

BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB

DATE: 21 July 2016

CONTACT OFFICER: Ruth Bagley, Chief Executive Slough Borough Council, lead Chief Executive to the BLTB

PART I

Item 8: Request for additional funding for 2.15 Bracknell: Martins Heron Roundabout

Purpose of Report

1. To consider the case for increasing the funding allocated to scheme 2.15 Bracknell: Martins Heron from £1,400,000 to £2,900,000.
2. This scheme has not yet received funding approval; the full business case will be submitted in autumn 2016.

Recommendation

3. You are recommended to increase the financial allocation for 2.15 Bracknell: Martins Heron from £1,400,000 to £2,900,000.

Other Implications

Financial

4. There is an existing allocation of £1,400,000 for this scheme. An increase of £1,500,000 would mean accessing part of the unallocated capital sum and would need to be considered alongside any other requests and the potential of future requests.
5. At the start of the meeting the unallocated capital sum is £5,827,000. There are two further requests for additional funds. The three requests together total £5,150,000.
6. There are 23 named schemes in the programme:

The Wokingham Distributor Roads are funded from DfT retained funds	3
13 schemes have had full business cases approved and are either complete, on site or ready to go on site	13
3 schemes have requested additional funds arising from design or specification changes (the three on tonight's agenda)	3
4 schemes have not yet submitted full business cases	4
Total	23

7. The remaining four scheme promoters are aware that the unallocated sum may be committed as a result of the current requests.

Risk Management

8. The risk management arrangements already put in place by the Local Transport Body are as follows:

- The [Assurance Framework](#) has been drafted following DfT guidance and has been approved by the DfT for use in allocating capital funds for transport schemes
- The original business case was assessed by White Young Green and you approved the financial contribution in 2014. The revised scheme has been reassessed for Value for Money asset out in paragraph 13 below.
- The funding agreement set out at paragraph 14, step 5 makes clear that the financial risk associated with implementation of the scheme rests with the scheme promoter.

Human Rights Act and Other Legal Implications

9. The scheme promoter is a local authority and they have to act within the law. Slough Borough Council will provide legal support for the BLTB, should any questions arise.

Supporting Information

10. Whilst the planned improvements deliver increased capacity at the junction, detailed design work has revealed that with further improvements to the eastern A329 arm (and the section of road that abuts it) the junction will operate more effectively. Detailed modelling of this enhancement shows that the junction will be able to release more traffic and deliver greater east-west movement, which is the predominant flow through the junction which links Ascot with Bracknell alongside onward connections to the A30, M4, M3 and M25. Without these improvements the full strategic benefit of this scheme cannot be realised.
11. During detailed design, the junction was assessed using localised junction analysis tools which show the original proposals to work very well. This is supported by evidence from the Borough's Strategic Transport Model which demonstrates journey time savings of up to 13.5% in peak hours. However, it is important to note that the Strategic Model has been updated since the original concept design of Martins Heron to include major schemes implemented in Bracknell over the past five years. As a result of these influences upon the strategic network, further testing of the detailed design has demonstrated that the additional corridor capacity created at the junction cannot be fully utilised without modification to the eastern A329 (Ascot) arm.
12. This observation has led to the development of an enhancement to the original scheme so that the full potential can be realised at a strategic level providing a journey time improvement of up to 22% in the peak hours. Therefore BFC are seeking additional funds to expand the original proposals for the eastern side of the junction and deliver the wider strategic benefits.
13. Whilst the original improvements still deliver benefit across the network, without such an enhancement it will be necessary at times to constrain the capacity (through traffic signal timings) until funding is available to complete the required improvements

The improvements

14. The additional traffic released as a result of the Martins Heron junction upgrade would result in an increase to queues forming further along the eastbound corridor. Measures proposed to minimise this impact include introducing additional lanes, widening lanes and banning certain turning movements which interrupt traffic flow. These measures will provide additional capacity along the corridor allowing the Martins Heron junction to operate far more efficiently at a strategic level, with improved levels of eastbound queuing and delay.
15. The impact of such wider improvements has been evident throughout the development and implementation of the recent works to the A322 corridor. Here, BFC adopted a holistic approach that looked at improving the route as a whole through a combination of infrastructure works

(providing capacity) and intelligent transport systems (providing control) that together allow a more efficient use of the highway network.

16. An enhanced Martins Heron junction scheme would apply these principles locally but also provide the basis for broader A329 corridor management as future connecting improvements are delivered. Such an approach provides greater value for money in terms of an overall corridor improvement as this key intersection on the A329 would be in completed form and operating at maximum performance.

Economics

17. The additional work increases the scheme budget to £3.8m and the Borough seeks £1.5m in addition to the £1.4m already allocated to the scheme at programme entry. Bracknell will add a further £300k as a local contribution through re-profiling of capital funds for the year 2017/18.
18. Bracknell Forest commissioned consultants to carry out an economic assessment of the amended scheme which returned a healthy BCR of 4.7 and in accordance with the DfT WebTAG guidance anything above 4 is considered very high. The Full Business Case will be submitted during autumn 2016.

Table 1: Bracknell Martins Heron - Capital Funding

Source of Funding	Amount	Proportion of Funding
Local Growth Fund	£2.9m	76%
Private Sector (S106/CIL)	£0.5m	13%
Bracknell Forest Council	£0.4m	11%
Total	£3.8m	

Conclusion

19. Following the successful remodeling of a number of strategic junctions in Bracknell Forest (Jennett's Park, Twin Bridges, Coral Reef) we are very confident that we have reliable data and techniques for analysing junction improvements. Enhancements to the original scheme at this stage would deliver strategic benefits over and above the original expectations. In addition, the improved scheme would safeguard this section of the strategic A329 corridor against further change prompted by additional future growth.

Background Papers

20. Background papers are available from stuart.jefferies@bracknell-forest.gov.uk

<http://thamesvalleyberkshire.co.uk/Portals/0/FileStore/StrategicInfrastructure/StrategicInfrastructure/BLTB/Assurance%20Framework%20for%20Berkshire%20Local%20Transport%20Body%2014%20November%202013.pdf>