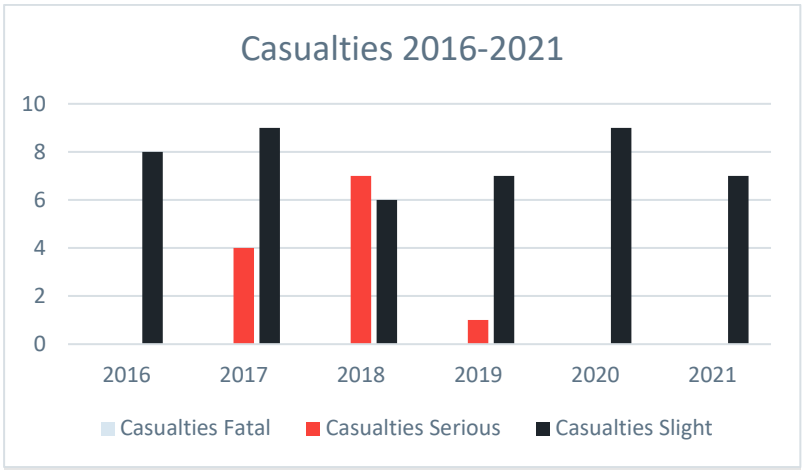
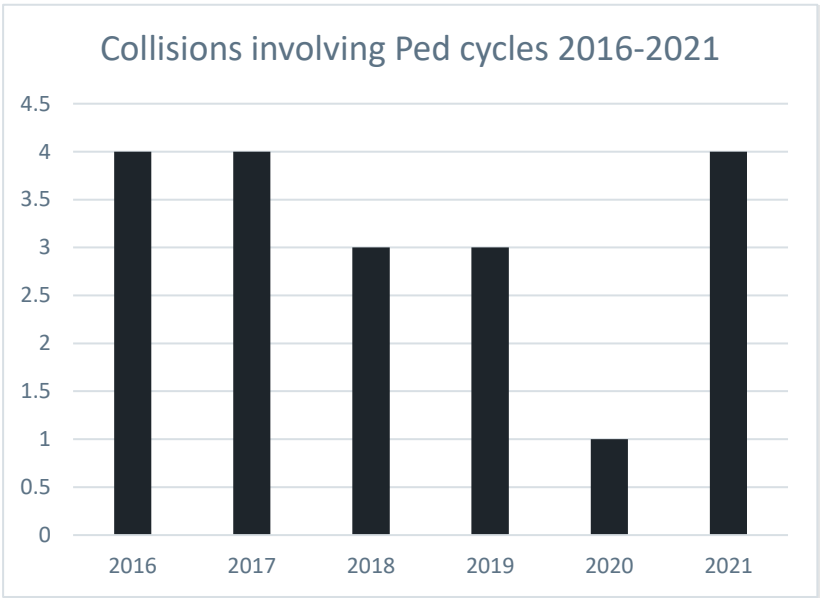


Figure 6-3 - Number of Collisions involving cyclists in West Berkshire Borough in the scheme area



6.1.4 Construction of the NCN422 in West Berkshire was between June 2018 and March 2019. Between 2019 and 2020 there is the same total amount of accidents, however there is an increase in casualties. This is concerning as there was also a reduction in traffic flow as shown in Section 3.2. There is a decrease in accidents involving cyclists between 2019 and 2020, but also a decrease in cycle flow as shown in Section 4. Worryingly, there is an increase in accidents involving cyclists in 2021, despite this being only 7 months of data instead of a year.

Reading

6.1.5 Collision data in Reading has been analysed between January 2013 and November 2021, note that 2021 is an incomplete year and so data should be treated with caution. Within Reading Borough, the scheme was constructed and completed in 2018. Figure 6-4 presents the number of collisions per severity type (fatal, serious, slight), while Figure 6-5 presents the number of casualties per severity type (fatal, serious, slight). Additionally, Figure 6-6 presents the number of collisions involving cyclists.

Figure 6-4 - Number of Collisions in Reading Borough in the scheme area between 2013 and 2021

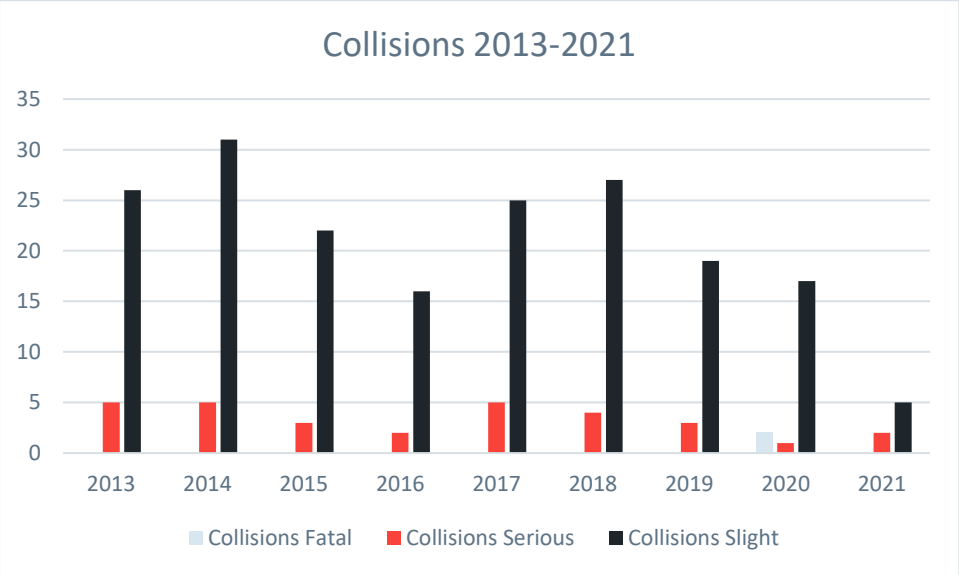


Figure 6-5 - Number of Casualties in Reading Borough in the scheme area between 2013 and 2021

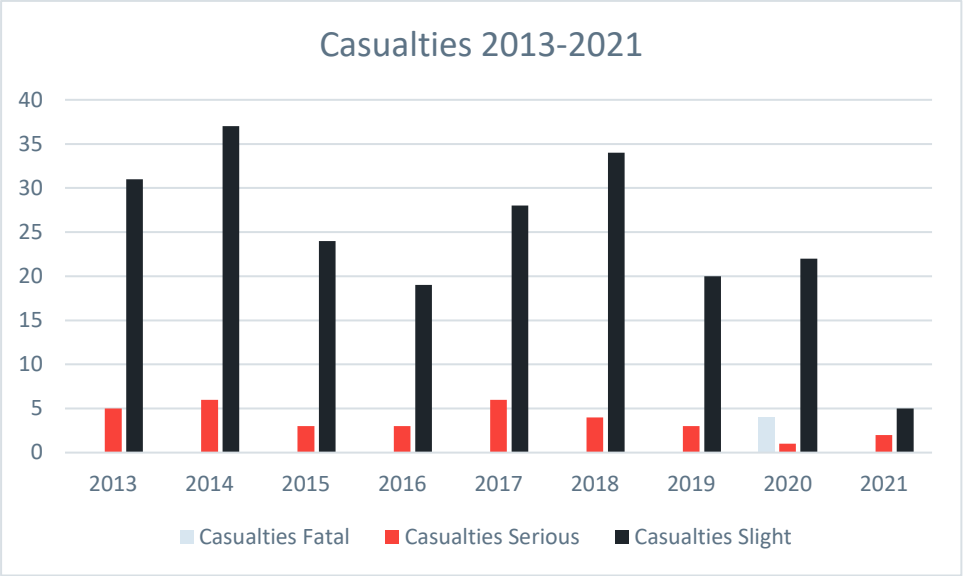
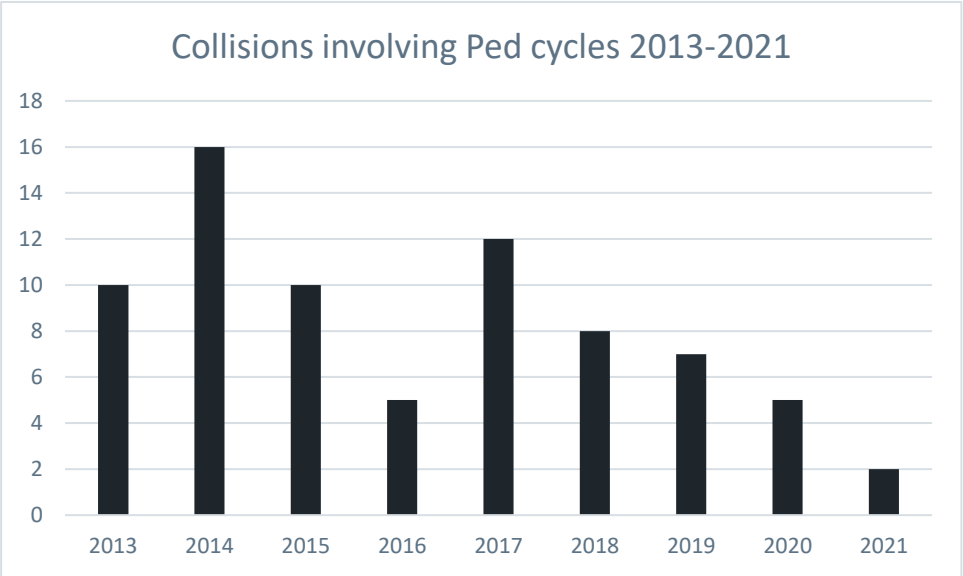


Figure 6-6 - Number of Collisions involving cyclists in Reading Borough in the scheme area



6.1.6 The number of collisions and the number of casualties follow a similar pattern with fewer in 2019 and 2020 than in 2018 when the scheme was constructed. Similarly, the number of collisions involving cyclists has decreased since 2018. However, vehicular flow and cycle flows have also decreased in the area so such patterns may not be attributable to the scheme.

Wokingham

6.1.7 Collision data in Wokingham has been analysed between January 2013 and June 2021, note that 2021 is an incomplete year and so data should be treated with caution. Within Wokingham Borough, the scheme was constructed in various phases from 2014 with Phase 1 and completed in 2020 with Phase 4. Figure 6-7 presents the number of collisions per severity type (fatal, serious, slight), while Figure 6-8 presents the number of casualties per severity type (fatal, serious, slight). Additionally, Figure 6-9 presents the number of collisions involving cyclists.

Figure 6-7 - Number of Collisions in Wokingham Borough in the scheme area between 2013 and 2021

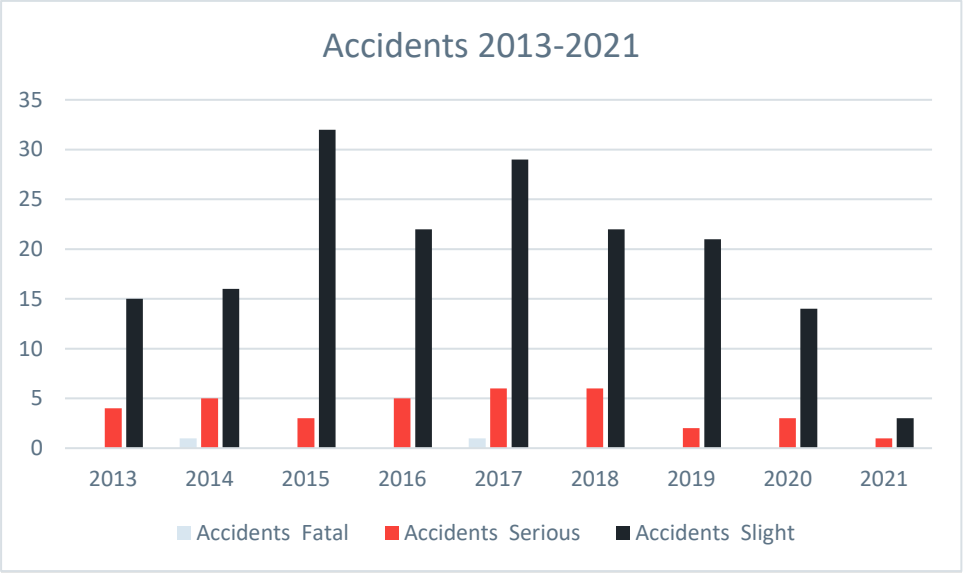


Figure 6-8 - Number of Casualties in Wokingham Borough in the scheme area between 2013 and 2021

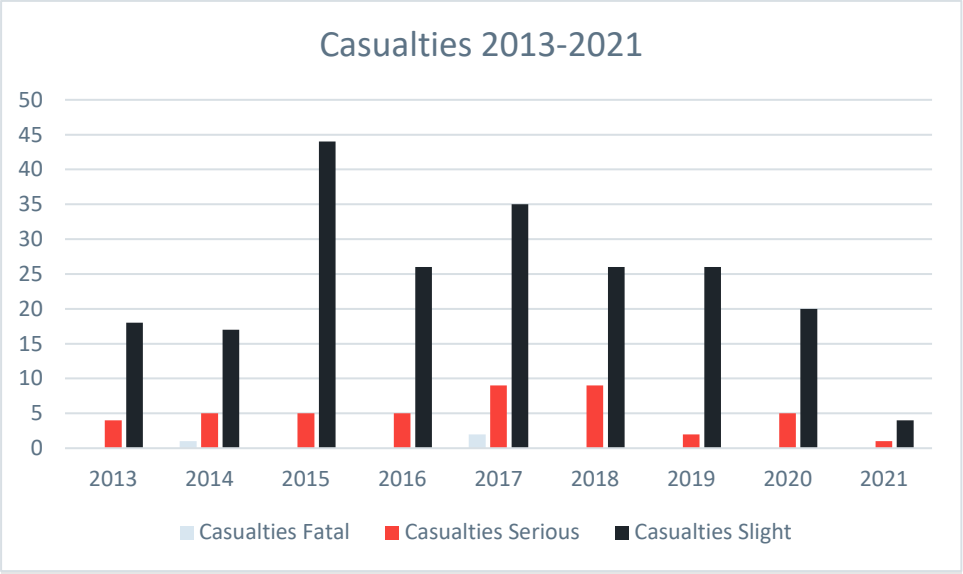
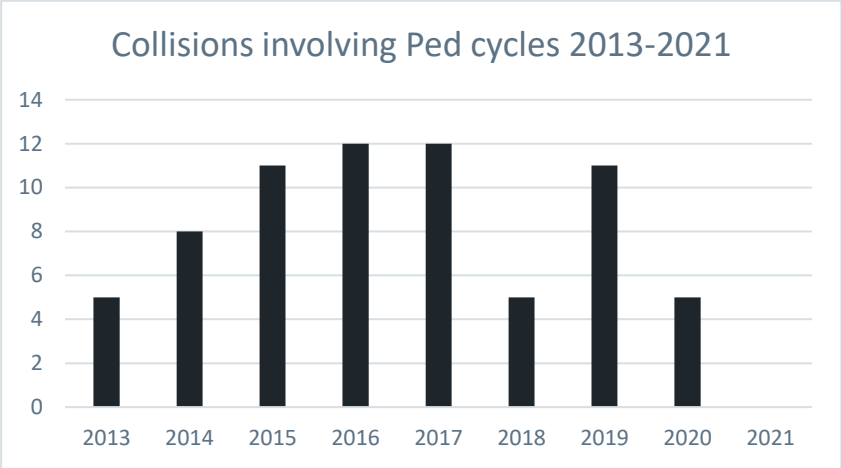


Figure 6-9 - Number of Collisions involving cyclists in Wokingham Borough in the scheme area



6.1.8 The number of collisions and the number of casualties follow a similar pattern with reducing numbers since 2017. Since the different Phases of the scheme were complete in different years between 2014 and 2020, it is difficult to attribute any changes to the scheme. However, 2020 has much fewer accidents involving cyclists than the other years, apart from 2013 and 2018, although 2020 was impacted by the COVID-19 pandemic where there were lower flows.

Bracknell Forest

6.1.9 Collision data in Bracknell Forest has been analysed between January 2013 and June 2021, note that 2021 is an incomplete year and so data should be treated with caution. Within Bracknell Forest Borough, the scheme was constructed in various phases between 2016 and completed in 2020. Figure 6-10 presents the number of collisions per severity type (fatal, serious, slight), while Figure 6-11 presents the number of casualties per severity type (fatal, serious, slight). Additionally, Figure 6-12 presents the number of collisions involving cyclists.

Figure 6-10 - Number of Collisions in Bracknell Forest Borough in the scheme area between 2013 and 2021

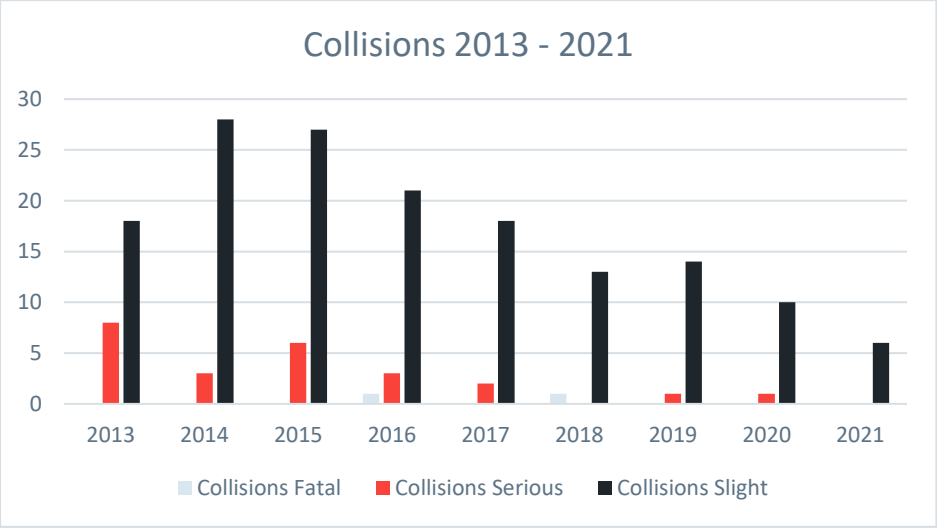


Figure 6-11 - Number of Casualties in Bracknell Forest Borough in the scheme area between 2013 and 2021

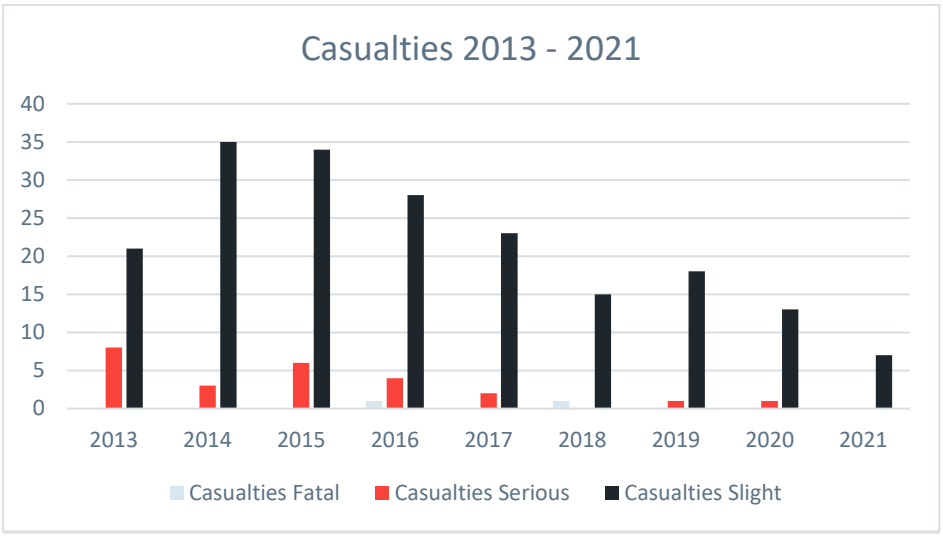
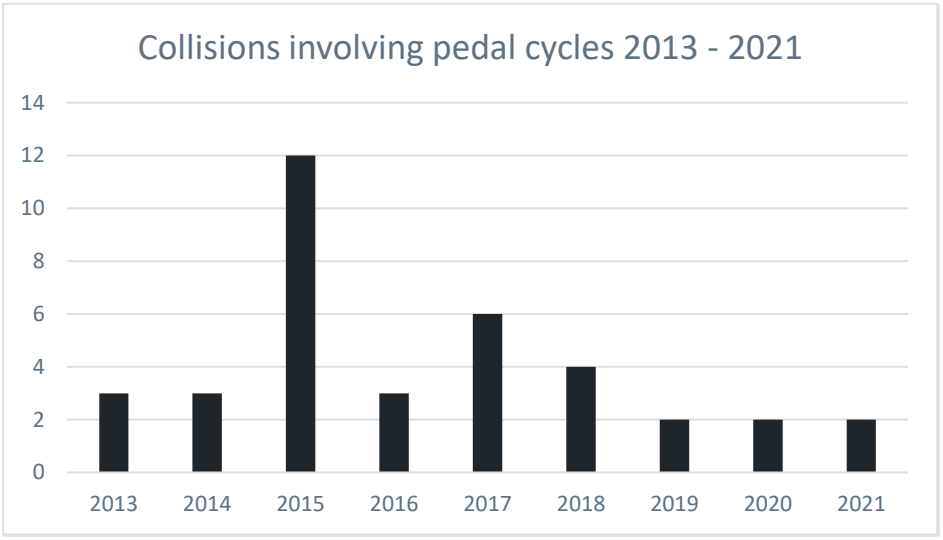


Figure 6-12 - Number of Collisions involving cyclists in Bracknell Forest Borough in the scheme area



6.1.10 The number of collisions and the number of casualties follow a similar pattern with a decreasing trend since 2014. Since the different phases of the scheme were complete in different years between 2016 and 2020, it is difficult to attribute any changes to the scheme. However, since 2016 there have been reductions in the number of accidents and casualties. The collisions involving cyclists are much higher in 2015. They also rose in 2017 and 2018, before dropping in 2019 and 2020. This can be linked with a decrease in vehicular flows in the area between 2019 and 2020 (Section 3.2), conversely there are increase in cycle flows in this period (Section 4) and hence benefits of the scheme can be seen.

6.2 SUMMARY

6.2.1 To summarise, in general, across the four Berkshire authorities there has been some decreases in accidents and casualties. However, there have also been decreases in flow. This means that the scheme is not necessarily safer due to the proportional reduction. However, if the scheme is causing the reduction in flow and not just the pandemic, which is resulting in reduced accidents and casualties, this can only be seen as a positive.

6.2.2 There have been some decreases in accidents involving cycles although possibly not attributed to the scheme due to decreases in cycle flows. However, in Bracknell Forest accidents involving cycles remain constant despite cycle flow increases.

7 ECONOMIC ASSESSMENT

7.1 LINKS TO WIDER GROWTH AND NETWORK ACTIVITY

7.1.1 The NCN 422 ties into wider growth and network activity in each of the four Berkshire authorities. It supports commuters by linking residential developments (existing and proposed) to key employment areas and town centres on the A4/A329 corridor: Newbury, Thatcham, Theale, Reading, Winnersh, Wokingham, Bracknell and Ascot. It connects existing local and national cycle infrastructure, enhancing connectivity locally and more strategically.

7.1.2 The route can be accessed by almost 600,000 residents within a 20-minute cycle, and 250,000 residents within a five-minute cycle.

7.1.3 More than 40,000 new homes are due to be delivered across West Berkshire, Reading, Wokingham and Bracknell Forest within each local authority's respective plan period. The projected growth in housing across the Thames Valley will require greater investment in walking and cycling infrastructure to limit the increasing pressure on the local network. The NCN 422 helps to serve them and reduce their impact on the highway network by encouraging new residents to switch to cycling for appropriate journeys.

7.1.4 The growth of the TVB LEP employment area is reliant upon transport and communications and the TVB Strategic Economic Plan states that the "biggest single risk to the future economic contribution of TVB concerns our transport and communications infrastructure". The NCN 422 will provide improved access to key employment centres and town centres by cycle, which will also help reduce the number of motor vehicles on the existing highway network. This will have economic benefits for the Thames Valley in terms of reduced congestion, improved employee productivity and improved health.

7.2 VALUE FOR MONEY

7.2.1 As found in section 2.2 there was an overspend of 2%, this will mean a minimal worsening in the Present Value of Cost and associate BCR. Since it is only slight, an updated value is not necessary.

8 CARBON IMPACTS

8.1.1 Within the business case in the economic case, greenhouse gases were not assessed since the scheme concerns cycling and there would be no impact on greenhouse gases.

8.1.2 The impact of the NCN 422 on air quality and vehicle emissions was assessed. It was assumed that the households within a 200m radius of the scheme would be affected by changes in air quality. This suggests that 25,123 households along the route will directly benefit from improved air quality as a result of reduced traffic and congestion on the local highway network. This results in a slightly beneficial impact of the scheme on air quality.

8.1.3 Looking at Sections 3 and 4 to compare vehicle and cycle flows:

- In West Berkshire both vehicle numbers and cycles flows have dropped but it is likely due to being as a result of the COVID 19 pandemic.
- In Reading, in general vehicle flows have been steadily decreasing. Cycle flows have increased when the scheme was complete in 2018 and have since decreased but are still above pre-scheme levels.
- In Wokingham, initially post scheme completion most cycle flows increased briefly, before dropping away and then decreasing more during the pandemic.
- In Bracknell Forest, vehicle flows have been steadily decreasing . Since the final part of the scheme was completed in mid-2020 which was during the pandemic there is little post scheme data, and what exists shows mixed results in cycle flows as a result of the pandemic and changing behaviours since. The 5-year after report may give better results.

8.1.4 As a result of vehicle numbers decreasing there will have likely been an improvement in air quality as a result of reduced vehicle emissions and less congestion.

8.1.5 On the Wokingham Phase 4 section along London Road, plastic kerbs were used as a trial. 1.321 km of plastic kerbing was installed. This led to a carbon saving of 40 Tonnes compared to concrete kerbing. This also had Health and Safety/manual handling benefits as the kerbs are lighter than traditional concrete kerbs, requiring no lifting equipment and fewer workers to install it. It is estimated to be up to 4 times faster to lay plastic kerbs rather than concrete kerbs. For more information see Appendix D.

9 CONCLUSION

9.1.1 From looking at the scheme objectives, the scheme has delivered a full, coherent east-west cycle link between Newbury and Ascot for commuters. Although it did not continue to Windsor for deliverability reasons. It has supported commuters by linking residential developments (existing and proposed) to key employment areas and town centres on the A4/A329 corridor. It has connected existing local and national cycle infrastructure, enhancing cycling connectivity locally and more strategically.

9.1.2 We do not have data on cycle journey times and reliability. But there is no doubt that by delivering cycle infrastructure and connecting what was in place that journey quality has improved the situation for cyclists.

9.1.3 In terms of safety, in general, across the four Berkshire authorities there has been some decreases in accidents and casualties. However, there have also been decreases in traffic flow. This means that the scheme is not necessarily safer due to the proportional reduction. However, if the scheme is causing the reduction in flow (not just the pandemic), which is resulting in reduced accidents and casualties, this can only be seen as a positive.

9.1.4 There have been some decreases in accidents involving cycles although possibly not attributed to the scheme due to decreased cycle flows. However, in Bracknell Forest accidents involving cycles remain constant despite cycle flow increases which is a positive.

9.1.5 Looking at Sections 3 and 4 to compare vehicle and cycle flows:

- In West Berkshire both vehicle numbers and cycles flows have dropped but it is likely due to being as a result of the COVID 19 pandemic.
- In Reading, in general vehicle flows have been steadily decreasing. Cycle flows have increased when the scheme was complete in 2018 and have since decreased but are still above pre-scheme levels.
- In Wokingham, initially post scheme completion most cycle flows increased briefly, before dropping away and then decreasing more during the pandemic.
- In Bracknell Forest, vehicle flows have been steadily decreasing . Since the final part of the scheme was completed in mid-2020 which was during the pandemic there is little post scheme data, and what exists shows mixed results in cycle flows as a result of the pandemic and changing behaviours since. The 5-year after report may give better results.

9.1.6 As a result of vehicle numbers decreasing there will have been an improvement in air quality as a result of reduced vehicle emissions and less congestion, helping the four Berkshire authorities to meet net zero targets and sustainability aspirations.

9.1.7 The trial of using 1.321 km of plastic kerbing on the Wokingham Phase 4 section is hugely positive so far with a 40 Tonne carbon saving and large benefits to health and safety. The five year after opening report will give a better idea of durability.

9.1.8 Therefore, the objectives have been met and the scheme is considered a success at this one-year post opening stage.

Appendix A

PRE AND POST SCHEME PHOTOS

Appendix B

SCHEME DRAWINGS

Appendix C

LINK AND CYCLE COUNT LOCATIONS

Appendix D

BENEFITS OF PLASTIC KERBING: OUTCOME OF THE LONDON ROAD, WOKINGHAM TRIAL

2 London Square
Cross Lanes
Guildford, Surrey
GU1 1UN

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Wokingham Borough Council

THAMES VALLEY PARK & RIDE SITE

Monitoring and Evaluation One Year After Opening “Lite” Report

Wokingham Borough Council

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Monitoring and Evaluation One Year After Opening "Lite" Report

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1 INTRODUCTION

1.1 THE SCHEME

1.1.1. The Thames Valley Park (TVP) Park and Ride scheme aimed to provide additional car parking spaces and an alternative travel choice for Wokingham residents to access Reading town centre by the A4 London Road. The site was originally planned to be served by an existing shuttle bus service provided by TVP between the business park and Reading town centre.

1.1.2. The Park and Ride (the scheme) was to comprise of the following:

- 277 parking spaces
- two park and ride bus stops for 12m long single decker buses
- motorcycle and cycle parking
- bus shelter facilities

1.2 SCHEME LOCATION

1.2.1. The location of the scheme is a 1.35 ha triangular, wedge shaped section of land (shown in red in Figure 1-1 below) in Wokingham Borough, 2km east of Reading town centre and south of the River Thames and west of TVP.

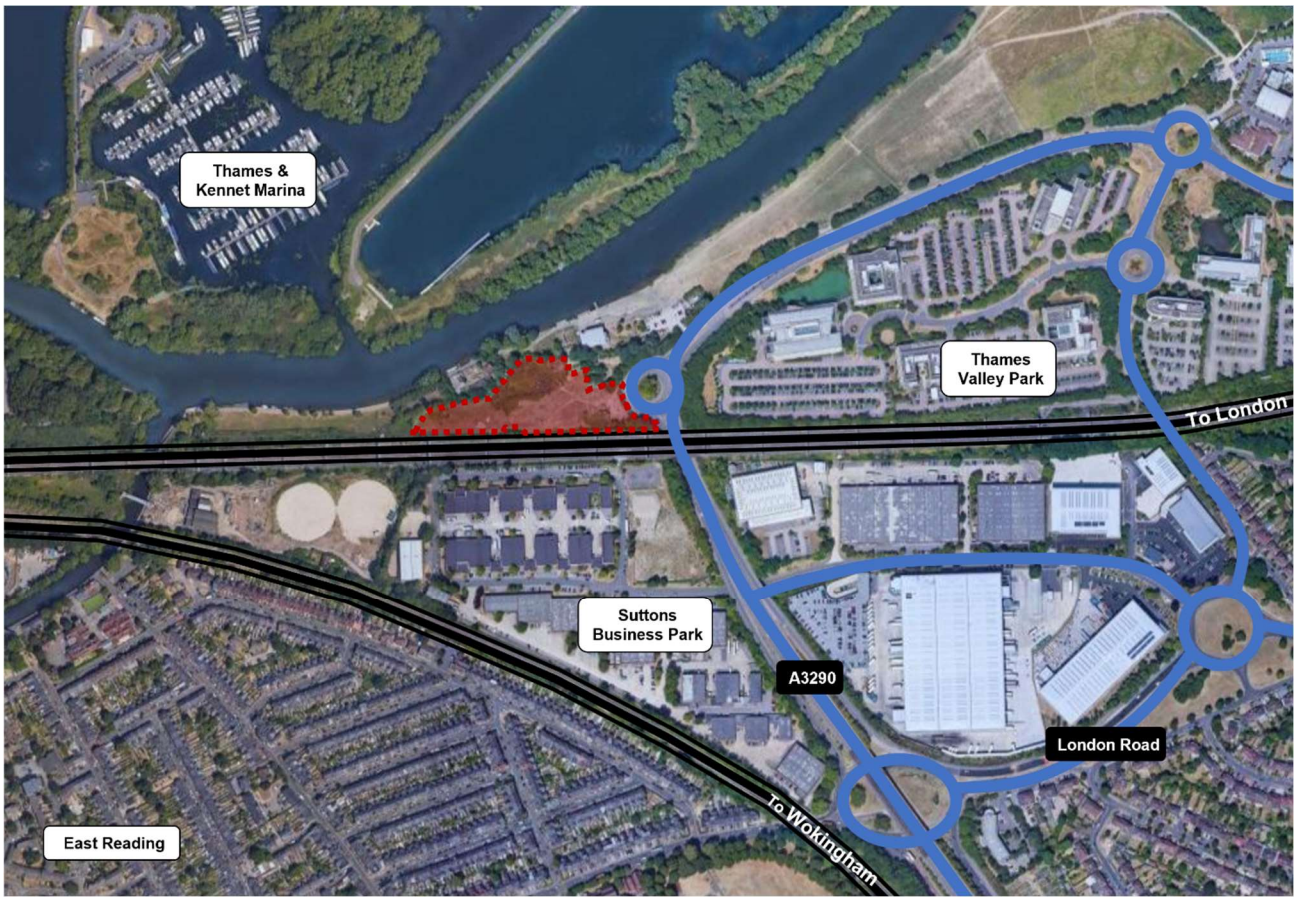


Figure 1-1: Scheme Location

1.2.2. The A3290, which becomes the A329(M) at Winnersh to the southeast, can be accessed via the TVP access roundabout. The A329(M) provides access to Junction 10 of the M4, approximately 7km to the southeast of the site. The A4 corridor between central Reading, TVP and areas in the east such as Twyford and Maidenhead, is located 0.5km to the south of the site, via the A3290. Wokingham is a major employment centre within the southeast, comprising the two major business parks of Thames Valley Park and Winnersh Triangle, which are home to large international companies, including Microsoft, Oracle, Jacobs and BG Group. Central Reading is also a key employment destination and has a growing number of large companies including HSBC, Barclays, Thames Water and Yell.

1.3 NEED FOR THE SCHEME

1.3.1. The scheme was identified by Wokingham Borough Council (WBC) as a measure to help reduce congestion on the A4 corridor, and central Reading. The A4 corridor supports 75,000 people movements per day and in 2014 experienced average daily traffic flows of approximately 22,500 vehicles. The route is heavily constrained and subject to frequent congestion and a reduction in traffic levels at peak times was required.

1.3.2. Without the introduction of the measures proposed by the Full Business Case (FBC), congestion along the A4 was understood to have remained high at peak periods and become intensified by future traffic growth from Strategic Development Locations and employment areas. The scheme was identified in the Thames Valley Berkshire Local Enterprise Partnership (TVB LEP) Implementation Plan as a result of its potential contribution to 'enhancing urban connectivity.'

1.4 PURPOSE

1.4.1. This document is the '*Monitoring and Evaluation One Year After Opening "Lite" Report*' for the scheme after it was completed in March 2021 and opened to the public as a car park in June 2021[1].

1.5 REPORT STRUCTURE

1.5.1. Following the introduction, the structure of this report includes the following:

- Chapter 2 – Monitoring and Evaluation
- Chapter 3 – Progress and Monitoring
- Chapter 4 – Lessons Learned
- Chapter 5 – Summary and Conclusions

[1] The temporary replacement 400 bus service commenced from November 2021

2 MONITORING AND EVALUATION

2.1 GUIDANCE

2.1.1. Department of Transport (DfT) guidelines as set out in the Monitoring and Evaluation Framework for Local Authority Major Schemes[2] (September 2012) and the Monitoring and Evaluation Strategy[3] (March 2013) outline the need to produce Monitoring and Evaluation Plans (MEP). The guidance identifies three tiers of monitoring and evaluation:

- 'Standard Monitoring' – where schemes monitor and report on a standard set of measures
- 'Enhanced Monitoring' - schemes costing more than £50m or which are anticipated to have a significant impact on particular indicators
- 'Fuller Evaluation' – DfT specified selection of schemes

2.1.2. Before construction and at the time of drafting the FBC, the scheme had an anticipated cost of £3.6m in 2019 prices. With overall costs at less than £50m this scheme therefore falls into the 'Standard Monitoring' tier.

2.1.3. The Monitoring and evaluation framework can demonstrate that any funding obtained has provided value for money and that any lessons learnt are captured as evidence to inform future decision making. The following measures are to be used as part of the 'Standard Monitoring' process, in order to assess a scheme in accordance with DfT guidance:

- scheme build
- delivered scheme
- costs
- scheme objectives
- travel demand
- travel times and reliability of travel times
- impact on the economy
- carbon impacts

2.2 SCOPE

2.2.1. The scope of a monitoring and evaluation report is to outline the metrics and measures (where available) used to assess the delivery and performance of a scheme, in order to determine whether the aims and objectives set out in the business case have been achieved.

2.2.2. The FBC[4] for the scheme outlined the need to undertake a monitoring and evaluation process, but a full MEP was not produced.

2.2.3. A full '*Monitoring and Evaluation One Year After Opening Report'* is not required at this stage, due to the permanent Thames Valley Park & Ride bus service not yet being in operation[5]. This has been

[2] https://www.gov.uk/government/publications/monitoring-and-evaluation-framework-for-local-authority-major-schemes

[3] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/175300/monitoring-evaluation-strategy.pdf

[4] https://www.myjourneywokingham.com/media/1493/tvp-park-and-ride-full-business-case.pdf

[5] https://www.myjourneywokingham.com/bus-travel/park-and-ride/thames-valley-park-ride/

delayed due to a significant reduction in use of bus services and especially park and ride services both across the borough and nationally as a result of the Covid pandemic.

2.2.4. A temporary bus service (Reading Buses Number 400) was until very recently in operation whilst the Winnersh Triangle Park and Ride extension is being constructed.

2.2.5. Consequently, the TVB LEP have requested a 'lite' document at this stage which includes:

- scheme details
- construction programme
- scheme costs

2.2.6. Given the above context, the TVB LEP and WBC agreed in October 2021 that the following activities were to be excluded from this 'lite' report:

- baseline report
- new transport modelling and re-evaluation of scheme benefits
- before and after traffic data
- accident analysis
- ridership of bus service

2.2.7. It is anticipated that a full '*Post Opening Monitoring and Evaluation Report'* could be provided once a full bus service has been in operation for one year. This could include a full assessment of the performance of the scheme, which has been listed above in section 1.

3 PROGRESS AND MONITORING

3.1 SCHEME DESIGN

3.1.1. To accurately measure the success of scheme delivery, before and after photos and design layouts of the scheme have been reviewed and provided in Figure 3-1 through Figure 3-4 below. The original scheme description provided in the FBC and given above (section 1), has been reviewed and compared to the actual implemented scheme outputs to identify any changes or mitigating measures that were required during scheme delivery.

PRE-CONSTRUCTION

3.1.2. The scheme design proposed the following:

- 277 parking spaces including six disabled spaces
- five motorcycle spaces
- 12 cycle stands
- two Park and Ride bus stops for 12m long single decker buses
- bus shelter facilities

3.1.3. Figure 3-1 below shows a birds-eye-view of the site before construction commenced, Figure 3-2 shows the pre-construction layout and Figure 3-3 shows the original scheme drawing[6] (also included in Appendix A at full size). Appendix B shows the landscape detailing planned for the scheme.

Figure 3-1: View of the site pre-construction

[6] Drawing TVP.SK.006

Figure 3-2: Pre-construction layout

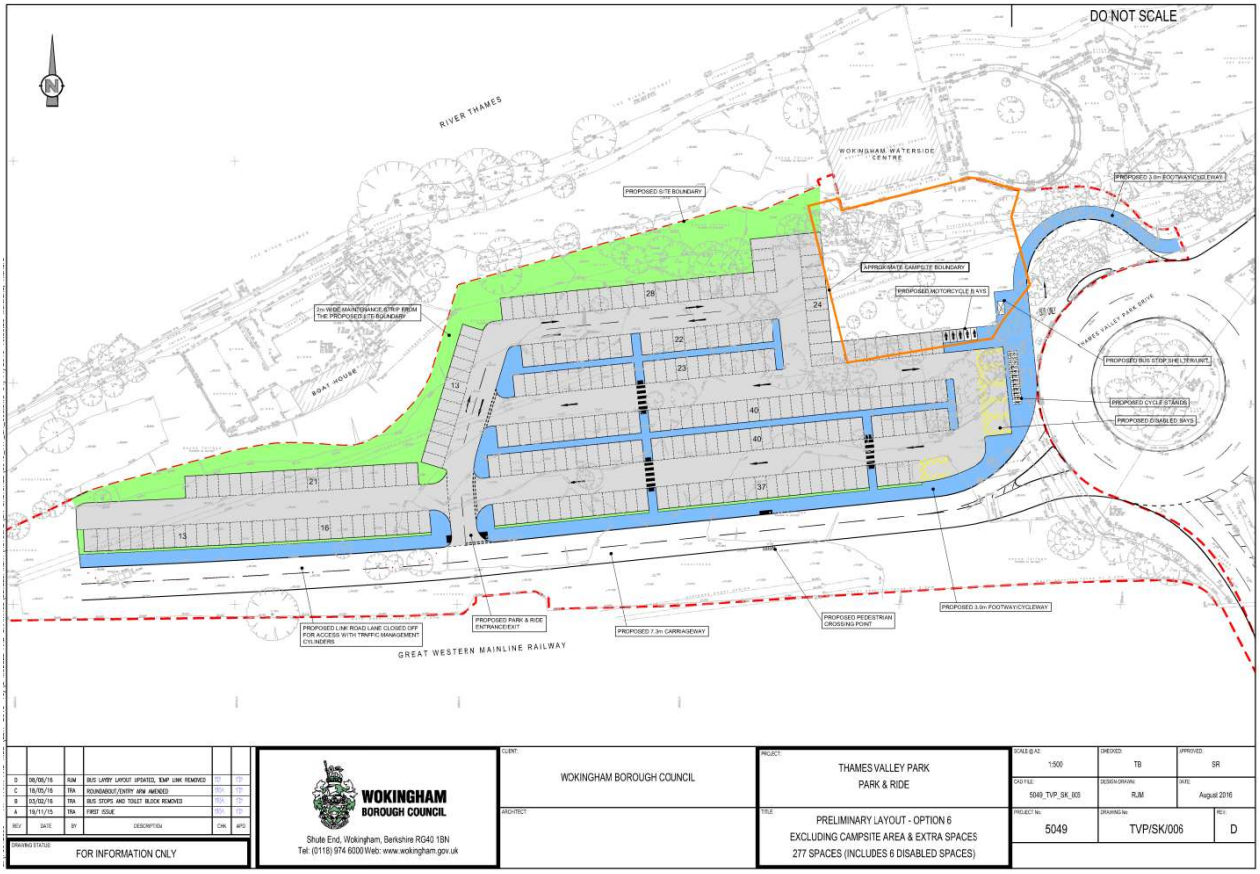


Figure 3-3 : Original scheme drawing

POST CONSTRUCTION

3.1.4. A site visit on 17th May 2022 confirmed that the completed scheme comprises of 258 car parking spaces (19 less than planned) as part of a park and ride facility including:

- 258 parking spaces including six disabled spaces
- eight motorcycle spaces
- 15 cycle stands
- one park and ride bus stop for a 12m long single decker bus
- bus shelter facilities

3.1.5. A Health and Safety Report from 14th April 2021 also identified the following infrastructure and facilities as part of the delivered scheme:

- enabling ground works to level the topography for future surfacing
- installation of tree route protection to north boundary
- associated service connections - drainage works
- electrical works - lighting columns, entrance barriers, ticket machines, CCTV etc.
- surfacing of car park and access road from the roundabout, including footways
- construction of 131m of retaining walls with associated edge protection / parapets - road markings for parking bays, bus stops, pedestrian crossing points etc.
- construction of permanent height restrictive goal posts / bunting at entrance
- construction of car park perimeter fencing

3.1.6. Figure 3-4 below shows a view of the completed scheme.

Figure 3-4: View of completed scheme

3.1.7. The following design iterations were made, which are also shown in Appendix C:

- **TQ12** – Contour levels changed giving new levels on kerbs as per 5165280-ATK-TVP-xx-SK-D-0003
- **TQ40** – As per response from principal designer, the bus stop was removed and new points issued, as per the C2 revision
- **TQ43** – SSE Telecoms Chamber raised and reconstructed by SSE as per TQ43
- **TQ69** – No information regarding colour of block paving. Client responded instructing a Brindle Block
- **BBLP Instruction CRXL0004** – The dropped kerbs and crossing point in this island has been removed as per instruction from BBLP stated above. Area has also been changed to block paving
- **BBLP Instruction** – As per instruction issued 06.03.20 – VGC moved the edging line to tie in with the corner of the wall, rather than the corduroys

3.1.8. Section 3.3 below, covers the scheme programme which shows some of the issues which led to design iterations. Lessons learned are included in section 4 which also provides further detail.

3.1.9. The site was also used as a Covid-19 testing centre during 2021[7].

3.1.10. At present, there is a private bus service operating from TVP P&R serving the Royal Berkshire Hospital (RBH). This is part of a trial with hospital staff able to park at the site and as this trial progresses it is hoped that this can be extended to visitors of RBH.

SUMMARY

3.1.11. Although there was a 19 space decrease in provision, from 277 to 258 spaces due to design changes, the overall scheme offer is largely reflective of the original scheme design with an increase in the number of motorcycle spaces and cycle stands provided.

3.2 SCHEME CONSTRUCTION COST

PRE-CONSTRUCTION

3.2.1. The FBC gave the capital cost of the scheme in 2017 prices as £3.6m, of which £2.9m was to be obtained from the LEP Local Growth Deal, with the remaining £700,000 being funded by a local contribution via a Community Infrastructure Levy (CIL)[8]. This funding split is shown in Table 3-1 below.

Table 3-1 – Pre-construction scheme funding profile (£m outturn 2017 prices rebased to 2010)

	2017/18	2018/19	2019/20	Total
Amount from LEP Local Growth Deal	0.25	1.75	0.9	2.9
Local contributions	-	-	-	-
Section 106 agreements	-	0.7		0.7
Total	**0.25**	**2.45**	**0.9**	**3.6**

[7] https://www.readingchronicle.co.uk/news/19039723.covid-19-testing-centre-will-open-thames-valley-park/
[8] https://www.myjourneywokingham.com/media/1509/c-public-accounts-table.pdf

3.2.2. The cost estimate included a 10% allowance for design and project management, a P50[9] post-mitigation allowance of £523,118 and a 15% uplift for optimism bias[10]. Maintenance and renewal costs were to be covered through parking charges via the scheme once operational.

3.2.3. Table 3-2 from the FBC gives a breakdown of the scheme cost estimate for the design, preparation and construction of the scheme, with a spend profile. The forecast does not show a breakdown for land costs, Part 1 and other claim estimates, core contract team costs, survey costs, enabling works and construction costs including risks.

Table 3-2 – Pre-construction scheme costs (£m outturn 2017 prices rebased to 2010)

	2017/18	2018/19	2019/20	Total
Detailed Design	0.25	-	-	0.25
Preparation and Construction	-	2.45	0.9	3.35
Total	**0.25**	**2.45**	**0.9**	**3.6**

3.2.4. The Benefit Cost Ratio (BCR) of the scheme was given as 3.23, meaning that the scheme would deliver £3.23 back for every £1 spent.

POST CONSTRUCTION

3.2.5. This section compares the original scheme budget with the final costs of the scheme. The final costs of the scheme were £5,336,559.36. At the time of writing the detailed breakdown of this cost was awaited. It should be noted that the scheme was substantially complete at the time of the Pandemic and as such WBC stopped reporting any further spend to the LEP; however, ongoing security and management costs throughout the period significantly impacted on the costs until the final works (including unrelated works by third parties) were concluded.

SUMMARY

3.2.6. The overspend of £1,736,559.36 was determined to be as a result of a number of factors which are summarised below:

- the Covid-19 pandemic brought about a range of delays which lead to significant cost increases and programme delays
- the scheme build was close to completion at the beginning of the pandemic in 2020, however due to the pandemic final completion was significantly delayed and took a year longer than anticipated leading to significant additional cost
- the scheme was part of a design and build contract under Option E meaning that the full design and build spend associated changes listed in paragraph 3.1.7 above could be claimed by the contractor
- ongoing post construction maintenance costs (circa £65,000 per annum) had not been established in the FBC, which stated that maintenance and renewal costs would be covered by a park and ride charge which was also not specified

[9] P50 is when 50% of estimates exceed the P50 estimate and 50% of estimates are less than the P50 estimate, meaning it is a good middle estimate.
[10] https://www.myjourneywokingham.com/media/1522/e-161005-tvp-pr-qra-risk-v2.pdf

3.3 SCHEME PROGRAMME

3.3.1. To understand if the scheme was built and delivered on time in line with key project milestones, planned delivery timescales have been reviewed against actual dates of completion. Where key milestones have not been met, an explanation of the reason/s for the delay have been provided. This information is summarised in Table 3-4 below.

PRE-CONSTRUCTION

3.3.2. A detailed scheme programme was not available at the time of drafting the FBC, therefore an indicative programme was provided (Table 3-3 below). The scheme was due to be constructed between Q2 2018 and Q1 2019.

Table 3-3 – Indicative pre-construction programme from the FBC

Key Task	Q3 2017	Q4 2017	Q1 2018	Q2 2018	Q3 2018	Q4 2018	Q1 2019	Q2 2019
Stakeholder liaison	Completed (*as of July 2017*)							
FBC Submission								
Board Consideration								
Detailed Design								
Procurement								
Construction Start								
Construction Complete								

POST CONSTRUCTION

3.3.3. Table 3-4 shows a comparison of project milestones for the scheme, pre and post construction, with associated comments for any delays given where they exist.

Table 3-4 - Programme comparison

Key Milestones	Anticipated Programme Date	Actual Programme Date	Delay	Comments
Works start	Q2 2018	January 2019	6 months	The six-month delay in starting construction was due to a range of design changes.
Completion works	Q1 2019	March 2022	1 year	The delay in scheme completion has been determined to be primarily due to the Covid-19 pandemic and a number of design changes.

SUMMARY

3.3.4. The FBC outlined the overall programme key milestones in delivering the scheme, these are then compared to the actual dates the programme occurred, these are shown in Table 3-4. The completion

of the works fell behind schedule due mainly to the Covid-19 pandemic, but also due to several changes in design.

3.4 SCHEME OBJECTIVES AND MEASURES FOR SUCCESS

OBJECTIVES

3.4.1. The FBC for the scheme outlined the intent to provide 277 car parking spaces and an alternative travel choice for residents around the Wokingham borough to access Reading town centre by the A4 London Road. The site was to be served by an existing shuttle bus service between Thames Valley Park and Reading town centre. The objectives of the scheme were to:

- **Objective 1:** Support the forecast housing growth of 13,000 units by 2026 in Wokingham
- **Objective 2:** Reduce congestion on the A4 corridor
- **Objective 3:** Encourage car drivers to access central Reading using public transport
- **Objective 4:** Support other park and rides, including Winnersh Triangle Park and Ride

3.4.2. The scheme intended to help to improve access to Reading along the A4 corridor. This improved access by public transport planned to reduce congestion and support economic growth. Between 2017 and 2026 Wokingham Borough is set to deliver 13,000 new homes, of which 4,450 are located surrounding the A329 corridor in Winnersh (450 units), North Wokingham (1,500) and South Wokingham (2,500). The scheme aimed to support this growth by providing additional public transport capacity into central Reading to accommodate the increased usage

3.4.3. As already outlined in section 1, the scheme objectives and measurements of success should be scrutinised in a future report in order to fully evaluate the overall success of the scheme.

4 LESSONS LEARNED

4.1.1. A lessons learned meeting was held on 02 November 2020, in which project performance was identified and discussed. Subsequently, the following key lessons learned were established:

- **Handover** - project handover quality needs to be improved – with the whole life scheme cost budget discussed and the business case/LEP expectations reviewed in detail
- **Governance** - project roles and responsibilities need to be better defined up front. Regular meetings to be held with the project team with spend to date against budget included on the agenda
- **Procurement** - align contractor procurement type with project budget and use Option B (Lump sum/fixed price) where possible on LEP schemes to keep spend in line with expectations

4.1.2. Additional lessons have been learned about managing a project through a health pandemic, which in this scheme's case led to unforeseen delay and unexpected, significant cost increases.

5 SUMMARY AND CONCLUSIONS

5.1 OVERVIEW

5.1.1. This '*Monitoring and Evaluation One Year After Opening "Lite" Report*' for the scheme presents the outcomes of a partial monitoring and evaluation undertaken after it was completed in March 2021 and opened to the public as a car park in June 2021.

5.1.2. This report covered the following sections:

- Monitoring and Evaluation
- Progress and Monitoring
- Lessons Learned

5.1.3. Subsequently the following conclusions have been drawn:

5.2 SCHEME DELIVERY

5.2.1. The scheme has been successfully built and opened to the public as a car park in June 2021. This comprises of 258 car parking spaces including six disabled spaces, as well as eight motorcycle spaces, 15 cycle stands and bus shelter facilities. The permanent park and ride bus service has not yet been provided given the significant reduction in use of bus services nationally and locally as a result of the Covid pandemic.

5.3 SCHEME DELAYS

5.3.1. The six-month delay in starting construction was due to a range of design changes and the one-year delay in scheme completion has been determined to be due to the Covid-19 pandemic and the design changes already mentioned.

5.4 SCHEME COST

5.4.1. The cost increase of £1,736,559.36 was determined to be as a result of a number of factors including chiefly the Covid-19 pandemic which brought about a range of delays, leading to significant cost increases. In addition, the scheme was part of a design and build contract under Option E meaning that the full design and build spend associated could be claimed by the contractor. Finally, ongoing post construction maintenance costs (circa £65,000 per annum) had not been established in the FBC but had been assumed to be covered by income from the car park serving the park & ride bus service.

5.5 LESSONS LEARNED

5.5.1. A number of lessons were learned, including project handover, governance and procurement, which have been identified in section 4; however, the main factor which lead to the scheme delays and increased costs were due to the limitations the pandemic placed upon the project.

5.6 NEXT STEPS

5.6.1. As highlighted in section 1, a full '*Monitoring and Evaluation One Year After Opening Report'* was not required at this stage.

5.6.2. It is anticipated that a full 'Post Monitoring and Evaluation Report' could be provided once a full bus service has been in operation for one year. This would include a full assessment of the performance of the scheme.

Appendix A

SCHEME DRAWING

DO NOT SCALE

RIVER THAMES

THE RIVER THAMES

WOKINGHAM WATERSIDE CENTRE

BOAT HOUSE

PROPOSED SITE BOUNDARY

2m WIDE MAINTENANCE STRIP FROM THE PROPOSED SITE BOUNDARY

APPROXIMATE CAMPSITE BOUNDARY

PROPOSED MOTORCYCLE BAYS

PROPOSED 3.0m FOOTWAY/CYCLEWAY

THAMES VALLEY PARK DRIVE

PROPOSED BUS STOP SHELTER/UNIT

PROPOSED CYCLE STANDS

PROPOSED DISABLED BAYS

PROPOSED LINK ROAD LANE CLOSED OFF FOR ACCESS WITH TRAFFIC MANAGEMENT CYLINDERS

PROPOSED PARK & RIDE ENTRANCE/EXIT

PROPOSED 7.3m CARRIAGEWAY

PROPOSED PEDESTRIAN CROSSING POINT

PROPOSED 3.0m FOOTWAY/CYCLEWAY

GREAT WESTERN MAINLINE RAILWAY

REV	DATE	BY	DESCRIPTION	CHK	APD
D	08/08/16	RJM	BUS LAYBY LAYOUT UPDATED, TEMP LINK REMOVED	TB	TB
C	18/05/16	TRA	ROUNDABOUT/ENTRY ARM AMENDED	TRA	TB
B	03/02/16	TRA	BUS STOPS AND TOILET BLOCK REMOVED	TRA	TB
A	19/11/15	TRA	FIRST ISSUE	TRA	TB

DRAWING STATUS: FOR INFORMATION ONLY

WOKINGHAM BOROUGH COUNCIL

Shute End, Wokingham, Berkshire RG40 1BN
Tel: (0118) 974 6000 Web: www.wokingham.gov.uk

CLIENT: WOKINGHAM BOROUGH COUNCIL

ARCHITECT:

PROJECT: THAMES VALLEY PARK
PARK & RIDE

TITLE: PRELIMINARY LAYOUT - OPTION 6
EXCLUDING CAMPSITE AREA & EXTRA SPACES
277 SPACES (INCLUDES 6 DISABLED SPACES)

SCALE @ A2:	CHECKED:	APPROVED:
1:500	TB	SR
CAD FILE: 5049_TVP_SK_006	DESIGN-DRAWN: RJM	DATE: August 2016
PROJECT No: 5049	DRAWING No: TVP/SK/006	REV: D

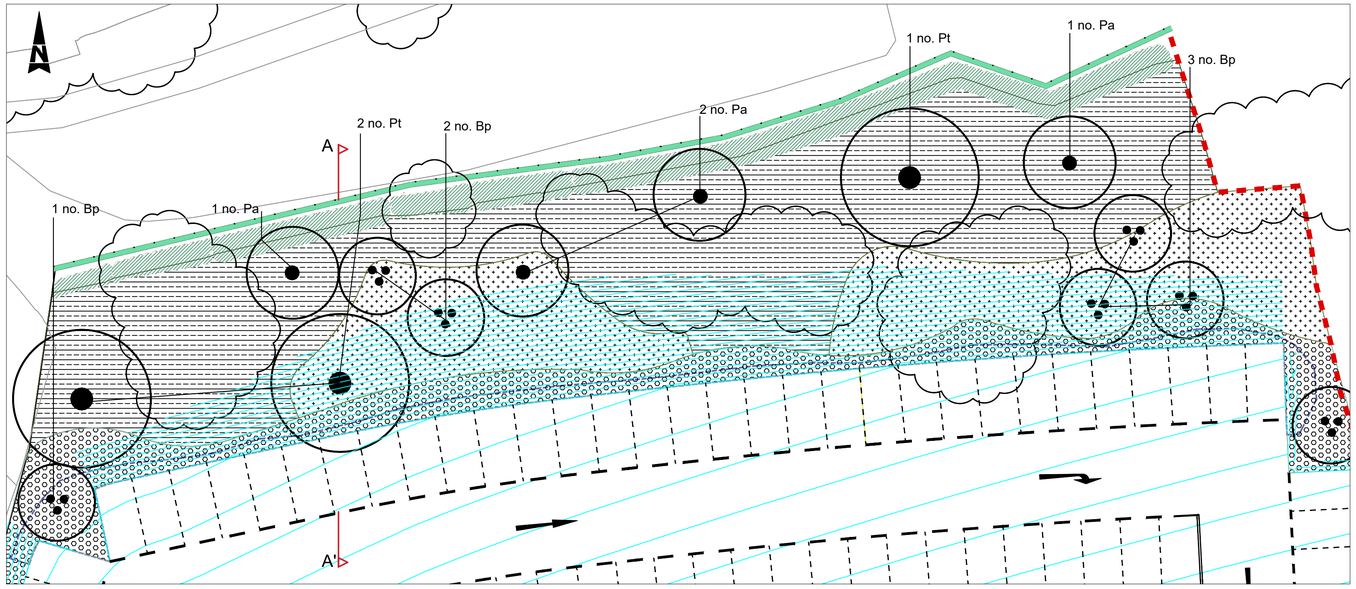
S:\70012699 - TVP PARK AND RIDE (LSTF 2015-16)\E MODELS AND DRAWINGS\DEVELOPMENT\AUTOCAD\SK SKETCHES\5049_TVP_SK_006.DWG 04/11/2016 10:36:28 Marsland, Richard

S6 a62d

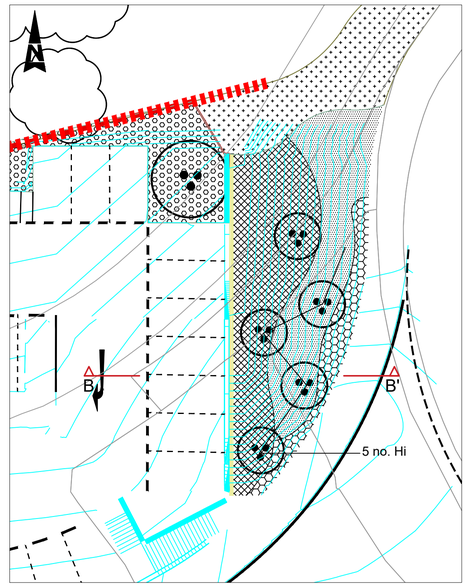
Appendix B

LANDSCAPE DETAILING

Landscape Detail Plan 1 - Scale 1/200



Landscape Detail Plan 2 - Scale 1/200



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made to the design hazard log).

1 - WORKING NEAR A ROAD AND ACCESS TO BUSINESS PARK
a) Fencing working site and provide adequate signage

2- WORKING NEAR A TRAIN LINE
a) Fence train line limits and provide adequate signage

3 - SEVERE WEATHER CONDITIONS
a) Removal of flood debris where required

b) Removal of any blockages to ditches or watercourses

4 - TRIP HAZARDS
a) All surfaces should be free of debris

b) Contractor is to construct and ensure that all surfaces are homogenous and free from pot holes and divots

5 - PLANTING FAILURE, TREES WHICH ARE OF RISK TO HEALTH AND SAFETY, DEAD, DYING OR DISEASED
a) Long term trees should be inspected on an annual basis for any signs of damage or disease

b) No ash to be planted

6 -PEDESTRIAN SAFETY
a) Ensure all working areas are effectively cordoned off to prevent unauthorized access of pedestrians into spaces undergoing works.
b) Ensure a safe distance/pathway is left for pedestrians to pass by undergoing works (minimum 2.5m width).

7 - SITE WASTE (LEFT-OVER SOIL HEAPS, TREE WORKS PLANT WASTE)
a) Ensure all waste is safely disposed of off-site before re-opening area to the public.

b) Monitor implementation check for differential settlement leading to trips.

a) Landscape contractor to inspect soiling and finished planting areas to avoid any trip hazards

8 -WORKERS SAFETY WORKING NEAR HOUSING
a) Work securely to avoid any injuries and material felling into private property.

9 - WORKERS SAFETY MANUAL LIFTING
a) Try to avoid oversized design elements for construction and maintenance of works

10- WORKERS SAFETY WORKING NEAR WALL OR STRUCTURES
a) Requires contract management during the works implementation with alternative temporary routes.

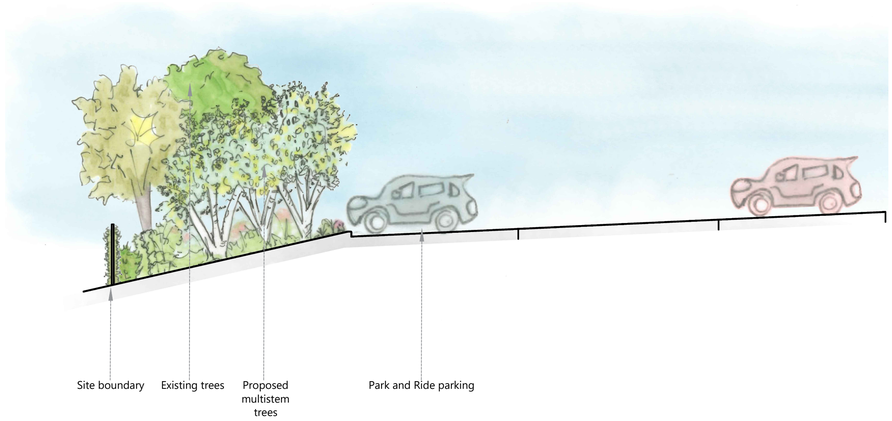
11 - WORKING NEAR THE RIVER THAMES AND THAMES PATH
a) Ensure that signs are installed indicating the river and path proximity.

NB: THIS TABLE APPLIES TO ALL DRAWINGS AND DETAILS.

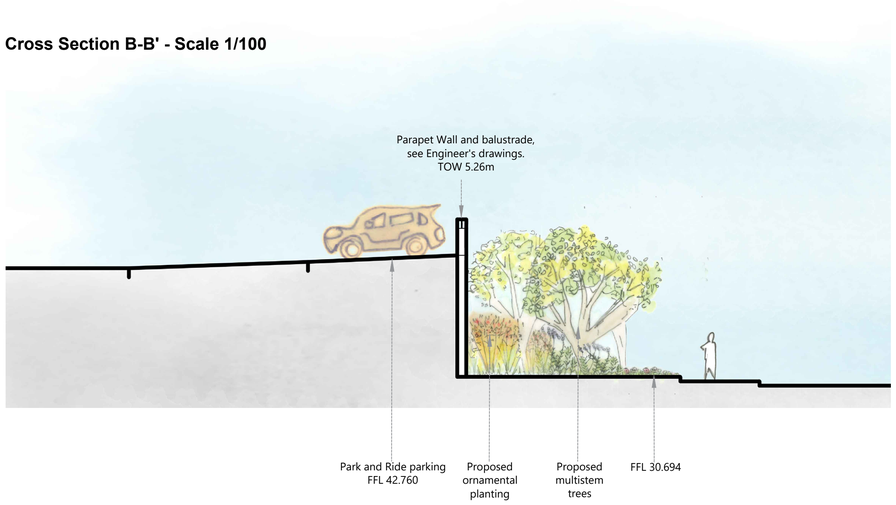
Notes:

Refer to current revision of **5165280-ATK-XX-XX-DR-L-003** and planting schedule for species details.

Illustrative Cross Section A-A' - Scale 1/100



Cross Section B-B' - Scale 1/100



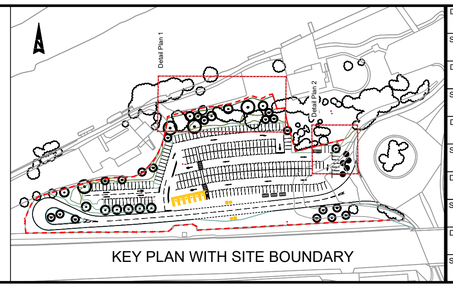
Wire mesh powder coated security fence of 1.83m height

Instant hedge of 1.25m initial height to be grown to a maximum of 2.5m

Ivy screen of 1.8 m height with incorporated fence and 3m when wall mounted

KEY:

- EuroGuard® Flatform Welded Mesh Panel or equal approved
- Hedera helix Screen module- 1.20x30x1.8 (20 cm depth)
- 76m used as fence
- 22m wall mounted
- Proposed contours
- Native Instant Hedge
- Native Mix 1
- Native Mix 2
- Mix 3 Ground cover planting
- Bulbs
- Mix 4 - Ornamental Planting Flowy Grasses with seasonal interest
- Mix 4 A - Ornamental Planting Pop of colour
- Mix 4 B - Ornamental Planting Groundcover



KEY PLAN WITH SITE BOUNDARY

Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
THIRD ISSUE						
S4	R0	CP	AS	NH	SW	23/01/2019
SECOND ISSUE						
S3	R0	CP	GS	NH	SW	22/12/2018
FIRST ISSUE						
S0	R0	ST	GS	NT	SW	17/07/2018

Drawing Suitability: SUITABLE FOR PLANNING — Status: S4

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Client: WOKINGHAM BOROUGH COUNCIL
Shute End, Wokingham, Berkshire RG40 1BN
Tel: (0118) 974 6000 Web: www.wokingham.gov.uk

Project Title: THAMES VALLEY PARK PARK & PARK & RIDE

Drawing Title: SOFT LANDSCAPE DETAIL AREAS 1 AND 2

Drawing Number: Project 5165280 | Originator ATK | Volume GEN | Location XX_XX | Type DR | Role L | Number 002

Original Size: A1 | Scale: 1:500 | Project Ref. No: 5165280 | Sheet: 1 of 1 | Rev: R0

Appendix C

DESIGN CHANGES

NAME	ROLE	ORGANISATION	SIGNATURE	DATE
Jack Davies	Engineer	VGC		04/11/2019
Dean Underdown	Project Manager	Balfour Beatty LP		04/11/2019
		ATKINS		

TQ 69 – No information regarding colour of block paving. Client responded instructing a Brindle Block.

TQ 43 – SSE Telecoms Chamber raised and reconstructed by SSE as per TQ 43

BBLP Instruction – As per instruction issued 06.03.20 – VGC moved the edging line to tie in with the corner of the wall, rather than the cordurovs.

BBLP Instruction CRXL0004 – The dropped kerbs and crossing point in this island has been removed as per instruction from BBLP stated above. Area has also been changed to block paving

TQ 40 – As per response from principal designer. The bus stop was removed and new points issued, as per the C2 revision.

TQ 12 – Contour levels changed giving new levels on kerbs as per 5165280-ATK-TVP-zz-SK-D-0003

NOTES:
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. FOR TYPICAL CROSS-SECTIONS REFER TO DRAWING NO. 5165280-ATK-GEN-XX_XX-DR-CH-001100,1101 & 1102.
3. FOR LANDSCAPING DETAILS REFER TO DRAWING NO. 5165280-ATK-GEN-XX_XX-L-CH-000001,000002 & 000003.
4. FOR RETAINING WALL DETAILS REFER TO DRAWING NO. 5165280-ATK-GEN-XX_XX-ST-CH-000510,000530 & 000531.
5. FOR DRAINAGE LAYOUT DETAILS REFER TO DRAWING NO. 5165280-ATK-GEN-XX_XX-DR-D-000001

PARKING SPACE TOTALS

ZONE	STANDARD	DISABLED	EV CHARGING	MOTOR CYCLE	BICYCLE STANDS
TOTAL	248	6	4	8	12

LEGEND:
- HB2 KERB LINE
- CS2 KERB LINE
- ROAD CENTRE LINE
- OVERHEAD ELECTRICITY CABLES
- UNDERGROUND GAS PIPELINE
- UNDERGROUND ELECTRICITY / FIBRE OPTIC CABLE
- PROPOSED RETAINING WALL
- SITE BOUNDARY
- EXISTING ELECTRICITY POLE
- SECTION MARKER
- PROPOSED LIGHTING COLUMN
- PROPOSED ACCESS ROAD CARRIAGEWAY
- PROPOSED IMPERMEABLE CAR PARKING BAYS
- PAVER BLOCK
- TARMAC FOOTWAY
- PROPOSED PERMEABLE CAR PARKING BAYS
- PROPOSED PEDESTRIAN ROUTE
- PROPOSED LANDSCAPING
- PROPOSED BUS SHELTER
- PROPOSED IMPERMEABLE CAR PARKING AISLES
- TACTILE PAVING

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made to the design hazard log).

Construction: NONE

Maintenance / Cleaning: NONE

Use: NONE

Decommissioning / Demolition: NONE

Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
S0	R1	ST	GS	NT	SW	29/06/18
S0	R0	ST	GS	NT	SW	17/07/18

TIE-IN DETAILS TO EXISTING UPDATED
FIRST ISSUE

Drawing Suitability: SUITABLE FOR PLANNING — Status: S0

ATKINS, Epsom Gateway, Ashley Avenue, Epsom, Surrey, KT18 5AL. Tel: +44 (0) 372 726140 Fax: +44 (0) 372 740055 www.atkinsglobal.com

Client: WOKINGHAM BOROUGH COUNCIL, Shute End, Wokingham, Berkshire RG40 1BN, Tel: (0118) 974 6000 Web: www.wokingham.gov.uk

Project Title: THAMES VALLEY PARK PARK & RIDE

Drawing Title: GENERAL ARRANGEMENT

Drawing Number: Project 5165280 | Originator ATK | Volume GEN | Type XX_XX | Role DR | Number CH 000100

Original Size A1 | Scale 1:500 | Project Ref No. 5165280 | Sheet 1 of 1 | Rev R1

Plotted: 11/01/2019 15:06:57 By: NAG0713

Appendix D

RISK REGISTER

Probability	Min	Max	Score
Very Likely	60%	100%	5
Likely	30%	60%	4
Fairly Likely	10%	30%	3
Unlikely	5%	10%	2
Very Unlikely	0%	5%	1
Cost Impact	**Min**	**Max**	**Score**
VH	£250,000	£500,000	5
H	£125,000	£250,000	4
M	£62,500	£125,000	3
L	£31,250	£62,500	2
VL	£1	£31,250	1

	Category
Threat	Technical
Opportunity	Commercial
Estimate Uncertainty	Reputational
	Safety
	Environmental
	Organizational
	Aesthetic
	Approval
	Construction
	Showstopper
	Non cost risk

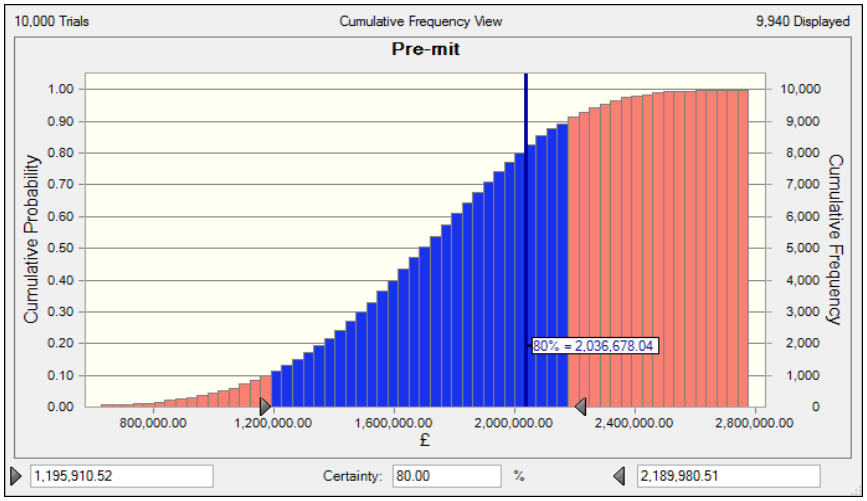
	TVP P&R		PRE - MITIGATION								RESIDUAL RISK POST MITIGATION		
Risk ID	Risk Description	Threat / Opportunity	Probability of Occurrence	Cost Impact if Occurs	Overall Risk Score	Risk Response	Risk Org	Risk Mitigation Owner	Cost of Risk Intervention	Cost Estimate Notes	Probability of Occurrence	Cost Impact if Occurs	Overall Risk Score
	PROJECT RISKS												
1.1	Land required currently in Oracle ownership	Threat	Very Likely	VH	25	Met with Oracle (4/8/15) and land will be passed to WBC. Draft Heads of Terms sent to Oracle solicitors on 6/6/16.	WBC		£0	Initial discussions taken place with land owners	Unlikely	VH	10
1.2	Wokingham Waterside Centre objecting to application	Threat	Fairly Likely	M	9	Met with WWC and have ensured that campsite retained and made WWC aware.	WBC		£0		Unlikely	M	6
1.3	Potential of GCN present nearby	Threat	Fairly Likely	H	12	Met with WBC. They are aware of neighbouring pond and say Oracle have tested it and found no GCN.	WBC		£0	Detailed surveys already undertaken	Very Unlikely	H	4
1.4	SGN Gas Main obstructing construction	Threat	Very Likely	VH	25	Initial Correspondence positive. Detailed Design will ensure elevation of access road is not reduced below current ground level over pipe. On 5/5/16 asked that "options other than gabion wall" would be preferred. Detailed design to be sent to SGN once available. SGN have asked that road is not built on top of existing gas valve. CM	WBC		£0	Detailed discussions have taken place with SGN	Unlikely	VH	10
1.5	TVP Directors not allowing use of TVP Shuttle	Threat	Very Likely	VH	25	Actions to be taken to persuade TVP Directors of benefits. TVP Management comfirmed 10/5/16 that the Board agrees in principle with draft heads of terms.	WBC/TVP		£0		Unlikely	VH	10
1.6	SSE works on overhead power lines - potential cost savings missed or design conflicts	Threat	Very Likely	VH	25	Met with SSE and have submitted request for cost estimates for diversions in two scenarios (one where the TVP P&R diversion and SSE work happen together, the second where they do not).	WBC/SSE		£0	Discussions already conducted with SSE and factored into scheme	Unlikely	VH	10
1.7	Allocated budget does not cover the cost to design and implement the scheme	Threat	Unlikely	M	6	Capital programme allocation within each council should be used to supplement delivery where possible	WBC		£0	Unknown Value	Unlikely	M	6
1.8	Opposition from key stakeholders	Threat	Fairly Likely	M	9	Early consultation exercises and continued consultation with key stakeholders	WBC		£0		Unlikely	M	6
1.9	Statutory Utilities in existing verges and road areas	Threat	Likely	H	16	Early C2 collation and adjustment to design as required plus C3 stats design processes.	WBC		£20,000	Need for detailed C2 and trial hole informaiton, costs for contractor trial holes or Sumo surveys only at key locations	Unlikely	H	8
2.0	Lack of topographical information	Threat	Unlikely	M	6	Check and update current land survey information for council sections and organise any missing or commission new surveys.	WSP|PB		£0	Detailed surveys already undertaken	Very Unlikely	M	3
2.1	Failure to agree on technical design issues	Threat	Likely	M	12	Internal discussions between various authority technical officers with input from modelling work. Road safety audits will be needed on detailed design.	WBC/WSP|PB		£0	Application already submitted, detailed design already agreed	Fairly Likely	M	9
2.2	Lack of co-ordination with other highway works	Threat	Very Unlikely	M	3	Early discussions over highway access arrangements and section 50 notices.	WBC		£0	Officer Role	Unlikely	M	6
2.3	Unforeseen ecological sensitivities	Threat	Very Likely	H	20	Ecology survey undertaken for and plan for any risks	WBC/WSP|PB		£0		Unlikely	H	8
2.4	Supply chain insolvencies	Threat	Unlikely	M	6	Local Term Contractor to be used for delivery, existing contract in place	WBC		£0		Unlikely	L	4

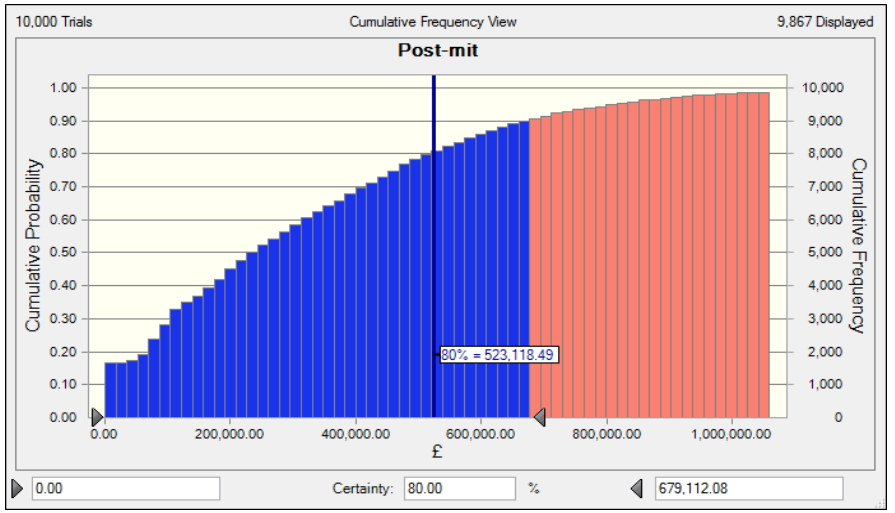
The results of the Monte Carlo simulation are recorded below. Please note the following:
1. Risks can be either threats or opportunities. The convention used here is that threats are expected to add cost to the project and therefore they are numerically positive in value and opportunities are expected to remove cost from the project and therefore they are numerically negative.
2. Confidence levels are derived from the simulation. For example the P80 risk value represents the risk value that 80% of the simulation results were equal to or below. Therefore, in theory, if the contingency value were set at the P80 value you could be 80% certain that it would be sufficient.
3. The simulation was run with 10,000 iterations

Scheme Value: £3,200,000

	Pre-Mitigation	Post-Mitigation
P_0	£116,387	£0
P_{50}	£1,714,417	£242,062
P_{80}	£2,036,678	£523,118
P_{100}	£2,876,353	£1,607,040

Pre-Mitigation Mean Risk	**£**	**1,700,998**	53%
Post Mitigation Mean Risk	£	305,007	10%
Estimated Cost of Mitigation	£	20,000	
	£	**325,007**	10%





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wsp.com

Bracknell Forest Council

A3095 Corridor Improvements

12 Month Evaluation Report

1 Introduction

1.1 BACKGROUND

1.1.1 In 2018, Bracknell Forest Council submitted a business case to the Thames Valley Berkshire Local Enterprise Partnership (TVBLEP) to secure funding for improvements to the A3095 corridor.

1.1.2 The primary objectives of this business case are set out below.

Table 1.1 – Scheme objectives and measures of success

Scheme Objective	Desired outcomes	Measurement	Acceptable Threshold
Reduce north-south journey times	Reduction in travel time	Conduct peak hour journey time surveys	10% reduction in peak hour journey times
Improve journey time reliability for all road users	Reduction in day-to-day variability of travel time	Conduct peak hour journey time surveys across a number of days	5% reduction in day-to-day travel time variability
Improve accessibility to Bracknell Town Centre and employment areas	Reduction in journey times to and from the town centre and employment areas	Conduct peak hour journey time surveys	10% reduction in peak hour journey times
Improve connectivity to the Strategic Road Network	Reduction in journey times to and from the strategic road network	Conduct peak hour journey time surveys	10% reduction in peak hour journey times
Improve road safety and reduce the risk of accidents	Reduction in accidents along the scheme corridor	Analyse road traffic collision data along scheme corridor	5% reduction in accidents along the scheme corridor

1.1.3 This corridor runs from Rackstraw crossroads, which is between Sandhurst and College Town in the south of the Borough, through central Bracknell and north towards Hawthorn Hill in the north of the Borough. It forms part of the original inner ring road developed in

the post-war years, and the main capacity constraints today are the junctions where radial and orbital routes intersect.

1.1.4 The project focussed on the stretch of the corridor between Hanworth Roundabout (A3095 Mill Lane / South Hill Road / Hanworth Road / A3095 Crowthorne Road / Great Hollands Road) and the Golden Retriever Roundabout (A3095 Crowthorne Road / New Forest Ride / A3095 Foresters Way / Nine Mile Ride) to the south of Bracknell Town Centre. It also included associated junction improvements at Hanworth Road / Ringmead and minor alterations to the A3095 Crowthorne Road corridor.

1.1.5 This particular stretch of the route between the Hanworth Roundabout and Golden Retriever intersections with the A3095 corridor had been identified for improvement, as it had become characterised by poor journey times and peak hour traffic queuing in both directions. This was particularly so on the A3095 Mill Lane arm of the Hanworth Roundabout.

1.1.6 As a result of the delays experienced on the Mill Lane approach to Hanworth Roundabout, it was observed that significant numbers of vehicles were exiting the A3095 at Wildridings Roundabout and bypassing Mill Lane on the adjacent Ringmead before re-joining the route via Great Hollands Road. This rat running was causing disruption to local residents, so any improvements had to derive a solution to this issue.

1.1.7 Solutions were therefore developed to address these issues, thus improving journey times and traffic flows, improving safety and reducing carbon emissions. They were also developed to help improve accessibility for non-car modes. The improvements were designed to create a managed corridor and gate the traffic levels through the junctions, particularly in the southbound direction.

1.1.8 This report has been prepared to evaluate the 12-month performance of the improvements to this section of the A3095 corridor in line with the requirements of TVBLEP.

1.2 SCHEME DETAILS

1.2.1 The works undertaken included;

- Replacement of Golden Retriever Roundabout with a fully signalised junction. This improvement also included the introduction of MOVA to control the signals at the junction. This scheme was one of the mitigation measures required to help unlock the nearby 1,000-unit housing development at the Transport Research Laboratory.

- Capacity improvements to the existing signalised arrangement at Hanworth Roundabout, including the provision of a direct two-laned link through the roundabout to connect Mill Lane southbound with Crowthorne Road westbound and upgrading of the signal equipment and controller. This improvement also included the introduction of MOVA to control the signals at the junction.
- Improvements to the existing junction at Ringmead / Hanworth Road to a fully signalised junction that is now linked to the new signals on the Hanworth Roundabout. This improvement also included the introduction of MOVA to control the signals at the junction.

1.2.2 These improvements were part of a wider programme to improve access between the M3 and M4 via the A3095, A329 and A329M.

2 Scheme Build

2.1 PROJECT PROGRAMME

2.1.1 Planning for the improvements commenced in 2018 with detailed design and auditing being undertaken throughout 2019.

2.1.2 The key delivery stages were detailed on the project programme which was modified because of the Covid restrictions. It outlined an overall 11-month construction period to complete the improvements to the corridor from June 2020 to May 2021.

2.1.3 The original pre-Covid programme was set to commence in late July 2020 at the start of the school holidays, however when the Covid restrictions were introduced in March 2020, this enabled earlier commencement of the works, thus benefiting from the quiet roads.

2.1.4 The original pre-Covid programme had been planned for work on both junctions to take place during off-peak hours, with lane closures implemented between the AM and PM peak periods. During the Covid lockdown, this was no longer a requirement due to the extremely low level of traffic. This allowed the working days to be extended, thus enabling the works to be completed approximately three months earlier than originally planned. However Due to Covid restrictions with social distancing and sourcing materials during those difficult times, any time saved was offset by increased costs.

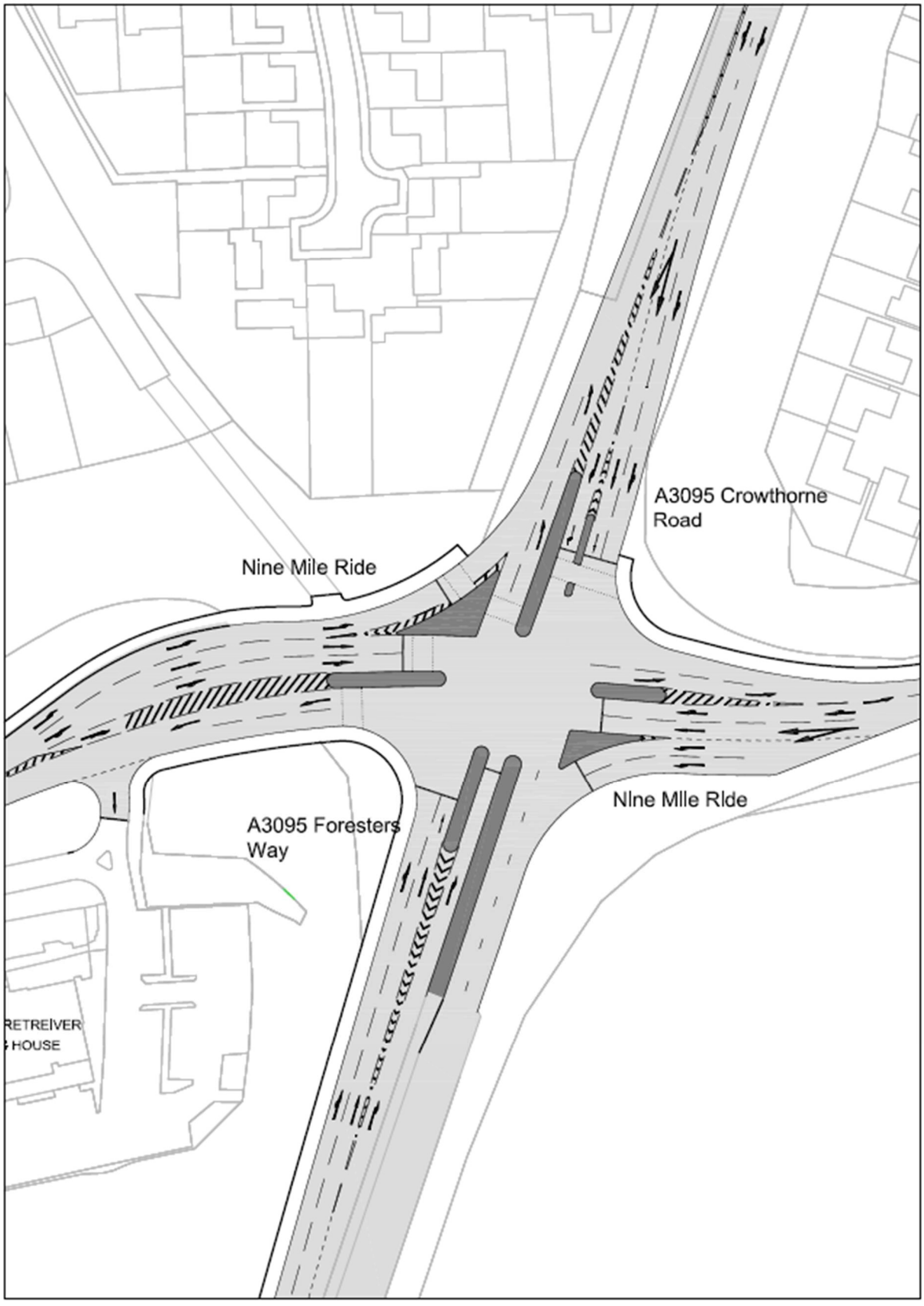
2.2 SCHEME CONSTRUCTION – GOLDEN RETRIEVER

2.2.1 Between June 2020 and May 2021, BFC delivered improvements to the Golden Retriever Roundabout. The works on this junction consisted of eight phases programmed to be constructed in the most time-efficient way and reducing disruption to traffic remaining on the roads to a minimum.

2.2.2 The programme commenced with the widening of Foresters Way to develop the dedicated right turn lane into Nine Mile Ride. This was followed closely by the removal of the central island of the roundabout and removal of the traffic islands around it. Traffic management was set out to create a temporary central island while the works continued.

2.2.3 Following this, construction of the signalised junction continued, with the improvements to each arm intertwined with the final phase of installing the traffic islands on them, along with the associated signal infrastructure. The traffic signals were commissioned in May 2021.

Figure 1 – Golden Retriever signalised junction



2.3 SCHEME CONSTRUCTION – HANWORTH ROUNDABOUT

2.3.1 Between June 2020 and May 2021, BFC delivered improvements to Hanworth Roundabout and the junction of Hanworth Road / Ringmead.

2.3.2 The construction commenced on the Crowthorne Road arm of the junction, working round the junction in a clockwise direction modifying each arm in turn to accommodate the capacity improvements designed.

2.3.3 Whilst the works around the periphery of the roundabout were underway, the construction of the two-lane southbound flythrough was undertaken, with the final traffic signal installation and commissioning taking place in May 2021.

2.3.4 While the final phases of the construction of the Hanworth Roundabout improvement were being completed, development of the new signalised junction at Hanworth Road / Ringmead with associated pedestrian / cycle crossing facilities was undertaken between March and April 2021, with commissioning taking place at the same time as the main roundabout.

Figure 2 – Hanworth Roundabout

3 Scheme Costs

3.1 BUDGET ESTIMATE

3.1.1 The project commenced in 2018 with an estimated cost of £8,019,000, comprising £5.519M funding from the TVBLEP and a £2.5M local contribution.

3.1.2 The projected cost breakdown over the life of the project was as follows

Table 3.1 – Projected annual budget requirements

Financial Year	Cost	TVBLEP	BFC
2018/2019	£200,000	£200,000	
2019/2020	£1,800,000	£1,800,000	
2020/2021	£6,019,000	£3,519,000	£2,500,000
Total	**£8,019,000**	**£5,519,000**	**£2,500,000**

3.2 PROJECT SPEND

3.2.1 Upon completion, the project came in just over £10.3M, with the overspend covered by BFC.

3.2.2 This was primarily down to the impact of Covid restrictions and a design revision that had been prompted by an alternative layout that reduced the ecological impact of the original design. By modifying the proposals for Hanworth Roundabout we were able to provide similar capacity improvements but without the need for a significant loss of trees that would have been removed with further widening of Crowthorne Road. In addition to this, the budget also increased due to extra greening works and additional measures had to be introduced to comply with social distancing regulations alongside the increased cost of materials during the construction period.

4 Delivered Scheme

4.1 HANWORTH ROUNDABOUT

Photo 1 – Hanworth Roundabout looking south before improvements (image from Google Maps)

Photo 2 – Hanworth Roundabout looking south after improvements (image from Google Maps)

Photo 3 – Hanworth Roundabout looking north before improvements (image from Google Maps)

Photo 4 – Hanworth Roundabout looking north after improvements (image from Google Maps)

4.2 HANWORTH ROAD / RINGMEAD SIGNALISED JUNCTION

Photo 5 – Hanworth Road / Ringmead before improvements (image from Google Maps)

Photo 6 – Hanworth Road / Ringmead after improvements (image from Google Maps)

4.3 GOLDEN RETRIEVER SIGNALISED JUNCTION

Photo 7 – Golden Retriever Roundabout looking south before improvements (image from Google Maps)

Photo 8 – Golden Retriever signalised junction looking south after improvements (image from Google Maps)

Photo 9 – Golden Retriever Roundabout looking west before improvements (image from Google Maps)

Photo 10 – Golden Retriever signalised junction exit looking west after improvements (image from Google Maps)

5 Travel Demand

5.1 OBSERVED TURNING COUNTS

5.1.1 Junction turning counts were undertaken in March 2019 and were repeated in September 2022 to illustrate the pre and post implementation effect of the corridor improvements. The construction of the improvements occurred during the national lockdown due to the Covid-19 pandemic, so the positive effects of the improvements were also seen against a backdrop of travel demand that had been permanently changed by the events of the preceding 14 months.

5.1.2 Surveys were undertaken at the following junctions.

- Wildridings Roundabout (2019 & 2022),
- Hanworth Roundabout (2019 & 2022),
- Hanworth Road / Ringmead priority junction (2019),
- Hanworth Road / Ringmead signalised junction (2022),
- Golden Retriever Roundabout (2019); and
- Golden Retriever signalised junction (2022).

5.1.3 All of the junctions were surveyed in the AM (07:00-10:00) and PM (16:00-19:00) peak periods with queue lengths observed at five-minute intervals across all arms.

5.1.4 As previously noted, the original layout of Hanworth Roundabout gave rise to significant levels of queuing and delay, particularly along the A3095 Mill Lane arm of the junction.

5.1.5 As a result of this, large numbers of vehicles were observed leaving the A3095 via Wildridings Roundabout and proceeding along Ringmead adjacent to Mill Lane. They would then re-join the A3095 at Hanworth Roundabout via Great Hollands Road, further compounding the delay for vehicles on Mill Lane who would have to give way to vehicles approaching from the right as per the Highway Code.

5.1.6 This created a continuous loop of delay and therefore resulted in increasing queue levels along A3095 Mill Lane.

5.1.7 To understand the impact of the improvements on the observed rat running along Ringmead, automatic number plate recognition surveys were undertaken in 2015 and again in 2022 to assess any changes in the volume of traffic undertaking the bypass from the A3095.

5.2 WILDRIDINGS ROUNDABOUT

5.2.1 Tables 5.1 and 5.2 below show the total number of vehicles passing through the junction during the busiest hours of the AM and PM peak periods for both 2019 and 2022.

Table 5.1: Total vehicles entering Wildridings Roundabout: AM Peak

AM Peak	Total Vehicles
March 2019	4222
Sept 2022	3550
change from 2019	**-15.9%**

Table 5.2: Total vehicles entering Wildridings Roundabout: PM Peak

PM Peak	Total Vehicles
March 2019	3714
Sept 2022	3446
change from 2019	**-7.2%**

5.2.2 This reduction in traffic is in part a reflection of the changes in travel patterns brought about by the Covid 19 pandemic as it reflects a trend seen across the borough.

5.2.3 A comparison of Annual Average Daily Traffic (AADT) recorded along this part of the corridor between 2019 and 2022 shows an approximate 12% reduction, a figure that was also recorded on the adjacent A322 corridor. The numbers at this junction clearly therefore reflect this trend.

5.3 HANWORTH ROUNDABOUT

5.3.1 Tables 5.3 and 5.4 below show the total number of vehicles passing through the junction during the busiest hours of the AM and PM peak periods for both 2019 and 2022.

Table 5.3: Total vehicles entering Hanworth Roundabout: AM Peak

AM Peak	Total Vehicles
March 2019	4523
Sept 2022	3834
change from 2019	**-15.2%**

Table 5.4: Total vehicles entering Hanworth Roundabout: PM Peak

PM Peak	Total Vehicles
March 2019	3566
Sept 2022	3621
change from 2019	**+1.5%**

5.3.2 This reduction in traffic in the AM peak is in part a reflection of the changes in travel patterns brought about by the Covid 19 pandemic as it is a trend seen across the borough.

5.3.3 The small increase in traffic in the PM peak reflects the reduction in rat running along the adjacent Ringmead, brought about by the improvements. These are discussed further in Section 5.6. Although the overall corridor has seen a reduction in traffic levels, this has been offset at Hanworth Roundabout by the rerouting of traffic that had previously been rat running along Ringmead to bypass queuing on Mill Lane. This has resulted in a greater throughput of traffic at the junction.

5.4 HANWORTH ROAD / RINGMEAD

5.4.1 Tables 5.5 and 5.6 below show the total number of vehicles passing through the junction during the busiest hours of the AM and PM peak periods for both 2019 and 2022.

Table 5.5: Total vehicles entering Hanworth Road / Ringmead: AM Peak

AM Peak	Total Vehicles
March 2019	1312
Sept 2022	1581
change from 2019	**+20.5%**

Table 5.6: Total vehicles entering Hanworth Road / Ringmead: PM Peak

PM Peak	Total Vehicles
March 2019	1533
Sept 2022	1596
change from 2019	**+4.1%**

5.4.2 The increase in traffic reflects the improved efficiency and control at the junction resulting in a greater throughput of traffic.

5.5 GOLDEN RETRIEVER

5.5.1 Tables 5.7 and 5.8 below show the total number of vehicles passing through the junction during the busiest hours of the AM and PM peak periods for both 2019 and 2022.

Table 5.7: Total vehicles entering Golden Retriever junction: AM Peak

AM Peak	Total Vehicles
March 2019	4036
Sept 2022	3709
change from 2019	**-8.1%**

Table 5.8: Total vehicles entering Golden Retriever junction: PM Peak

PM Peak	Total Vehicles
March 2019	3810
Sept 2022	3358
change from 2019	**-11.9%**

5.5.2 This reduction in traffic is in part a reflection of the changes in travel patterns brought about by the Covid 19 pandemic as it is a trend seen across the borough.

5.5.3 A comparison of AADT between 2019 and 2022 showed a 22% reduction in traffic in the vicinity of the junction along Crowthorne Road. The smaller reduction at this location shown above is due to drivers' improved ability to cross the junction in an east – west direction following the upgrade.

5.5.4 This improvement has also significantly reduced queuing levels along Nine Mile Ride heading westbound, thus reducing delay.

5.6 RINGMEAD RAT RUNNING ANALYSIS

5.6.1 Surveys undertaken in 2015 prior to the improvement works illustrated the scale of the issue of rat running along Ringmead to bypass the queue formed where A3095 Mill Lane joined the Hanworth Roundabout.

5.6.2 The surveys undertaken indicated that 290 out of 432 vehicles (67%) turning left into Ringmead after leaving the A3095 via Wildridings Roundabout were proceeding directly to Great Hollands Road to re-join the A3095 at Hanworth Roundabout during the PM peak period.

5.6.3 The post-implementation surveys undertaken in September 2022 showed that nine out of 154 (6%) were turning left into Ringmead and using this route to bypass A3095 Mill

Lane. This demonstrates a significant reduction in the numbers of drivers using this route as they are now far more likely to use Mill Lane because of the improvements.

5.6.4 This represents a massive improvement in both the efficiency of the Hanworth Roundabout and the quality of life for residents on Ringmead who had previously been affected by the excessive levels of rat running. The redesign of Hanworth Roundabout has effectively implemented two means of reducing the southbound delays previously seen on Mill Lane as it provides a more efficient junction, and it removes the conflicting flow of traffic that had been rat running.

6 Journey Times

6.1 INTRODUCTION

6.1.1 This section details the journey times now observed on the southern section of the A3095 corridor following the introduction of these improvements. It compares journey times from a recent survey (September 2022) with those recorded before any of these schemes were introduced.

6.1.2 The journey time routes were as follows;

- The A3095 from Broadmoor Roundabout to the Mill Lane slip roads at Ellesfield Avenue in the northbound direction.
- The A3095 from the Mill Lane slip roads at Ellesfield Avenue to Broadmoor Roundabout in the southbound direction.

6.1.3 Prior to any of the improvement schemes being added, this section of the A3095 Mill Lane corridor was characterised by lengthy queues of stationary or slow-moving traffic leading to delays, particularly southbound during the evening peak period.

6.1.4 Journey times were originally recorded in 2019 as part of that year's refresh of the Bracknell Multi-Modal Transport Model, and a separate micro-modelling study along the same corridor. They were recorded between the hours of 07:45 – 09:15 for the AM peak period and 16:45 – 18:15 for the PM peak period.

6.2 AM PEAK JOURNEY TIMES

6.2.1 Table 6.1 summarises the average journey times recorded over a 90-minute period (0745 – 0915) for the AM peaks. They also illustrate the changes between 2019 and 2022.

Table 6.1 – AM Peak Average Journey Time Comparison 2019 - 2022

AM Peak	Northbound	Southbound
July 2019	9 minutes 55 seconds	5 minutes 59 seconds
Sept 2022	8 minutes 59 seconds	6 minutes 7 seconds
change from 2019	**-56 seconds**	**+8 seconds**

6.2.2 Table 6.1 shows the improvements to the corridor have significantly reduced the northbound journey time when compared with those that were previously recorded. The southbound journey time sees a marginal increase but is essentially unchanged as a

difference of just eight seconds is within the typical range of variation that would be seen within a standard sample.

6.3 PM PEAK JOURNEY TIMES

6.3.1 Table 6.2 summarises the average journey times recorded over a 90-minute period (1645 – 1815) for the PM peaks. It also illustrates the changes in journey times between 2019 and 2022.

Table 6.2 – PM Peak Average Journey Time Comparison 2019 - 2022

PM Peak	Northbound	Southbound
July 2019	5 minutes 38 seconds	9 minutes 48 seconds
Sept 2022	5 minutes 52 seconds	5 minutes 54 seconds
change from 2019	**+14 seconds**	**-3 minutes 54 seconds**

6.3.2 As with the AM peak journey times, Table 6.2 shows the improvements have significantly reduced journey times in the direction of peak demand (southbound), whilst there is again a marginal increase in the opposite (northbound) direction during the busiest part of the PM peak period. Again, this small increase falls within the typical range of variation that would be seen in a standard sample.

6.3.3 The main issues with journey times that were present prior to the introduction of the improvements have clearly been addressed.

6.4 JOURNEY TIME VARIABILITY

6.4.1 Tables 6.3 and 6.4 summarise the minimum and maximum journey times recorded on the routes during the AM peak surveys.

Table 6.3 – AM Peak minimum journey times

AM Peak	Northbound	Southbound
July 2019	4 minutes 47 seconds	5 minutes 00 seconds
Sept 2022	5 minutes 11 seconds	5 minutes 11 seconds

Table 6.4 – AM Peak maximum journey times

AM Peak	Northbound	Southbound
July 2019	18 minutes 39 seconds	8 minutes 32 seconds
Sept 2022	12 minutes 24 seconds	7 minutes 04 seconds

6.4.2 Tables 6.5 and 6.6 summarise the minimum and maximum journey times recorded on the routes during the PM peak surveys.

Table 6.5 – PM Peak minimum journey times

PM Peak	Northbound	Southbound
July 2019	4 minutes 58 seconds	6 minutes 09 seconds
Sept 2022	4 minutes 59 seconds	4 minutes 48 seconds

Table 6.6 – PM Peak maximum journey times

PM Peak	Northbound	Southbound
July 2019	7 minutes 33 seconds	24 minutes 59 seconds
Sept 2022	6 minutes 41 seconds	6 minutes 39 seconds

6.4.3 The above four tables illustrate a significant reduction in the variability of the journey times now that the improvements have been implemented. This has created far more consistency in journey times, thus meeting one of the objectives stated in Table 1.1.

7 Road Traffic Collision Analysis

7.1 PRE-IMPLEMENTATION

7.1.1 One of the objectives of the improvements detailed in the business case was a reduction in the level of collisions along the scheme corridor.

7.1.2 For the purposes of this analysis, the road traffic collision database held by BFC was interrogated for the area in which the improvements were implemented, with the total number of collisions shown along with a breakdown of the classifications of fatal (Fa), serious (Se) and Slight (Sl). This included;

- Hanworth Roundabout,
- The junction of Hanworth Road / Ringmead,
- Golden Retriever Roundabout / signalised junction,
- Crowthorne Road between Hanworth Roundabout and Golden Retriever.

7.1.3 During the period February 2015 – February 2020, there were 27 collisions along the scheme corridor broken down as follows:

- Hanworth Roundabout – 8 collisions (0 Fa,0 Se, 8 Sl),
- Hanworth Road / Ringmead – 5 collisions (0 Fa, 0 Se, 5 Sl),
- Golden Retriever Roundabout – 12 collisions (0 Fa, 2 Se, 10 Sl),
- Crowthorne Road between Hanworth Roundabout and Golden Retriever Roundabout – 2 collisions (0 Fa, 0 Se, 2 Sl).

7.2 POST-IMPLEMENTATION

7.2.1 During the 9-month period of June 2021 – March 2022 for which information is available, there were 3 collisions along the scheme corridor broken down as follows;

- Hanworth Roundabout – 0 collisions (0 Fa, 0 Se, 0 Sl),
- Hanworth Road / Ringmead – 0 collisions (0 Fa, 0 Se, 0 Sl),
- Golden Retriever Roundabout – 3 collisions (0 Fa, 0 Se, 3 Sl),
- Crowthorne Road between Hanworth Roundabout and Golden Retriever Roundabout – 0 collisions (0 Fa, 0 Se, 0 Sl).

7.3 COLLISION ANALYSIS

7.3.1 The data shown above illustrate a projected figure of 20 collisions over a comparable five-year period post implementation.

7.3.2 This equates to a projected reduction of 26% in road traffic collisions following the implementation of the scheme.

8 Conclusions

8.1 SUMMARY

8.1.1 The original business case for this corridor improvement set out a series of primary objectives that, if achieved, would represent good value for money in delivering all the identified benefits. This evaluation report has demonstrated how the combined delivery of the schemes has met each of these objectives.

8.1.2 The programme of improvements for this stretch of the A3095 corridor has delivered benefits that extend beyond any individual improvements in journey times.

8.1.3 For years this section of A3095 was characterised by long queues of stationary or slow-moving traffic, particularly on the southbound carriageway towards Hanworth Roundabout and beyond approaching the Golden Retriever Roundabout.

8.1.4 It is only upon completion of the entire programme of improvements that the potential benefits first identified in the business case have been brought to fruition.

8.1.5 This has been achieved using a combined approach of capacity improvements and adaptive signal technology that allows phasing to be changed and thus manage the movement of traffic along the corridor.

8.1.6 Below is an extract from LTP3 that sets out the challenges presented and the identified benefits that were being sought:

Table 8.1: Transport Challenges in LTP3 and Benefits of A3095 Corridor Improvements

TRANSPORT CHALLENGES IDENTIFIED	DO THE IMPROVEMENTS HELP RESOLVE THIS?	DESCRIPTION
To reduce delays associated with traffic congestion and improve reliability of journey times	✓	The A3095 corridor improvements will reduce congestion and delay
To maintain and improve, where feasible, the local transport network	✓	The A3095 corridor improvements will contribute to an overall improvement in the local transport network
To reduce greenhouse gas emissions from transport	✓	The A3095 corridor improvements will reduce congestion and the level of greenhouse gas emissions
To encourage and promote accessibility by sustainable modes of transport	✓	Improvements to walking and cycling infrastructure will improve

		accessibility and encourage more people to travel sustainably
To protect and enhance the quality of natural resources including water, air quality and the natural environment	✓	The A3095 corridor improvements will reduce congestion and the level of greenhouse gas emissions, resulting in improved air quality
To reduce causalities and improve safety on the local transport network	✓	A number of new pedestrian crossings and cycle lanes will be installed, providing improved facilities for vulnerable road users and helping to reduce road casualties
To secure necessary transport infrastructure and services to support development	✓	The improvements are required to provide vital vehicular access and pedestrian / cycle access into and out of the Borough

8.1.7 Taking these challenges in turn, the comparison in impacts between 2019 and 2022 demonstrates that this has been a success:

- *Reduce delays associated with traffic congestion* – in 2019 it took on average almost 10 minutes to travel southbound along this stretch during the evening peak. Now the average is under six minutes.
- *To maintain and improve, where feasible, the local transport network* – introducing MOVA-controlled signals along any route will allow peaks in traffic delay to be smoothed out quickly as the timings adjust to accommodate the increased demand. In addition, the significant improvement in southbound journey times approaching Hanworth Roundabout from Mill Lane has resulted in far fewer rat run journeys being observed along Ringmead to Great Hollands Road. This ensures that this part of the local network retains its intended purpose of being a residential feeder route.
- *To reduce greenhouse gas emissions from transport* – whilst the full transition towards electric vehicles still has some way to go, any initiative that reduces queuing and thus idling engines will be helping to achieve this aim. The changes in queue lengths, particularly on A3095 Mill Lane southbound support this.
- *To encourage and promote accessibility by sustainable modes of transport* – The improved junctions at Golden Retriever and Hanworth Road / Ringmead now incorporate dedicated pedestrian and cycle crossing phases. This is particularly effective in breaking down the barrier that the A3095 presents to north-south and east-west movements by non-motorised modes and linking the

residential areas of Bracknell to other areas via the established cycle routes around the borough, particularly Crowthorne.

- *To protect and enhance the quality of natural resources including water, air quality and the natural environment* – as stated above, the removal of long queues of traffic helps to reduce the levels of harmful exhaust fumes.
- *To reduce casualties and improve safety on the local transport network* – the introduction of new or upgraded formal pedestrian and cycle crossing points at the signal junctions has provided a safer environment for these modes to cross and has improved access to the wider pedestrian / cycle network. In addition, the removal of the roundabout at Golden Retriever has significantly reduced the potential for road traffic collisions as all conflicting movements are now controlled by separate signal stages. Initial analysis of collision data suggests there will be a 26% reduction in collisions along the corridor over a five year period.
- *To secure necessary transport infrastructure and services to support development* – the A3095 is a major arterial route in the Borough that will continue to serve existing developments as well as those committed through the planning process. These improvements help to maintain that status and thus deter traffic demand from switching to inappropriate routes.

8.1.8 The other key change to emerge from the comparison of 2019 and 2022 is the overall fall in traffic volumes along the corridor. This is mirroring the patterns being seen across the Borough in which travel behaviour is beginning to settle into a less car-dependent post-Covid norm in which peak hour demand has been reduced.

8.1.9 Notwithstanding this, there have been some increases in throughput at the improved junctions, most notably at Hanworth Road / Ringmead and Hanworth Roundabout where the rat running traffic has returned to Mill Lane due to the more attractive southbound route now offered in the PM peak.

8.2 PERFORMANCE AGAINST SCHEME OBJECTIVES

8.2.1 Table 8.2 illustrates the scheme's status against the initial identified objectives set out in the business case.

Table 8.2 – Scheme Performance against objectives

Scheme Objective	Desired outcomes	Acceptable Threshold	Objective Achieved?
Reduce north-south journey times	Reduction in journey time	10% reduction in peak hour journey times	✓
Improve journey time reliability for all road users	Improvement in journey time reliability	5% reduction in day-to-day travel time variability	✓
Improve accessibility to Bracknell Town Centre and employment areas	Reduction in journey times	10% reduction in peak hour journey times	✓
Improve connectivity to the Strategic Road Network	Reduction in journey times	10% reduction in peak hour journey times	✓
Improve road safety and reduce the risk of accidents	Reduction in accidents along the scheme corridor	5% reduction in accidents along the scheme	✓

8.3 LESSONS LEARNED

8.3.1 Lessons to be taken forward following the conclusion of this project include ensuring that the right solution is delivered factoring in the impacts of the improvements, not only in terms of highway capacity but also ecological impacts etc.

8.3.2 For example, it was possible to deliver this project without dualling between the junctions. This resulted in a far lower ecological impact along Crowthorne Road, whilst still achieving the desired improvements in capacity.

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Bracknell Forest Council

The Deck, The Lexicon Bracknell

12 Month Evaluation report

November 2022

1 Background

1.1. In 2020 Bracknell Forest Council submitted a business case to the Thames Valley Berkshire Local Enterprise Partnership (TVBLEP) to secure funding for the demolition of the former Bentalls retail unit, part of the proposed Deck scheme, The Lexicon, Bracknell Town Centre.

1.2 The site, formerly occupied by Bentall's Department Store and a separate McDonald's unit, is currently vacant and requires partial demolition and strip out prior to redevelopment into a range of retail and leisure uses, alongside the creation of a roof-covered public event space.

1.3 The 'Deck' scheme, includes partial demolition/strip out and subsequent redevelopment of the former Bentall's Department Store and former McDonald's in the town centre.

The proposed redevelopment will include:

3,207 sqm of Food and beverage uses (use class A3/A4/A5);

2,148 sqm of Assembly and leisure uses (use class D2);

Night club (sui generis);

Public event area;

Roof covering;

Public realm improvements; and

Associated highway works.

1.4 Whilst the scheme was originally developed by the private sector, changing market conditions have resulted in the developer stating that they are no longer able to fund the demolition and construction of the Deck as a result of uncertainties around the return on investment.

1.5 The overall funding request from the LEP was for £0.955 million (5%) of a forecast total scheme cost of £19.119 million. As a consequence of the Covid Pandemic and wider economic factors the development of the Deck has been delayed and is now due to commence at the end of this year. Completion anticipated in 2024/5. The estimated costs for the construction have inevitably risen to £23.0m and as such the funding for the demolition works represents 4.% of the overall project costs.

2 Phase 1 - Demolition works

2.1 The demolition works began in January 2021 and were completed in the September 2021, see Practical Completion Certificate dated 15th October 2021.

1180 - Bentalls Demolition - Practica

2.2 The overall costs for the demolition works were £1.3m with the Developer absorbing the additional portion over and above the Grant funding allocation. The developer submitted eight certificates for the staged works together with invoices for the interim payments.

2.3 The developer claimed the full allocation of £950,979.50


Site
Entrance
CAUTION


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Bentalls- Photo Schedule.pdf

3 Impacts of the Demolition Works

3.1 The Demolition Works having been completed, are contributing to the continued willingness of the developer to proceed with the next phase of the town centre regeneration. Importantly, the appetite to invest in the Lexicon remains positive, demonstrated by the opening of several new stores including a full line SportsDirect. Evans Cycles, Game and USC in Princess Square.

3.2 Another demonstration of the continuing commitment to regenerate the town centre as a consequence of the demolition works is the decision by Bracknell Forest Council to progress a scheme to relocate the existing library into a vacant unit in Princess Square, predicated on the delivery of the Deck

development. This new cultural hub will link directly with the Deck enhancing the retail and leisure proposition for the residents and visitors to the Lexicon.

3.3 In terms of the viability of the Lexicon, retail rankings published by Trevor Wood Associates now places Bracknell as 25th having moved from 33rd the year before. In part, the improved ranking reflects the planned development underpinned by the demolition works.

3.4 Pedestrian footfall data below highlights the positive impact of the continuing investment in the Lexicon highlighted by the demolition works.

	The Lexicon + Princess Square		
Month	**2022**	**2021**	**22 vs 21**
January	896,575	141,689	**532.8%**
February	789,553	151,456	**421.3%**
March	823,025	204,216	**303.0%**
April	859,328	511,961	**67.9%**
May	915,433	660,274	**38.6%**
June	1,019,912	647,186	**57.6%**
July	924,904	701,444	**31.9%**
August	987,034	914,754	**7.9%**
September	1,086,677	822,206	**32.2%**
October		958,429	
November		867,615	
December		1,160,476	
YTD Total	***8,302,441***	***4,755,186***	***74.6%***

3.5 Unit 14, adjacent to the former Bentalls site has also secured a new restaurant operator opening in early 2023, supporting the evening and night time economy.

4 Deck development- Phase Two

4.1 One of the main outputs of the Deck includes the creation of new business units, 3,207 sqm for food and beverage uses and 2,148 sqm for leisure uses; the library relocation also includes the provision of exhibition and performance spaces that the town currently lacks. Together these will particularly increase evening footfall, dwell time and spend - while also creating new employment

opportunities in an area of high deprivation. Occupation of the units will also generate business rates revenue and enhance the visitor experience in the town centre. Improving the town's leisure offering will allow Bracknell to realise its potential as a vibrant town centre, serving a prosperous and dynamic area.

4.2 The new covered event space in The Deck and the exhibition and performance spaces in the library will also enhance the town centre's evening and leisure offer. The increase in footfall will also help to encourage retailers to the town and reduce the number of vacant units. The event space will allow seasonal public events to take place, further improving the appeal of Bracknell. This will also strengthen the centre as a competitor against other successful centres in neighbouring areas. Greater availability of recreational activities will improve the quality of life for visitors and residents as well as the perceptions of Bracknell.

4.3 Public realm improvements to enhance pedestrian linkages from the High Street to Princess Square will open up the town, creating an attractive free flowing route which will encourage visitors to enter this more isolated area. In addition, by improving the western gateway entrance from The Ring to the High Street, it will enhance visibility of this part of the centre, resulting in increased pedestrian trips to the town from the west. The entrance will become a more accessible, pleasant and welcoming environment for visitors and residents. An increase in people walking to town would also help to reduce emissions from motor vehicles.

4.3 The demolition of the former Bentalls premises underpinned by the LEP funding has de-risked the comprehensive Deck scheme to the extent of the Council agreeing terms to lease a unit on the adjacent Princess Square contingent upon the Deck progressing. Moreover, the commitment to deliver the Deck by the developer has been accelerated in the context of the challenging economic climate.

4.4 These interventions will help Bracknell to unlock its unrealised potential, generate economic growth and improve the competitiveness of the Lexicon. Creating a mixed-use town centre will encourage further investment from developers to provide higher density development. The intervention will therefore support a town centre that has not only high-quality retail, but also a broader range of amenities and living options which are a priority for BFC which can be addressed by the Deck.

4.5 Recent town centre rankings produced by Trevor Woods Associates now places Bracknell 25th have risen from 33rd in 2021. The ranking recognises the investment confidence and ambition to sustain its economic strength.

4.6 The construction of the Deck scheme is scheduled to start by the end of 2022 with a 24 month build programme. Confidence in the scheme remains strong but the global economic pressures will be carefully monitored.

4.7 The Council has submitted an application for the Levelling Up Fund Round Two to support the Deck development and the proposed library. A decision is still awaited.

4.8 Through the UK Shared Prosperity Fund allocation for Bracknell Forest Council, a number of interventions will support the growth of the town centre economy and the continuing operational demands associated with the Deck.

5 Job creation and GVA

5.1 The construction of The Deck is expected to encourage businesses to locate to the new units and thus create additional jobs. This will subsequently generate significant economic benefits in the area. The analysis examines the extent that new jobs will create additional GVA. The employment will also generate further demand across the new businesses' supply chains, which in turn creates additional economic growth and jobs.

5.2 GVA is used in the estimation of GDP, which is a key indicator of economic activity across the whole economy. The methodology used to estimate each benefit is as follows:

5.3 Direct on-site employment – based on estimated floorspace and employment densities (SQM of floorspace per FTE), the annual GVA from new jobs has been estimated. This is based on ONS GVA and employment data for Bracknell Forest in 2019.

5.4 Indirect and induced employment – additional jobs and economic activity are supported through the supply chain expenditure of businesses within the local and wider UK economy. Moreover, those directly or indirectly employed via activity at the site supports further employment in the local economy through their expenditure on goods and services.

Direct and indirect jobs created

5.5 Direct Jobs created will be at new food and beverage outlets (user class A3) and new leisure units (user class D2). These units are expected to create 203 Full Time Equivalents (FTEs) in Bracknell. It is estimated that 68% of these FTEs are additional based on the additionality rate calculated above. The estimates of GVA are based on the expected increase in FTEs, with an average GVA per employee for food and beverage workers of £32,375 and £19,670 for leisure workers. The total direct GVA benefits across the appraisal period are circa £29.2m in 2022/23 PV.

5.6 The Deck will support further job creation within Bracknell's economy through supply chain expenditure and the wages of those directly or indirectly employed. Based on indirect and induced effects as well as additionality factors, it is estimated that the restaurants/cafes and bowling alley will create 53 indirect and induced FTEs, and total indirect/induced GVA are circa £7.6m in 2022/23 PV.

Jobs safeguarded

5.7 The Deck will also safeguard existing jobs in the town centre as without the scheme, the number of unit vacancies is expected to increase, and this will lead to job losses without the investment in the Deck. The total direct GVA benefits of these safeguarded jobs across the appraisal period is circa £7.6m in 2022/23 PV with a total of 80 jobs safeguarded.

Business Rates

5.8 We also considered the increase in business rates as result of the new units that will come forward. The increase in business rate revenue is expected to be £1.2m in 2022/23 PV.

6 Conclusion

6.1 The TVB LEP funding allocation has directly delivered the demolition of the former Bentalls retail premises and will underpin the next phase of the regeneration. Further investment and economic activity has been achieved in the Lexicon enabling the local economy to weather the post pandemic changes.

6.2 The grant funding has been fully utilised.

MEETING OF THE BERKSHIRE LOCAL TRANSPORT BODY (BLTB) – THURSDAY 10 NOVEMBER 2022

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

Item 7: Transport for the South East

Payment of Subscriptions

1. At your meeting in November 2021, you agreed to renew the annual subscription to Transport for the South East (TfSE) of £58,000 for 2021/22, with the amount to be split 6 ways between the constituent authorities.

2. In its role as accountable body for the Berkshire Local Transport Body, Slough BC collected contributions from BLTB members and passed the subscriptions to East Sussex County Council, the accountable body for TfSE.

3. For 2022/23 the subscription rate has been maintained at £58,000, however it has been agreed between TfSE and Slough Borough Council that for 2022/23 that TfSE should invoice the six local authorities individually for the subscriptions and they will make payment directly to TfSE rather than through Slough. This takes into account likely delays relating to Slough Borough Council's financial circumstances and in particular the need to justify the expenditure via an internal business case. The invoices for the individual payments were sent out in June and the amount for each authority was £9,667.00, making a combined total of £58,000.

4. It is anticipated that the subscriptions for 2023/24 will remain at £58,000 and that the process of each authority being billed individually will remain in place for this and any subsequent years.

Strategic Investment Plan

5. At their July 2022 meeting the Berkshire Strategic Transport Forum Members received a presentation from TfSE representatives on the consultation on their draft Strategic Investment Plan (SIP) for the South East, which sits alongside TfSE's Transport Strategy. Together these form a long-term multi-modal plan to support government priorities, making best use of existing facilities, taking advantage of the latest technology to support the UK's net zero targets.

6. The SIP is a blueprint for transport infrastructure investment in the South East and together the interventions within the SIP should deliver an additional 25,000 jobs, 500,000 more rail trips and £4.5m in GVA. The SIP is underpinned by a robust evidence base and technical programme and addresses key priorities around decarbonisation, levelling up left behind communities, regeneration and growth and travel within the South East.

7. The SIP contains a number of key interventions for Berkshire, notably Western Rail Link to Heathrow is a key priority, along with Southern access. In the shorter-term bus-based mass rapid transit and a range of sustainable transport measures are also put forward as part of enhanced inter urban connectivity.

8. The SIP models global policy packages, such as road-user charging, and integrated ticketing that could make significant changes to travel behaviour and improvements to carbon emissions and economic outcomes.

9. The consultation has now been completed and the LEP submitted a formal response on behalf of the BLTB, which is attached as Appendix 5. Overall our response was very positive, as the SIPs commitment to responsible economic growth and the urgency with which carbon emissions need to be reduced are well aligned with our priorities. The consultation response also gave us an opportunity to re-emphasise our key strategic transport priorities such as the need to progress western rail access to Heathrow Airport as soon as possible.

10. TfSE have recently completed their consultation response analysis and have used this to refine the draft SIP, to ensure that it reflects the feedback received. Overall TfSE consider the public consultation exercise to have been very successful with a good level of response to the consultation from a wide variety of different stakeholders. The results of the consultation showed that there is considerable support for key aspects of the draft SIP including the 2050 Vision, the 'decide and provide' approach that was used to develop it, the case it makes for continued investment in the South East and its role in enabling TfSE to achieve its overall mission.

11. Full details of the results of the consultation and proposed changes to the SIP will be presented to the TfSE Partnership Board for approval next Monday, 14th November, where we are represented by Councillor Tony Page.

12. Once the SIP is approved there will be an opportunity for the BLTB to formally approve the draft final version of the SIP via our formal procedures, in is envisaged that this can be done at the next meeting on BLTB on 9th March 2023. The final version of the SIP and the accompanying ISA will be presented to the Partnership Board for approval on 13th March 2023.

Recommendation

13. To agree to a renewed annual BLTB subscription of £58,000 for TfSE to cover the period 2022/23, with the amount to be split 6 ways between the constituent authorities and to agree in principle, subject to individual authorities budget setting processes, that a similar payment is made in 2023/24.

14. To receive a report of the final draft of the SIP for formal approval at the next meeting of the BLTB.

By Email

9th September 2022

Letter sent by email to tfse@eastsussex.gov.uk

Transport for the South East
County Hall,
St. Anne's Crescent,
Lewes
BN7 1UE

DRAFT Strategic Investment Plan for the South East Consultation
Response from Berkshire Local Enterprise Partnership

This response has been prepared by the Berkshire Local Enterprise Partnership (Berkshire LEP) on behalf of the Berkshire Local Transport Body (BLTB) We welcome the opportunity to respond to the consultation on the Draft Strategic Investment Plan for the South East by Transport for the South East.

Berkshire LEP is an alliance between business, education and the public sector and is charged with a mandate to support and drive economic development and growth. In terms of transport and infrastructure we work to ensure that economic potential is not restricted by labour supply issues, strengthening networks to enable the flow of information between people and to use ideas better and making Berkshire's towns genuine hubs in the knowledge economy. The LEP has a key role in influencing and lobbying, especially in relation to national government and its delivery bodies such as Network Rail or National Highways and hence is closely aligned to the objectives and activities of TfSE.

The BLTB was established in March 2013 to prioritise and implement transport capital schemes across Berkshire. It provides a single voice for the area focusing on a range of strategic initiatives designed to enhance connectivity, covering national, sub-national and local transport, housing growth, digital communications, water resources and flood defences, energy, and waste.

Representing the LEP and the six local authorities across Berkshire, the BLTB is also a member of Transport for the South East and participates fully on the Board (providing the vice-Chairman), Transport Forum, Senior Officer Group and Transport Strategy Group and hence has been very closely involved in the development of the Strategic Investment Plan. We are therefore fully supportive of the broad direction and ethos of the proposed approach to shaping the economy and connectivity around the South East.

SECTION 1: Background information

Q1 In what capacity are you completing the survey

On behalf of a group, organisation or government body

Q2 Which category of organisation or group are you representing? (Please tick all of the boxes that apply)
Business representative group (includes CBI, Chambers of Commerce, LEPs) Transport, infrastructure or utility organisation (includes transport bodies, transport providers, infrastructure provides and utility companies) Member of a TfSE stakeholder group

Q3 Please specify which organisation you represent
Berkshire Local Enterprise Partnership and Berkshire Local Transport Body

Q4 How much do you know about TfSE?
My knowledge of Transport for the South East is: active involvement

Q5 Have you reviewed the relevant SIP documentation?
Yes – I have read the SIP

SECTION 2: Investment Priorities

Q6 Which of the above investment priorities do you feel are important for the SIP to deliver? (Tick all that apply)
Decarbonisation & Environment Adapting to a New Normal Levelling up Left Behind Communities Regeneration and Growth World Class Urban Transit Systems East - West Connectivity Resilient Radial Corridors Global Gateways and Freight

Q7 Do you have any further comments on the SIP's investment priorities?
Suggest consideration should be given to prioritising the list of investment priorities. As indicated in the response to Q6, they are all important, but some are arguably more important than others. My view is that the top priority must be decarbonisation and the environment and then there is worthwhile debate to be had around the others. This exercise will also be useful for the future if and when there is a need to prioritise the interventions in the SIP themselves, in response to limited funding opportunities.

As identified within the global policy interventions, virtual access and reducing the need to travel through digital connectivity is going to be an integral part of the delivery of the SIP. However, whilst implied as part of adapting to the new normal, this does not come over strongly enough within the priorities listed above, or the supporting text in the full SIP. Our preference would be to see an additional investment priority specifically around reducing the need to travel.

SECTION 3: Packages of Interventions

Place Based Packages of Interventions

Q8 For the purposes of data gathering and analysis, the TfSE region has been split into four geographies. Which of the following geographic areas are you most interested in? Please be aware that some local authority areas appear in more than one of the geographies and you may need to select more than one of the geographies if this is the case for your specific area of interest.
Wessex Thames (Berkshire, Hampshire and Surrey)

Q9 To what extent do you agree that the packages of interventions for the Wessex Thames area will deliver on the priorities of the SIP?
Definitely agree

Q10 Please select all of the packages for the Wessex Thames area that you feel are important in achieving the priorities of the SIP. Tick all that apply.
Wessex Thames Rail Wessex Thames Mass Transit & Active Travel Wessex Thames Highways

Q11 Do you have any further comments on the Packages of Interventions for the Wessex Thames area?
There are a number of long-term highway enhancement and packages that incorporate a range of capacity, safety and sustainable transport schemes that are within Berkshire, but are not included within the packages identified. It is understood that the SIP is not intended to be a comprehensive list of all potential long-term intervention, however there are some specific corridors and schemes named. I would have some concerns if there was an implicit priority being given to these over and above those not included and would suggest there could usefully be some clarity included in the narrative. The interventions within Berkshire that would fall into this category include: • M4 Junction 8/9 Improvements • M4/A4 Junction to Langley • M4/A4 Junction 6 to Slough Town Centre Relief Road

- A4 Maidenhead to Slough Corridor Enhancements
- A4 Safety Improvements
- A4 Thatcham Improvements
- A308 Corridor Improvements
- A412 Widening
- A3095 links to M4
- B3022 Bracknell Road Improvements
- Amen Corner South Spine Road
- Slough Northern Relief Road

There is no mention of Park & Ride within the SIP, or inclusion of any proposals. It could be implied that they be part of some of the strategic corridor and furthermore Strategic Mobility Hubs have the potential to perform this function as part of a package of measures, but there are none of these proposed for the Berkshire area. We would suggest that this needs to be given more consideration and some reference made within the SIP. Within Berkshire the following Park & Ride schemes have been identified:

- M4 Junction 7 Park & Ride
- Maidenhead Park & Ride
- Mereoak Park & Ride Expansion
- North Reading Park & Ride
- South West Reading Park & Ride
- West Reading Park & Ride

The railway package in the plan is rightly focussed on strategic interventions and makes explicit reference to the possible Theale Strategic Rail Freight Terminal. However, there are also references to a range of station upgrade across the area, but I do not consider those listed to be comprehensive. There are a number of proposals in Berkshire that have not been included and I would suggest a consistent approach across the SIP in required. Particular projects in Berkshire under consideration are:

- Tilehurst Station Interchange
- Twyford Station Access Package
- Twyford Station Car Park & Interchange

We welcome the inclusion of the Western Rail link into Heathrow as this remains the top strategic infrastructure priority for Berkshire with a compelling economic/business case as well as stands alone as a major carbon reducing sustainable transport scheme. This scheme is key to achieving the connectivity to support the economy in the Thames Valley. We are therefore pleased to see explicit reference to accessing Heathrow within the Wessex Thames Rail package.

Global Policy Package of Interventions

Q12 Which of the above Global Policy Interventions do you feel are important for the SIP to support? (Tick all that apply)
Decarbonisation Public Transport Fares New Mobility

Road User Charging Virtual Access Integration

Q13 Do you have any further comments on the SIP's Global Policy Interventions?
All of the global policy interventions are supported. Decarbonisation is rightly identified as a key policy intervention, but we consider that it should be given a status over and above the other interventions, if we are going to be able to contribute to national target to achieve net zero and fully align the TfSE approach with the Government's Transport Decarbonisation Plan. TfSE role is rightly identified as giving a Regional perspective and as such we would like to have seen more emphasis and specific commentary on the potential provision of hydrogen infrastructure for HGVs across the South East. Within the 30 year time horizon of the SIP it is reasonable to assume that hydrogen as a fuel will become more mainstreamed and hence the need for a comprehensive fuelling infrastructure across the area will be compelling and given the TfSE geography, we believe TfSE should be offering to be a key player leading in its development. To a lesser extent, but perhaps a higher priority in the short term, is a similar role supporting the development of EV infrastructure and energy to enable electric vehicles to fulfil their potential contributing to decarbonisation of road transport. Again TfSE can bring a unique strategic perspective to this in the South East.

Section 4: Benefits and Costs

Q14 Do you think that the SIP captures the benefits and costs of the proposed packages of interventions adequately? Choose any one option
Yes

Q15 Please explain your answer to the above question here.
At this stage in the development of the packages, which by necessity is at a high strategic level, the analysis and conclusions reached are proportionate.

Q16 Do you have any further comments on the funding and finance approach of the SIP?
We welcome the debate on alternative funding sources and agree that TfSE can play a pivotal role in leading the way and being genuinely innovative. The LEP can also support this area of activity my bringing expertise from the private sector to support the opportunities for private sector investment that must evolve going forward. The approach to funding understandably takes a long term perspective but there could usefully be more emphasis and consideration given to short term funding pressures in the South East. The overall funding ask in the SIP assumes that historic levels of investment in the South East as maintained. However, this does not reflect the current situation in this area and the draft SIP misses an opportunity to reflect this and highlight the current dearth

of funding for major infrastructure in the Region. Until recently the Local Growth Fund and Getting Building Fund, administered by LEPs, provided significant capital funding for transport infrastructure. Their successors the Levelling Up Fund and Shared Prosperity Fund, which are channelled through local authorities, are not providing anything like the level of investment of their predecessors and what is available is inevitably skewed to the North. Whilst the SIP makes a decent case to address the deprivation that does exist in the South East, it should also include a stronger narrative around the case for investment in the more prosperous parts to the Region such as investing in transport infrastructure needed to support the Thames Valley economy. There is plenty of evidence that investment in economically successful areas provides significant benefits across the whole Country and there is a real danger that if investment is starved from these parts of the South East, that business will relocate, not to the North, but out of the UK altogether. As stated in the SIP to achieve maximise this opportunity will require an integrated approach to investment and delivery and working across institutional, sectoral, and spatial boundaries. The LEP is keen to actively involved in this aspect of the SIP development going forward.

Section 5: Delivery of the SIP

Q17 To what extent do you agree that, as a whole, the packages of interventions will deliver on the priorities of the SIP?
Definitely agree

Section 6: Integrated Sustainability Appraisal and Conclusion

Q18 Do you have any comments on the Integrated Sustainability Appraisal?
No

Q19 Overall, to what extent do you agree that the SIP makes the best case possible for investing in transport infrastructure in the South East?
Definitely agree

Other comments

Berkshire LEP and Berkshire Local Transport Body welcome the SIP and the approach taken. The same principles are writ large in the Berkshire Economic Recovery and Renewal Plan, in particular a commitment to responsible economic growth. Further, the urgency with which carbon emissions need to be reduced means that we must respond to the environmental implications of our growth processes. This is challenging. Most obviously, whilst we must harness the advantages associated with proximity to Heathrow Airport, we need to do this in a way that delivers environmental gains as well as economic benefits.

The SIP also needs to be mindful of the significant changes taking place across industries recently with the impact of Covid, Brexit and fuel prices, we need to ensure that future ways of working are factored into the SIP, and it demonstrates a truly multi-modal approach.

We note that the timeline for the SIP is 30 years, which is a long timeline. However, the LEP supports this and notes that investment in transport and infrastructure has a long lead in time and also need to change the mindset of the Government and the general public to be successful.

Yours sincerely,

Kevin Travers
Interim Transport Lead Thames Valley Berkshire LEP
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BLTB Forward Plan 2023

Meeting	Deadline for final reports:	Agenda published	Agenda items
9 March 2023	17 February	1 March	• One-year-and Five year Impact reports • Transport for the South East – Approval of Strategic Investment Plan • Review Term of Reference for BTLB • Forward Plan for 2023/24

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