

# Thames Valley Berkshire LEP: Strategic Economic Plan

## *Programme D (Infrastructure) – Package Diii (Enhancing Urban Connectivity)*

### *Project: Slough –Maidenhead Cycle Link*

#### Project summary and overview

**1. Name of project:**

Slough to Maidenhead Cycle Link

**2. Lead organisation:**

Slough Borough Council

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

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

This is a scheme to provide a safe and convenient cycle route between Slough and Maidenhead via South Buckinghamshire, partly shared path and partly cycle track. It would follow the A4 corridor and link with a scheme being promoted by the Thames Valley Buckinghamshire LEP. The scheme would connect the two urban centres of Slough and Maidenhead and give access to Slough Trading Estate to Burnham and Taplow stations and to adjacent residential areas for commuting and other utilitarian cycle trips as well as for leisure and other purposes.

**5. Location of the project:**

Slough: Slough Trading Estate west to Borough boundary.

Maidenhead: west from Borough boundary at Thames bridge to Maidenhead town centre.

(S Bucks: west from County boundary at Burnham to boundary with Royal Borough of Windsor and Maidenhead at Thames bridge).

#### Rationale for the project and strategic fit

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

Investment in this strategic cycle link would provide a sustainable travel option for people living or working in, or visiting, Slough, Maidenhead and South Bucks. It would improve connectivity between town centres, major employment at Slough Trading Estate and give access to rail stations. Encouraging increased cycling in the two LEP areas would accord

with the Government's policy approach as set out in *Briefing on the Government's ambition for cycling*, DfT August 2013. It would also benefit personal health in line with the national active travel strategy.

The cycle link would support travel plan initiatives being introduced at the Slough Trading Estate and connect with the east-west cycle link being developed from the estate to the town centre as part of the LSTF *Transport for Slough* project.

The link would support travel plan initiatives being rolled out to major employers in Maidenhead.

It would also be integrated with the Stafferton Link Road and Maidenhead Waterway projects, which are part of a wider regeneration of Maidenhead town centre.

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

This project is part of Programme D and, within that, Package D-iii, *Enhancing Urban Connectivity*.

**8. What is the rationale for the project?**

The scheme would:

- improve journey times and reliability between Slough, South Bucks and Maidenhead for residents and the local workforce wanting to use sustainable transport;
- encourage modal switch by commuters from private car to cycling would reduce traffic pressures along A4 corridor;
- give better access to local rail stations at Burnham (Slough) and Taplow (Bucks) and to stations at Slough and Maidenhead to link with future Crossrail services and relieve pressure on car parking;
- improve road safety for cyclists – in the 3 year period 2010 to 2012, there have been several cycling casualties on the sections of the A4 covered by this proposal:
  - a) 5 slight casualties in RBWM;
  - b) 1 serious and 8 slight casualties in S Bucks;
  - c) 10 slight casualties in Slough.

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

There is no safe, direct and convenient cycle route between Slough and Maidenhead and no prospect of a comprehensive cross-boundary scheme of this nature being funded by the private sector.

**What other options have been considered?**

No direct alternative route for a cycle link has been identified.

**10. What would be the consequences of a "do nothing" option?**

The continuing lack of a safe, direct cycling link would provide no incentive for more people to use sustainable transport between Slough, Maidenhead and S Bucks with consequent risk of accidents and continuing reliance on private car use.

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

Slough Borough Council is working with the Royal Borough of Windsor & Maidenhead and Buckinghamshire County Council

**Value for money**

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

Research undertaken by SQW calculated that if, by 2015, the number of cycle trips returned to the level of 1995, the savings in health, pollution and congestion would be around £500 million nationally, while an increase of 50% in the level of cycling would create total savings of more than £1.3 billion (*Valuing the Benefits of Cycling*, SQW Consulting, 2007).

Schemes implemented through the DfT Sustainable Travel Towns Programme have produced very positive benefit-cost ratios (*Effects of Smarter Choice Programmes in the Sustainable Travel Towns*, Department for Transport, 2010).

The scheme would contribute to delivery of new employment space at Slough Trading Estate as part of the regeneration masterplan modal switch strategy.

Outputs		2015/ 16	2016/ 17	2017/ 18	2018/ 19	2019/ 20	2020/ 21	Later
Houses (units)	SLGF							
	Other public sector (specify ESIF, etc.)							
	Private sector							
	Total							
Jobs	SLGF							
	Other public sector (specify ESIF, etc.)							
	Private sector							
	Total							
Employment floorspace (sq m)	SLGF	4000	4000	4000	4000	4000	4000	51000
	Other public sector (specify ESIF, etc.)							
	Private sector	4000	4000	4000	4000	4000	4000	51000
	Total	8000	8000	8000	8000	8000	8000	102000
Businesses created	SLGF							
	Other public sector (specify ESIF, etc.)							
	Private sector							
	Total							
Business assists	SLGF							
	Other public sector (specify ESIF, etc.)							
	Private sector							
	Total							
Other 1 (specify)	SLGF							
	Other public sector (specify ESIF, etc.)							
	Private sector							

	Total							
Other 2 (specify)	SLGF							
	Other public sector (specify ESIF, etc.)							
	Private sector							
	Total							

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

Guidance from Council planning officers based on planning application and monitoring data. The research from comparable schemes outlined above highlights the level of benefits anticipated from the proposed scheme.

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

- regeneration: positive contribution towards Slough Trading Estate regeneration masterplan and to Maidenhead Town Centre Area Action Plan;
- personal affordability: cycling would offer reduced cost of travel between Slough and Maidenhead;
- physical activity: getting more people cycling will tackle health problems such as obesity, heart disease and type 2 diabetes;
- greenhouse gas emissions: makes cycling use more attractive with potential reduction in private car carbon emissions;
- air quality: switch from car use would contribute towards a reduction in NO<sub>2</sub> emissions:
  - a. Slough Tun’s Lane and Town Centre AQMAs ;
  - b. Maidenhead AQMA covers the town centre and the A4 to Maidenhead Bridge;
- improve road safety for cyclists (see casualty data above);
- crime and security: improved street lighting;
- access to a range of goods and services: widened travel opportunities to get to Slough Trading Estate, Slough and Maidenhead town centres and local facilities;
- community severance: positive impact;
- links to the wider cycle route network, including National Cycle Network Routes 4 and 61 and local leisure routes around the Jubilee River and River Thames; and
- widens leisure and tourism opportunities by providing better access to countryside and heritage sites with promotion of cycle links to nearby tourist attractions e.g. Cliveden, Dorney Lake, Windsor and Burnham Beeches.

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

These outcomes would arise from the improved opportunity for cycling that the scheme would offer.

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

50% local and private sector partner funding and 50% SLGF funding.

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

The total cost of the cross-boundary scheme is estimated to be £3.2m, £1.4m in Berkshire and £1.8m in Buckinghamshire. The funding sought from SLGF for Berkshire is £0.7m.

Source	Year	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
SLGF	Capital	£0.7m					
	Revenue	N/A					
Other public sector 1 SBC/ RBWM 2 3	<i>Please specify</i>	£0.6m					
		£0.6m					
Private sector 1 S016 2 3	<i>Please specify</i>	£0.1m					
		£0.1m					

## Deliverability and risks

**18. How secure are the funding contributions from elsewhere?**

Funding is secured from the two Borough Councils and from S106 contributions.

**19. What are the key project milestones?**

Key milestones would be agreed with the TV Bucks LEP to ensure that the cross-boundary aspects of the scheme would be properly coordinated.

Subject to funding the scheme could be delivered in 2015/16.

**20. What are the proposed arrangements for project management?**

A project steering group would be set up to coordinate works and monitor progress with individual elements managed by each local authority.

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

Risk	Likelihood (H / M / L)	Severity (H / M / L)	Mitigating actions
1 Delay in coordinating cross-boundary elements	M	H	Public consultation and close working between three authorities
2 Higher than expected costs	L	M	Manage scheme costs and benchmark against similar schemes

3 Delays in procurement process	L	M	Ensure programme allows sufficient time for process
4 Delays due to utility requirements	L	M	Close dialogue and planning with utility companies

***List of supporting information and evidence***

Borough Council LSTF Bid Documents and Progress Reports

Slough LDF

Maidenhead Town Centre Area Action Plan

SEGRO masterplan

TVBucks SEP