SLOUGH BOROUGH COUNCIL

REPORT TO:	Extraordinary Joint Meeting of the Overview & Scrutiny Committee and the Neighbourhoods & Community Services Scrutiny Panel
DATE:	29th October 2020
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WARD(S):	All

PART I

FOR COMMENT & CONSIDERATION

EXPERIMENTAL BUS LANES

1. Purpose of Report

This report provides Members with an update on the A4 bus and cycle lane experimental scheme.

2. Recommendation(s)/Proposed Action

Members are requested to note:

a) Review of the existing A4 bus and cycle lane scheme

b) The monitoring data available since implementation of the scheme.

c) The recommendation to introduce:

- Hackney carriages,
- e-scooters,
- motorbikes,
- private hire vehicles, any other authorised vehicles and
- Monday to Friday, peak time bus lane between 07:00hrs – 10:00hrs and 15:00hrs – 19:00hrs as part of the experimental scheme

d) The proposed amendment to the Experimental Traffic Regulation Orders (ETRO) to reflect the changes above and reset the 6 months objection period as set out by the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

e) The continued monitoring of the scheme following amendments to the Experimental Traffic Regulation orders.

f) The Council takes into account existing objections as part of the consultation process.

g) The financial commitment for the scheme.

3. The Slough Joint Wellbeing Strategy, the JSNA and the Five-Year Plan

The Slough Joint Wellbeing Strategy (SJWS) is the document that details the priorities agreed for Slough with partner organisations. The SJWS has been developed using a comprehensive evidence base that includes the Joint Strategic Needs Assessment (JSNA).

3a. Slough Joint Wellbeing Strategy Priorities

The scheme aims to address the following Slough Wellbeing Strategy 2020-2025 priorities:

1. Priority 1: Starting Well- By encouraging the use of sustainable mode of travel, the experimental bus and cycle lane aims to improve air quality along the route therefore could play an important role in increasing quality of life for young people with respiratory disease and reducing Slough's health inequalities in the long term.
2. Priority 2: Integration- By providing transport infrastructure that includes safer access to transport hubs bus shelters, bus routes that will enable vulnerable elderly members of the community to access health facilities and community centers.
3. Priority 3: Strong, Healthy and Attractive Neighbourhoods - The experimental bus and cycle lane aims to support active travel that plays a crucial role in maintaining good health, preventing illness, supporting mental wellbeing and generally enabling people to be healthier and happier for longer.
4. Priority 4: Workplace Health- The experimental scheme aims to establish better connectivity between places for home and work, provide reliable and sustainable transport for Slough residents.

3b. Five Year Plan Outcomes

- Slough children will grow up to be happy, healthy and successful - Enable children and young people to lead emotionally and physically healthy lives – by improving air quality through schemes that reduce congestion and improve safety at key locations.

- Our people will be healthier and manage their own care needs -Through the facilitation of, and uplift in active travel. Build on success in making Slough safer, by incorporating road safety measures into all engineering schemes delivered across the Council

- Slough will be an attractive place where people choose to live, work and stay - Reduce social isolation and improve access to local facilities by

improving connectivity of public transport and supporting safe, sustainable travel options.

- Slough will attract, retain and grow businesses and investment to provide opportunities for our residents - Ensure a fit for business transport infrastructure, by reducing congestion and making journey times more reliable and safer.

4. **Other Implications**

(a) Financial

The Council received a COVID-19 Emergency Active Travel Fund grant payment (Tranche 1) of £206k. This funding has been used to implement a range of schemes to support social distancing and take up of cycling and walking. This includes the A4 bus and cycle scheme with an implementation cost of £90k.

(b) Risk Management

a) The following section identifies the risks/threats/opportunities associated with the council approving (or otherwise) the recommendations in section 2 above; and

b) Includes actions they (and others) intend to take to mitigate the threats etc. identified.

The Table below has been completed for each recommendation from Section 2

Recommendation from section 2 above	Risks/Threats/ Opportunities	Current Controls	Using the Risk Management Matrix Score the risk	Future Controls
The recommendation to introduce Hackney carriages, cycles, - scooters, motorbikes, private hire vehicles, any other authorised vehicles and to introduce a Monday to Friday peak time bus lane between 07:00hrs – 10:00hrs and 15:00hrs – 19:00hrs as part of the experimental scheme..	Increased vehicular movements in the bus and cycle lane that may result in increased accidents of vulnerable road users that include cyclists and e-scooters.	Continued monitoring of the scheme and undertake road safety audits for the entire route. The proposed changes to the experimental lane are similar to those in other parts of the borough.	6 (Health & Safety Risk – Marginal impact. Low probability) Minor injuries.	Road Safety Audit and awareness campaign to inform all bus and cycle lane users about road etiquette. Continue to seek funding to improve infrastructure for cyclists.

The proposed amendment to the Experimental Traffic Regulation Orders to reflect the changes above and reset the 6 months objection period as set out by the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.	Enable road users such as Hackney carriages, e-scooters, motorbikes, private hire vehicles, any other authorised vehicles to use the bus lane. The amended ETROs will enable the council to continue to monitor the scheme during the 6-month objection period. .	Proposed amendment to the ETROs to accommodate the changes.	4 (Legal/Regulatory-Marginal impact – Very low)	a) Ensure that the ETROs is advertised as per requirements of the Road Traffic Regulation Act 1984 – Section 9 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996- Regulation 22. b) Introduce ETRO's along the route to allow revoking of one or more section as and when required to reduce impacts.
The continued monitoring of the scheme following amendments to the Experimental Traffic Regulation orders (ETRO's).	a) Give an opportunity for road users to comment on the scheme following amendment to the ETRO's. b) Opportunity to satisfy the requirements set out by the Road Traffic Regulation Act 1984 – Section 9 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996- Regulation 22. c) Enable the council to undertake a monitoring exercise in order to identify the impact of the scheme before	Continue to gather traffic survey data, bus journey times and consultation feedback during the trial period.	6 (Legal/Regulatory-Marginal impact – Low)	Ensure that the 6 month objection period is undertaken and the consultees are informed about the changes to the scheme.

	a decision is made permanent.			
The Council takes into account existing objections as part of the consultation process.	a) Enable continuous monitoring exercise and consideration of feedback for the entire duration of the scheme. b) Lack of consideration of the existing feedback could result in consultees/residents not trusting the consultation process for experimental schemes introduced by the Council. c) Requests for feedback from consultees who have already submitted their responses could result in consultation fatigue.	Recording of all consultation feedback received.	6 (Political Risk Marginal – Low Probability)	Ensure all objections are recorded and are included as part the consultation process.
The monitoring data available since implementation of the scheme.	Available data will enable Officers to continuously monitor the scheme before a decision is made to remove or make the scheme permanent.	Monthly monitoring report. Installation of temporary data collection equipment and continued use of permanent traffic counters.	6 (Political Risk Marginal – Low Probability)	Monitoring reports to reflect the impact of the scheme and enable the Council to identify whether the scheme has resulted in better journey times, has had not impact on the network and encouraged more people to use the bus, cycle or e-scooters.

Financial commitment to implement the scheme	The scheme is funded through a grant payment made by the Department for Transport (DfT) to fund a local response to Covid-19. Future funding from the DfT is dependent on provision of reallocation of space from motorists to cyclists and pedestrians.	The A4 bus and cycle scheme has been funded through the Emergency Active Travel Fund grant payment.	4 (Economic/ Financial Risk Marginal impact. Low probability)	a) Utilise the existing Access Fund revenue grant payment to reinforce travel behaviour change. b) Additional bids have been submitted to the DfT for tranche 2 of funding to support expansion of cycling and walking infrastructure. c) Continued project management and financial monitoring of the scheme.

(c) Human Rights Act and Other Legal Implications

Traffic Regulation Orders are required and these will be subject to procedures under the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

(d) Equalities Impact Assessment

An Equality Impact Assessment (EIA) was not undertaken. The Council would conduct an EIA where there is a reasonable expectation that a scheme may have an impact on any protected group(s) in society. The A4 bus lane has been introduced as an emergency response to the pandemic and therefore relevant to all groups in society.

Supporting Information

Background

5.1 In response to Covid-19 and preparation for the relaxation of lockdown restrictions, the government announced two tranches of the COVID-19 Emergency Active Travel Fund (EATF) be made available to local authorities to facilitate the rapid introduction of active travel measures which would support social distancing. The first tranche payment of £206k was made by the Department for Transport in June 2020. The government guidance for the EATF emphasised the need to deliver schemes promptly, before the return of

traffic to Pre-COVID-19 levels and when there would be less pressure on the transport network.

5.2 In May 2020, a significant decision report was approved which agreed to the introduction of an experimental bus and cycle lane on the A4 and which prioritised sustainable modes between Dover Road and Uxbridge Road (Appendix 1). The measures were introduced via an Experimental Traffic Regulation Order (ETRO), in line with the Government's statutory guidance - Section 18 Traffic Management Act 2004: Network Management duty guidance in response to COVID-19. The trial was proposed to run for a minimum of six months alongside consultation and monitoring of the impact of the measures.

As determined by the EATF recommendations, existing road space could be reallocated and designed to enable a healthy and sustainable recovery from the pandemic. The local scheme design removed a single lane of east and westbound traffic; enabling pedestrians to use the entire footway which previously had been designated a shared pedestrian and cycle lane.

5.3 The scheme supports national and local transport, environmental and public health policies in promoting more sustainable forms of transport to reduce the environmental impact of road traffic congestion and improvement to health outcomes including:

- SBC's Local Cycling and Walking Infrastructure Plan (LCWIP), (a local output of a national Government policy) forms an essential part of the national Cycling and Walking Investment Strategy (CWIS) in which there is an ambition to double cycling nationally by 2025.
- SBC's Low Emission Strategy sanctioned in September 2018.
- SBC's Air Quality Action Plan
- Local Transport Plan

In July 2019, SBC's full council also passed a motion titled 'Climate Change' which noted the urgency for national and international action to combat climate change and included a commitment to '*reducing emissions from transport by promoting sustainable transport, reducing car travel and traffic congestion and encouraging behaviour change*'.

5.4 Mitigation measures to reduce any potential rat-running (displaced journeys through potential increased congestion on the A4) were designed, but only to be deployed as and when required. The scheme was designed over six sections; each with individually attached experimental traffic regulation orders (ETROs). This would permit an immediate response, enabling revocation of one of the ETROs if required.

5.5 The current experimental traffic regulation orders for the scheme were sealed on 21 August 2020. Experimental Traffic Regulation Orders are made under subsections 9 and 10 of the Road Traffic Regulations Act 1984 and can only stay in force for a maximum period of 18 months. Changes can be made during the first 6 months to any of the restrictions if necessary, before a decision is made whether or not to continue with the changes brought in by the

Experimental Order on a permanent basis. Once the Order is in force, objections may be made to the order being made permanent and these must be made within six months of the day the Experimental Order comes into force. If the Order is altered as set out above, objections may be made within six months of the new date the Order is amended.

Monitoring Data

5.6 The A4 scheme has been monitored since the ETROs have come into force. Two months of monitoring data is available (Appendix 2). There is insufficient data to demonstrate any significant findings at this time. It should be noted that school journeys have impacted on the local network in September, as have the M4 closures.

The following metrics are being collected:

- Bus journey times and reliability
- Journey times for all vehicles
- number of cycling journeys,
- traffic flow
- air quality
- E-scooter use (as of launch date 16 October)

5.7 The existing experimental scheme has supported the return of children to schools that reopened in early September 2020. Home to School transport buses have been able to utilise the dedicated bus lanes and duplicate buses by public operators added to the bus network to transport school children.

Operational Hours and Scheme Enforcement

5.8 As part of the trial, the A4 bus lane operates 24 hours a day, 7 days a week. The scheme was designed to support use of sustainable modes and social distancing while also improving bus journey times and reliability for passengers. Although too early to draw conclusions, early data collection indicates that journey times for vehicles have increased as would be expected.

5.9 Further assessment would be required to establish if a proposed change to peak-time only bus lanes would impact on road safety for vulnerable road users Consideration to a Monday to Friday peak time bus lane between 07:00hrs – 10:00hrs and 15:00hrs – 19:00hrs is being made. Full time bus lanes provide a clear and safe route for cyclists, and e-scooter users (trialled in Slough from the 16 October). A change to a peak-time only bus lane will continue to support commuter cyclists however it is expected that cycling numbers will reduce due to seasonal fluctuations and the requirement for a full time bus lane may be disproportionate. Accident data will be monitored. It is expected that bus lane markings may continue to provide some assurance for cyclists/e-scooter users.

5.10 It should be noted; a review of all bus lanes to prioritise fully electric (zero emission) vehicles is also being undertaken. Officers are currently awaiting confirmation of government guidance relating to the *green number plate*

scheme (expected in December 2020) which encourages use of cleaner, greener vehicles and supports SBC's Low Emission Strategy.

5.11 Bus lanes are enforced in Slough through cameras placed along the route, detecting vehicles illegally driving in a bus lane and issued a Penalty Charge Notice. Enforcement of the A4 scheme has not been actioned due to the scheme being introduced as an emergency response and via an experimental order. The additional capital cost of purchasing enforcement cameras is not viable until a decision to maintain or revoke the scheme has been made. Enforcement is recommended to prevent misuse of the lane by motorists.

Objections to the A4 Bus and Cycle Lane

5.12 A petition 'Abolish the Bath Road bus lane' which received 5272 signatures was submitted to SBC. An officer report, dated 01 August 2020 was submitted to full council in response to the petition. The report recommended the continued monitoring of outputs of the experimental phase of the A4 bus and cycle lane scheme for the duration of the objection/ consultation period. The petition was debated at full council with the motion to move it to joint panel.

5.13 At the time of scheme implementation, it was anticipated that local employment would not return to a 'business-as-usual' model during the recovery phase, with fewer staff required to attend offices daily. Representation was made by Segro and submitted to SBC in July 2020 outlining the potential negative impacts on local business activity and freight movements. SBC Officers responded to the technical points raised by Segro but have not received any further communication from Segro or any small and medium enterprises (SMEs) to advise of any negative impacts. Representation has been made by the Taxi Federation and Association and Private Hire Vehicles (PHV) owners.

5.14 A meeting between representatives of the Slough Taxi Federation and Association and SBC officers was held on 29 September 2020 to discuss the impact of the A4 scheme on their business during the recovery period. Hackney cabs are permitted on all other bus lanes in the borough but a decision was made to exclude them from the A4 experimental scheme to protect cyclists. Officers acknowledge that taxis can play an important role in a balanced transport system, particularly supporting journeys to and from rail stations and providing for people with mobility difficulties or those without access to a private car. Subject to approval, a conditional concession to use the A4 lane has been granted.

5.15 Slough's licensed Private Hire representatives met with SBC Officers on the 29 September and 15 October 2020. Currently, Private Hire Vehicles (PHVs) are unable to legally use any of the bus lanes in the borough. There are 632 registered private hire drivers working within Slough. Officers are reviewing the potential impact of permitting PHVs into the experimental bus lane but data to quantify the impact is currently unavailable. Discussions are being sought with Local Authorities who have trialled a PHV concession. Any exemptions to use the A4 bus and cycle lane need to be considered where bus journey times remain unaffected and where cyclist/e-scooter users' safety is not impacted.

5.16 A target, within SBC's Low Emission Strategy and supported through approved taxi licensing standards is to ensure all licensed vehicles (Hackney carriage and PHVs) will be (ULEV) compliant from 1st September 2025. The Council is committed to installing new electric taxi charging infrastructure by 2023 to enable the transition to electric taxis and PHVs.

5.17 Officers have drafted a considerate driver etiquette, which sets out points for driving with due care to vulnerable road users. Based on the proposed changes in the Highway Code to improve safety for pedestrians, children, older adults and disabled people and cyclists/ E-scooter users, the Code states that '*those road users who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to others'.*

Consultation responses sample summary

5.18 1039 responses have been received to date through the Transport for Slough email inbox. Cleaning of the data and removal of duplicate responses provides a total of 922 responses to date. Analysis of the responses is ongoing. However, for this paper, a sample of 83 responses (approx. 9% of the total to date) was analysed to discover some of the key themes. Of those 83 responses, 50 were received in August 2020, 25 in September 2020 and 8 in October 2020.

5.19 The issues raised in all 83 responses were extracted and categorised. The frequency with which each theme was raised was tallied. Of the 34 themes, the five most frequently raised were:

- Concerns about congestion / journey time (70 respondents, 84% of the 83 responses in the sample)
- General opposition to / criticism of scheme (69 respondents, 83% of the 83 responses in the sample)
- Comments that scheme is not needed / will not help / is not working (31 respondents, 37% of the 83 responses in the sample)
- Concerns about air quality / traffic noise (21 respondents, 25% of the 83 responses in the sample)
- Comments about negative effects on the economy / quality of life (21 respondents, 25% of the 83 responses in the sample)

Analysis of the remaining responses, received as part of the consultation process will continue. The Council has received 85 corporate complaints and 8 Freedom of Information Requests.

Legal and Financial implications to any changes

5.20 To legally permit any concessions, the Experimental Traffic Order will have to be amended (See point 5.5) to include the introduction of Hackney carriages, e-scooters, motorbikes, private hire vehicles, any other authorised vehicles and introduce a Monday to Friday peak time bus lane between 07:00hrs – 10:00hrs and 15:00hrs – 19:00hrs as part of the trial period.

5.21 In order to exempt these vehicles, signage will have to be amended to include the taxi and motorcycle symbol and also include ‘authorised vehicles’ wording to permit Private Hire Vehicles, if agreed. The overall costing to change the signs, amend the TRO and to advertise the public notice is approximately £6k.

5.22 During the trial period, it is recommended that the bus and cycle lane is enforceable to ensure the road network is managed efficiently. Without enforcement, the lane may be misused by motorists. Vulnerable users may not be reassured to use the bus lane. Recommended amendments will result in resetting the objection period to 6 months from the date when the amended ETROs were made. Committee should note that the amendment at this time does not affect the regulated 18 month trial period.

6. Comments of Other Committees

A petition ‘Abolish the Bath Road bus lane’ petition was submitted to SBC. The petition was debated at full council with the motion to move it to joint scrutiny panel.

7. Conclusion

Following a review of existing feedback, meetings with affected parties and review of the existing monitoring data available, the Major Infrastructure Project Team recommend:

- The existing experimental traffic regulation orders are amended to reflect the proposed changes highlighted in Section 2.
- The 6 month objection period is undertaken as per legislative requirements of amending the ETRO.
- The Council continues to monitor the experimental scheme to identify the impact of the scheme.
- Consultation responses are analysed and reported back to Cabinet at the end of the trial period where a decision to more the scheme, or make it permanent will be made.

8. Appendices Attached

Appendix 1 - Significant Decision Report August 2020
Appendix 2 - Monitoring Report September 2020

9. Background Papers

a) Road Traffic Regulation Act 1984 - Section 9
b) The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996- Regulation 22

Appendix 1

Significant Decision Report – May 2020

Regeneration, Major Infrastructure Projects

Significant Decision
Bus lane introduction along A4 with supporting cycling measures

Prepared by:
Misha Byrne – Senior Transport Planner

Purpose of Significant Decision:
To seek approval to implement a shared bus and cycle lane under a temporary traffic order, Post Covid, to support public transport users, cyclists and pedestrians as part of social distancing.

Introduction

The Council has during the Covid-19 lockdown recorded, like many other authorities, a significant drop in traffic flows and measurable improvement to air quality. There has also been an increase in cycling and walking levels. Emerging evidence suggests that once restrictions start to ease, there will be an upturn in car use and decrease in public transport use.

We know that active travel is affordable, delivers significant health benefits, can improve wellbeing and improves air quality. Similarly, we also know that local bus services provide a vital means of accessing services for many of our residents. Within Slough, over a quarter of households do not have access to a car, this ranges from 10% of households in Cippenham, Colnbrook and Langley to over 40% in Upton, Chalvey and Burnham. (Local Transport Plan 3)

We need to lock in the benefits that have been realised during this lockdown period and therefore; a dedicated bus lane with supporting cycling infrastructure along the A4 is proposed. The A4 bus lane will be designed to reflect better cycling infrastructure, enabling cyclists to be separated in the short/medium term from pedestrians. In addition, public transport users will have more room near bus stops and other parts of street furniture. Pedestrians will have additional space which was used by cyclists.

We recognise that adapting road space can influence modal choice. Where Government has indicated that additional funding will be released to support walking and cycling aspirations, there may be scope, at a later stage to introduce segregated cycle lanes, dependent on feasibility studies and funding coming forward.

Background

The current status on traffic flows are included in the attached appendices and report that approximately 70% traffic reduction around the Huntercombe Spur junction and

around a 50% reduction near to Brands Hill/Junction 5. This reduction has then been compared to the air quality modelling undertaken looking at the five AQMA's.

The five AQMA's have indicated that in terms of NO_2 there has been a reduction of between 30%-41% and in respect of NOx there has been a reduction of between 45%-59% these are modelled scenarios based on data available to the environmental quality team.

The rise in numbers cycling and walking locally has not been included here. We have four permanent cycle counters located in the borough along the Bath Road, Salt Hill Park, Cinder Track near and the Footpath near Kedermiser Park however these locations would not pick up the local journeys to services/shops undertaken by cyclists during this lockdown period. Walking numbers are not monitored.

Government Guidance Covid 19

A primary aim is to support social distancing as per the current legislation (of 2m distance). The proposed changes to the A4 are designed to help residents make trips by bicycle or foot while maintaining social distancing and to support bus services.

The scheme is proposed under the new legislation for introducing traffic orders. A temporary traffic order will be introduced, which can remain in place for up to 18 months. Where this will be introduced to put the proposed measure in place, it will also allow us to monitor both positive and negative impacts and adjust the scheme accordingly. Traffic signs will be needed to inform users of the changes to road layouts.

Officers are working on surveys and designs to help support this undertaking and will be engaging with stakeholders over the design process. Large stretches of the A4 already have bus lanes.

Proposal

The new bus/cycle lanes are proposed from east of the Huntercombe Roundabout through to the Sainsbury's roundabout both on the east and westbound carriageways. A small section east of the Sainsbury's roundabout to Lynwood Avenue will not have new bus lanes due to the single lane approach after which the bus lanes will connect with the existing SMaRT bus lanes which were implemented two years ago.

In respect of cycling along the A4 there have been concerns raised by residents about social distancing with pedestrians on shared-use paths. By introducing bus /cycle lanes we will be able to reduce the conflict by providing cyclists an on-road facility which will have less traffic and no interaction with pedestrians except at junctions. This will also mean that cyclists will have less interaction with street furniture on the footways such as bus stops (with passengers boarding/alighting), streetlighting columns/sign poles etc.

Risks

It should be noted that although we are introducing public transport improvements, capacity on buses will be reduced up to potentially only one tenth of previous capacity being available, when social distancing rules are applied. Within Slough, it's recognised that many residents are reliant on bus services. We will work with operators to maintain bus services. It should be noted however that certain routes may be considered unprofitable and no longer provided. Should this occur, an additional cost to the Council may be incurred.

It is anticipated that the proposed infrastructure will have a negative impact on private vehicle journey times and may increase congestion along some points. Due to the urgency of this work to introduce protective measures in response to Covid-19, there will be limited mitigation packages that will alleviate congestion on the highway although work is being undertaken to adjust signal timings where possible.

Businesses have already responded quickly to establishing working from home practices. It is considered likely that this will continue to be maintained even after the lockdown eases. In addition, in order to manage social distancing within the workplace, it is unlikely that a *business as usual* model will be reinstated in the short term. The negative impact of increased congestion is therefore unlikely to be felt immediately and will permit an incremental 'bedding in' period.

A safety audit will be undertaken to ensure the A4 bus lane with cycling improvements meets the necessary requirements.

It is likely that increased rat-running will occur, as drivers attempt to avoid the A4. We are reviewing known sites where this may happen and will seek to introduce supportive measures to address this issue. This may be cost prohibitive and we may have to implement a capped offer to reduce negative impacts, if we unable to remove them.

Local businesses may be impacted with concerns raised that their staff are unable to travel to work easily, or that their deliveries to site have been negatively impacted.

Not all cyclists will be confident sharing a lane with a bus. The bus lane will be introduced which may improve bus movements, it may not support cycling growth. A phased approach is recommended which builds in the option of creating a segregated cycle lane as funding comes forward. It is unlikely that there will be significant increase in cycling until a segregated option is built.

Monitoring

Although supporting social distancing is central to this proposal, we will not be reporting on this - as guidance changes from central government we will need to respond accordingly. However, the Council do need to demonstrate that these proposed measures are worthwhile. An aim of this work is to ensure we do not return to pre-covid air quality measures. We will therefore continue to assess the impact of the proposed measure has on air quality and local pollution levels through monitoring and modelling.

Journey times will be reviewed periodically during this period to measure impacts. We will also be speaking to local businesses to collect qualitative data.

Supporting Local Policies

The scheme will help deliver the following key actions from the Five Year Plan and the Major Infrastructure Projects Service Plan 2020-21.

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1.2 Ensure a fit for business transport infrastructure – by reducing congestion and making journey times more reliable and safer.
1. 4. Build on success in making Slough safer - by incorporating road safety measures into all engineering schemes delivered across the Council.
5.1 Enable children and young people to lead emotionally and physically healthy lives – by improving air quality through schemes that reduce congestion and improve safety at key locations

Financial Implications

- Dedicated bus lane and markings for cyclists.
- Advance stop lines to be introduced along the entire route to accommodate cyclists at junctions.
- Review of traffic signals to reduce journey times for drivers.
- Review of areas to prevent rat running with supporting measures

The cost of undertaking this work is expected to be in the region of £60k subject to level of signal modifications that are required and the amount of traffic management required. This cost will be met through the existing LTP capital budget and Highway Maintenance capital budget.

Supporting measures to prevent rat running will be reviewed in line with the total budget of £60k.

Equalities Impact Assessment

An equalities impact assessment has not been undertaken. However, the expectation is that there will be no negative impacts for any specific group. Positive impacts are expected in terms of reduced pollution, controlled social distancing and improvements to passenger transport.

Legal Implications

Ensuring Slough's roads are safe continues to be a key local priority which is also determined by the Statutory Duty to promote road safety and to act to reduce the likelihood of road casualties occurring (Section 39, Road Traffic Act 1988). The guidance on social distancing and the expectation that pedestrians/cyclists and public transport users will come into closer proximity helps support the councils position to provide this new infrastructure.

The Network Management Duty requires local traffic authorities to manage their networks with a view to securing the movement of traffic on the authority's road network In this instance, 'traffic' is explicitly defined as including pedestrians, cyclists and motorised vehicles.

Conclusion

In line with support from the political administration and in view of the potential benefits that are expected to arise from the implementation of bus lanes in the forms of better social distancing, better cycling facilities, improved journey times for public transport users and improvements to air quality it is proposed that bus lanes are introduced along the A4 from Huntercombe Rbt to east of the Sainsbury's roundabout, starting first with the deployment in the town centre.

Recommended Decision

It is recommended that the following proposals are approved:

- That new bus lanes on the eastbound carriageway from east of the Huntercombe Rbt to east of the Sainsbury's Rbt. be implemented
- That new bus lanes on the westbound carriageway from east of the Sainsbury's rbt to east of Huntercombe Rbt. be implemented
- That Cycle provision be included within the design including advanced stop lines and future proofed to accommodate segregated cycle lanes where possible.
- That signal timings are adjusted to help reduce congestion where possible.
- That Temporary Orders are implemented to ensure that the bus lanes are enforceable.
- That air quality monitoring/assessment be undertaken following the implementation.
- Reviews are undertaken after an initial three month period but also as and when circumstances change.

Approved:

Steven Gibson Interim Director – Regeneration	pp	**Date** 15/05/20
Savio DeCruz Head of Major Infrastructure Projects		**Date** 14/05/20
Kam Hothi Network Manager		**Date** 14/05/20
Misha Byrne Senior Transport Planner		**Date** 14/05/20

Appendix 2 Monitoring Report

Regeneration, Major Infrastructure Projects

A4 Bath Road Bus and Cycle Lane Monitoring report

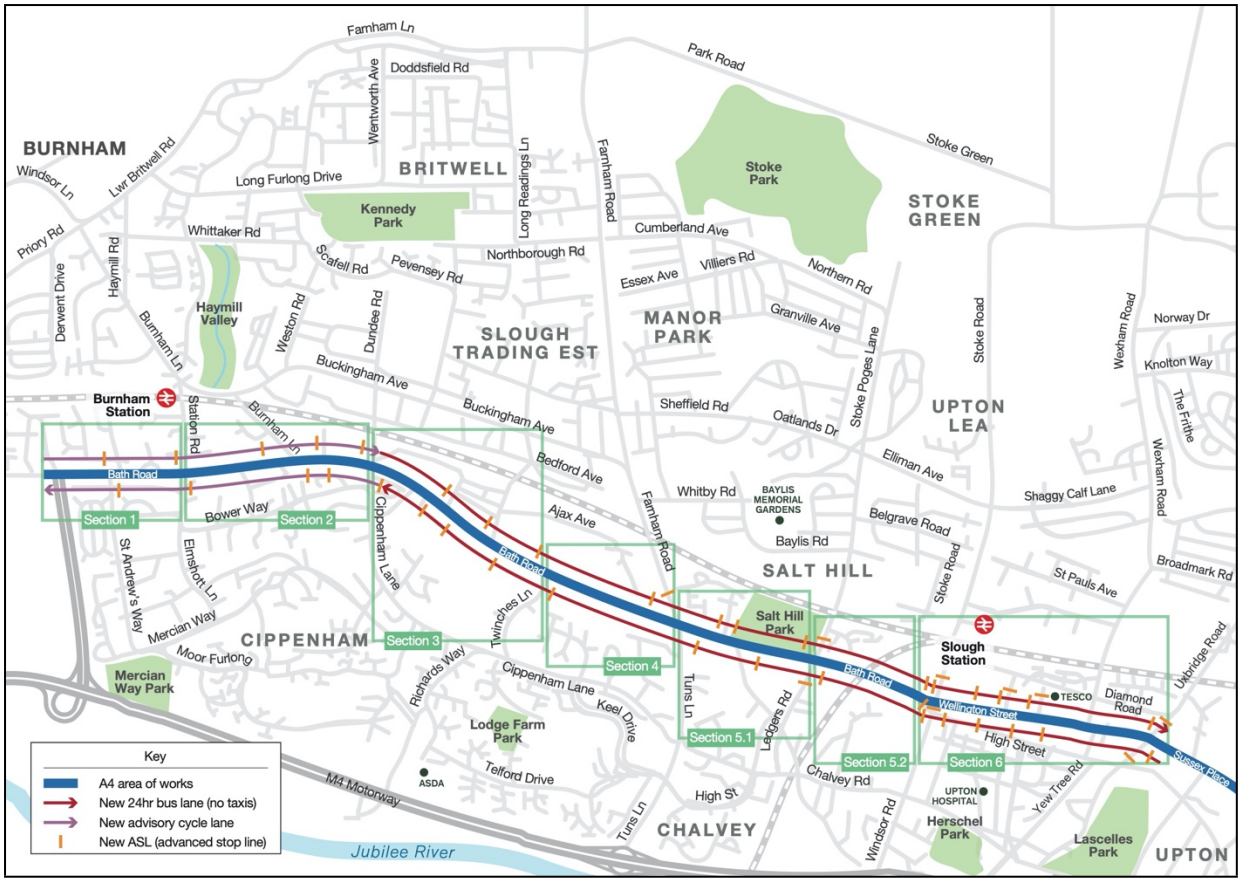
Date: September 2020

1. **Background**

The experimental bus and cycle lane along the A4 Bath Road between Dover Road and Uxbridge Road was introduced in August 2020 and this included the removal of some sections of the east and westbound traffic lanes to accommodate the scheme. The objective of the scheme is to promote cycling and encourage more people to use the bus by improving bus time reliability and cycle facilities. The scheme will also look at developing extra deliverables during the consultation period and identify/investigate wider benefits such as safety, regeneration, development and social inclusion.

The scheme was introduced as a response to the Department of Transport's Emergency Active Travel Fund that seeks to encourage more sustainable modes of travel and that the 'return to normal' after the lockdown is not car led.

Experimental Traffic Regulation Orders were introduced on 21st August 2020 along sections of the A4 Bath Road between Dover Road and Uxbridge Road for a period not more than 18 months.



Map1: Extent of experimental bus and cycle lane

2. Purpose of Monitoring

To gauge the impact of the A4 Bath Road experimental bus and cycle lane on the network and its impact on active travel.

3. Methodology

A number of data sources are being collated to gather data and present results for the monitoring report. To date, the main existing data sources available are air quality, bus journey times and traffic counts, blue tooth journey time monitoring data and consultation feedback. Other data sources are not available for the September period but are currently being collated or monitoring equipment is being set up.

4. Summary of results

4.1 Automatic Traffic Counts

Traffic count data was collected at permanent sites along the A4 between Huntercombe Roundabout and Uxbridge Road. The data in the tables 1 show traffic counts for peak times and these are defined as journeys starting between 06:00hrs – 10:00hrs and 15:00hrs – 19:00hrs.

There are 3 permanent traffic counts located along the study route.

- AS009 - A4 Bath Road, west Stowe Road
- AS001 - A4 Bath Rd, west Lansdowne Road
- AS005 - A4 Sussex Place, west PS071 Toucan

For the purposes of this report, the automatic traffic counters will only identify whether there is a correlation between increased traffic volume and journey times on the network. Compared to the August 2020 data, September 2020 data in table 1 shows a slight increase in recorded traffic volume along the experimental bus lane and cycle lane route.

Figure 1 Location of Automatic traffic counters

ATC Locations 2020 data	***06:00***	***07:00***	***08:00***	***09:00***	***10:00***	***15:00***	***16:00***	***17:00***	***18:00***	***19:00***
A4 /Stowe Road EB Total Counts August	6561	11214	12919	13838	17544	19382	18122	17828	15711	12843
A4 /Stowe Road EB Total Counts September	6990	13630	15247	15494	17606	18101	17519	17385	15718	12521
A4/ Stowe Road WB Total Counts August	7603	12231	15611	17754	22658	28907	29557	26839	24107	19383
A4/ Stowe Road WB Total Counts	7978	14572	20356	19221	22948	29583	29536	26803	24468	18935

September										
A4/ Lansdowne Avenue EB Total Counts August	10191	15134	17723	20158	23070	26700	26028	25655	25152	23765
A4/ Lansdowne Avenue EB Total Counts September	11294	19399	22827	22106	23313	25815	24615	24451	23885	23052
A4/ Lansdowne Avenue WB Total Counts August	9689	13378	15061	16148	18156	19648	19490	19517	19299	19332
A4/ Lansdowne Avenue WB Total Counts September	10181	15457	16727	17394	17975	18247	18247	18370	18919	18827
A4/ Sussex Place EB Total Counts August	12012	14881	16448	18553	21612	28246	29106	29613	28868	26053
A4/ Sussex Place EB Total Counts September	13925	21640	24520	20742	22780	30008	29027	29730	28272	25221
A4/ Sussex Place WB Total Counts August	11218	16543	18442	21345	24221	25344	25041	26300	25165	23000
A4/ Sussex Place WB Total Counts September	11794	22543	25703	24386	24589	26976	26327	26628	25263	23267

Table 1Recorded Vehicle volume

4.2 Bluetooth surveys - Journey time data

Journey time survey data was obtained from the existing permanent bluetooth devices along the A4. The monthly average journey time data obtained shows that compared to journey times in August there has been an increase in the journey times in September for all recorded routes. Factors that have contributed to the increase in journey times include the temporary closure of the M4 twice on the 18th -21st, the 25th -28th September along the A4 between M4 J5-J7, road works between Slough library and Uxbridge Road

and increased traffic on the network due to schools opening and relaxation of the Covid19 restrictions that has seen more people commuting to work.

For comparative purposes, the following table below summarises the average journey times for the routes along the A4 for August 2019, September 2019, August 2020 and September 2020. Focusing on the September 2019 and September 2020 journey time for each route, the data comparison shows that there is a slight increase in journey times for the longer routes A4/Huntercombe Roundabout to M4 j5 eastbound and M4 J5 to A4 Huntercombe Roundabout Westbound.

For shorter routes in September 2020, compared to the August journey times there has been a slight increase in journey times as expected and in part this may be attributed to back to school traffic. In comparison to the September 2019 data for shorter routes, it is evident that journey time has not increased for the shorter journeys except for route 15f HoS to Sainsburys Rdbt Eastbound. The increase in journey times at this location has been influenced by the junction improvement works on the A4 Wellington Street / Wexham Road (Table 2).

Due to technical issues with the blue tooth detectors on routes 15e, 15d both westbound and eastbound no data was recorded for July, August and September. Further analysis of the data is presented in Appendix 1.

Route number	Route	Miles	August 2019	August 2020 Journey time	September 2019	September 2020 Journey time
15	A4 Huntercombe Rdbt to M4 J5 Eastbound	5.1	21:04 min	22:55 min	22:15min	24:36 min
15c	Huntercombe Rdbt to Dover Rd Eastbound	0.9	04:16 min	04:05 min	04:28 min	04:11 min
15e	Dover to Tuns junction Eastbound	1.0	04:44 min	0	04:32 min	0
15d	Tuns junction to HoS Eastbound	0.8	03:39 min	0	04:08 min	0
15f	HoS to Sainsburys Rdbt Eastbound	0.7	03:01 min	03:55 min	03:07 min	04:08 min
16	M4 J5 to A4 Huntercombe Rdbt Westbound	5.1	19:40 min	22:09 min	21:03min	25:01 min
16c	Dover Rd to Huntercombe Rbt WB	0.9	03:31 min	03:07 min	03:38 min	03:18 min

16e	Tuns junction to Dover WB	1.0	04:10 min	0	04:14 min	0
16d	HoS to Tuns junction WB	0.8	03:45 min	0	04:09 min	0
16F2	Sainsburys Rdbt to HoS WB	0.7	03:06 min	02:47 min	03:11	02:50 min

Table 2 Bluetooth journey time monitoring routes

Figure 2 Bluetooth monitoring sites

4.3 Cycle Data

Cycle survey data is not available for September 2020. Data is currently being collected via video cameras and data will be presented in the October report.

4.4 Air Quality

Data presented from all monitoring stations as shown in figure 3 show that air quality is improving across all stations. This may however have been influenced by the impact of the lockdown which has reduced vehicle trips on the main network. Compared to the June, July and August data, the data shows that Nitrogen Dioxide (NO2) levels in September 2020 continue to rise across all air quality monitoring stations.

This seasonal pattern of rising NO2 is expected as we move from low concentrations during the summer months to increases in NO2 as we progress into the autumn.
Monthly concentrations remain depressed when compared to the average of previous years. This is likely to be attributed to reduced traffic and economic activity, in conjunction with weather patterns during 2020.

The difference between 2020 concentrations and previous years' data appears to be smaller at Brands Hill when compared to other monitoring stations in the borough.

Air quality data for 2020 is provisional, quality control checks and data ratification is currently being undertaken. In some cases, the change in data is marginal with only a change in one or two tenths, but in a couple of cases values have been changed by 1 or 2 ug/m^3 for the monthly mean.

It is important to note that there are a number of factors that contribute to rise or fall of NO2 and the benefits or disbenefits of the concentration levels cannot be directly linked to the experimental bus lane and cycle lane scheme.
See Appendix 2 for Air Quality data.

COVID-19 Air Quality Impact

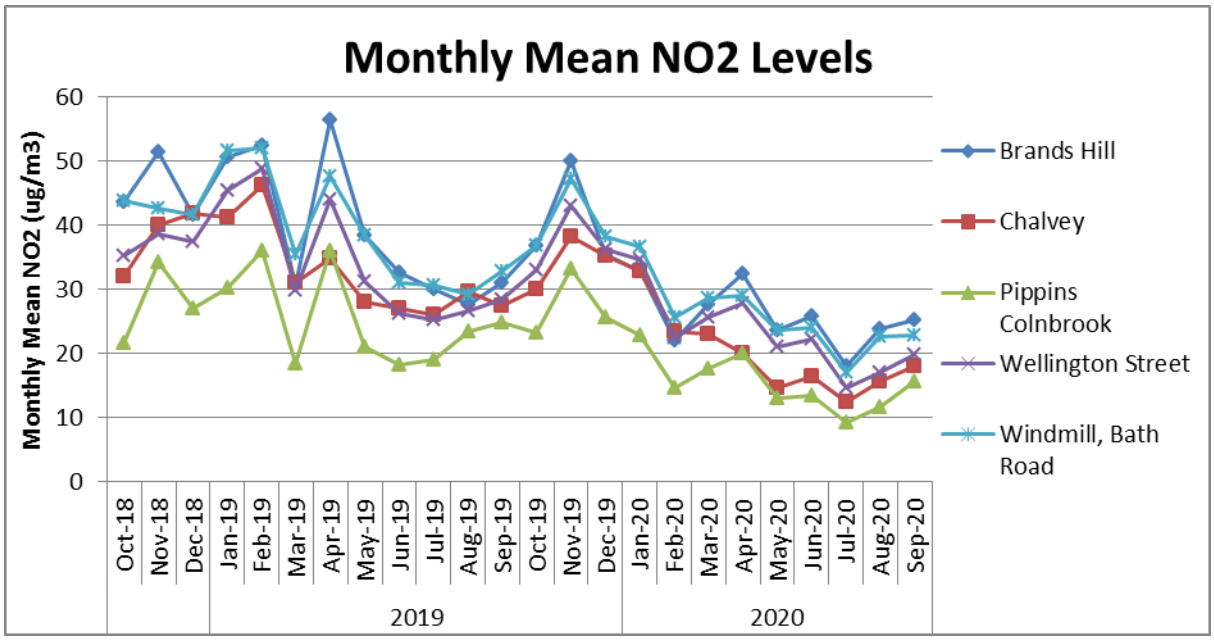


Figure 3: Monthly mean NO2 concentrations from 2018 to 2020. Data for September 2020 suggests that NO_2 levels are beginning to rise again – this can only be confirmed once more data is recorded in the following months.

4.5 Bus journey times

A small data sample has been collected for bus journey times and shows journey times during the AM and PM peak. Given that the data is less than a year, variation in seasonality has not been accounted for. These are run-times, with bus stop dwell times excluded. The section between Slough Library and Uxbridge Road has been excluded from the analysis because of roadworks that affected the results for August and September 2020.

A clearer picture of the journey times will be seen once a full analysis has been undertaken as part of the wider monitoring exercise. In this section the AM and PM peak is defined as journeys starting in the section between 08:00 and 08:59, and PM peak is defined as journeys starting in the section between 17:00 and 17:59. The results are for route 4 between Dover Road and Slough Library for the 4 two-week periods:

- 24 February - 6 March (pre-lockdown)
- 20 April - 1 May (post-lockdown, pre-bus lane implementation)
- 10 - 21 August (post-bus lane implementation)
- 14 – 25 September (post-bus lane implementation and return of schools).

a) AM Peak

Bus journey times for September 2020 for the Heathrow and Maidenhead routes - AM peak average run times shows an increase in journey time compared to the May and August 2020 months. However, journey time's prior to lock down have not increased.

b) PM Peak

Trends in the PM journey time data are similar to the AM peak. September 2020 bus journey times towards Heathrow show an increase in journey time. This is also similar for the routes towards Maidenhead were journey times have increased in September compared to the pre lockdown bus journey times between February and March.

AM Average Run Times (seconds)		
Time period	Towards Heathrow	Towards Maidenhead
Feb/Mar	9:30	11:25
Apr/May	6:29	7:27
August	6:09	7:48
September	00:07:58	00:09:26

AM Standard Deviation Run Time (seconds)		
Time period	Towards Heathrow	Towards Maidenhead
Feb/Mar	2:17	2:54
Apr/May	1:10	0:58
August	0:37	1:09
September	00:01:17	00:01:47

PM Average Run Times (seconds)		
Time period	Towards Heathrow	Towards Maidenhead
Feb/Mar	10:03	11:47
Apr/May	N/A	7:26
August	6:34	9:39
September	00:07:57	00:10:27

PM Standard Deviation Run Time (seconds)		
Time period	Towards Heathrow	Towards Maidenhead
Feb/Mar	2:25	2:04
Apr/May	N/A	1:42
August	1:38	1:00
September	00:01:15	00:01:49

Figure 4 AM &PM Average run times

4.6 Accident data

No accident data is available from Thames Valley Police (TVP) for this route. Accident data is only available 3 months after collection by TVP.

4.7 Consultation

In September 2020, the number of recorded complaints received by the Council about the scheme increased by 412 from the previous month. There was only 1 compliment, 3 Freedom of Information requests and 5272 signatures on the petition within the objection period.

The Council will continue to monitor the scheme during the objection and consultation period in order to identify the objections and where possible accommodate the objections as part of the experimental scheme.

Month	**August 2020**	**September 2020**
Number of complaints	288	700
Number of compliments	2	1
Number of FOIs per month	5	3
Signatures on the petitions	-	5272

Figure 5 Summary of consultation responses

4.8 Slough Cycle Hire

September 2020 witnessed an increase in subscriptions for the Slough Cycle hire scheme. There were 157 new subscriptions, a total trip of 518, riding hours of 469 and total distance covered was 1901km. There are no measures at the moment to determine that the increase in registration has been attributed by the introduction of the bus and cycle lane. However, it is encouraging to note that more people are using the cycle hire stations along the A4 and it is envisaged that they will gradually start using the experimental bus and cycle lane.

Comparison between Aug 2019 and 2020.

Totals	August 2019	August 2020
Trips	640	588
Km	1647 (avg. per trip = 2.8km)	3086 (avg. per trip = 5.2km)
Riding hours	405	688
Daily subscriptions	111	186
Total subscriptions	148	215

- Fewer trips made, but users travelled almost twice the distance
- A spike in daily subscriptions – more interest in leisure trips and for exercise
- Closed Slough Cycle Hire for April and May 2020 during lockdown period.

4.9 Road Works

- Junction improvement works on A4 Wellington Street /Wexham Road throughout September 2020.

- The M4 was closed twice in September affecting Slough's J5, J6 and J7.

- The M4 was closed twice during September affecting the Journey Times on the 18-21st and the 25-28th September along the A4 between M4 J5-J7.

Summary

The A4 Bath Road is the main route connecting Slough suburbs. Analysis from the September 2020 data is not sufficient to conclude whether the introduction of the experimental bus lane has had a negative impact to the adjacent links or resulted in traffic volume changes in surrounding areas due to traffic diversion and reassignment.

Compared to data obtained before the introduction of the experimental bus lane and cycle lane, existing conditions such as working at home arrangements and schools closed during the lockdown months have resulted in release of road space to general traffic and decreased journey times. However this trend seems to have changed in August 2020 and September 2020, where the number of vehicles and journey times have increased on the network due to seasonal variations, relaxation of lockdown conditions including schools opening. It is envisaged that this trend will change again subject to further lockdown measures implemented as part of the Government's response to a second COVID wave. Taking into account these factors, the comparative analysis of journey time monitoring results for all traffic must be interpreted carefully within the context of local conditions and the known road works both on local roads and motorways in order to arrive at a balanced understanding of the impact of the bus and cycle lane on the network. The Council will therefore continue to gather data in the coming months in order to understand whether bus lanes and cycle lanes

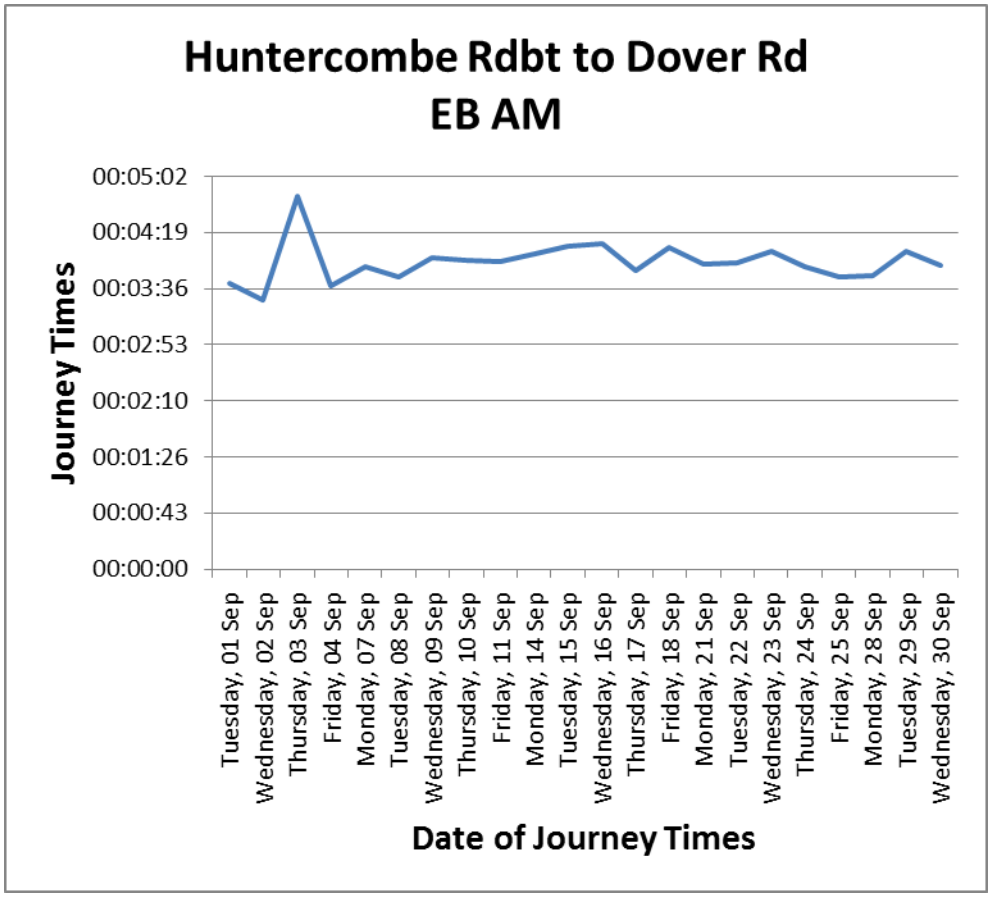
have the potential to improve the performance of bus journey times, encourage modal shift from private cars to public transport, reduce travel times and relieve urban congestion.

Data	Traffic and Cycle survey data.	Air Quality Nitrous Oxide (NOx) and PM10 data	Bus Journey times	Bus Ridership	Enforcement Cameras	Customer Surveys	Traffic signals and timings	Accident data*	SMaRT bus fares	Cycling hire scheme	eScooters
Data Status	August Data Available for Traffic Surveys	August data available	August data available	Data collection in progress	No data available Equipment to be installed	In progress currently being collated	No data available, measures being determined	No data available	No data available	No data available	No data available
Source	Drakewell and Video capture (currently going through procurement)	Slough Environmental Quality Team	Bus operators	Bus operators	Slough Parking Team	Bus operators or SBC	Slough Traffic Signals Team	CrashMap or AccsMap	Bus operators - Stewarts and Businesses.	Cycle Hire scheme	Operator to be confirmed
Use	Traffic volume and speed. To measure cyclist's volume	Monitor emission reductions	Identify journey time reliability and improvement	Identify number of passengers	Identify recorded violations	Identify success of scheme	Expected to include capacity measures at all key junctions along the route, including the Copthorne roundabout	To identify collision data	To identify number of tickets purchased per week	Identify registered users, new registrations and bicycle hires	Identify users

* ***Note – Accident data is only available 3 months after collection by TVP.***

Appendix 1 Bluetooth Journey Time Reports

Link 1 – Huntercombe Rdbt to Dover Rd



Date	Journey Time
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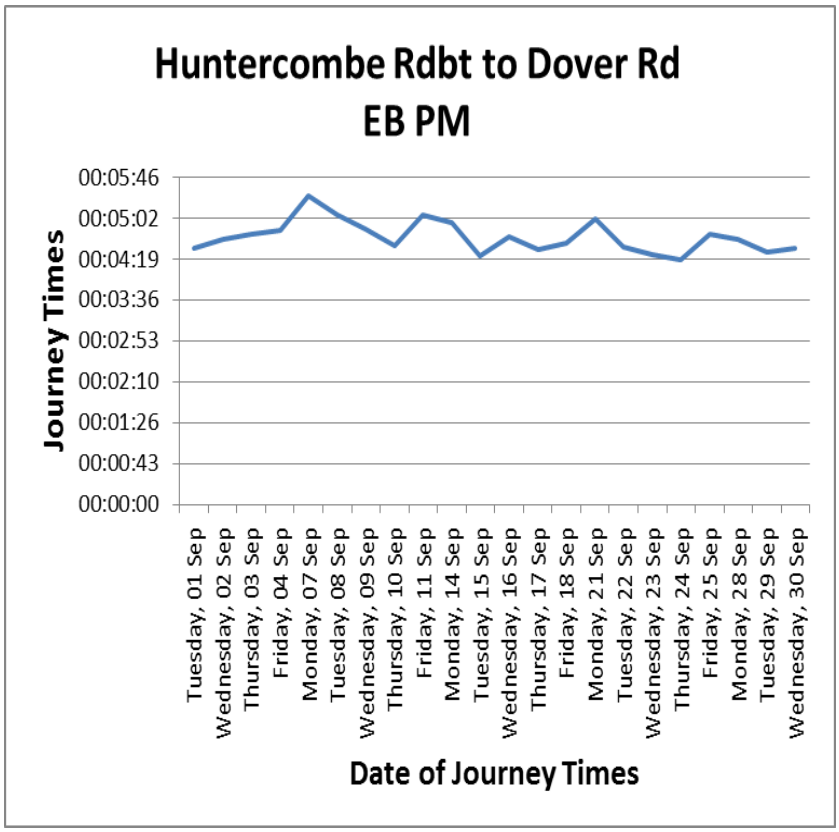
Wednesday, 02 Sep 2020	00:03:27
Thursday, 03 Sep 2020	00:04:47
Friday, 04 Sep 2020	00:03:38
Monday, 07 Sep 2020	00:03:53
Tuesday, 08 Sep 2020	00:03:45
Wednesday, 09 Sep 2020	00:04:00
Thursday, 10 Sep 2020	00:03:58
Friday, 11 Sep 2020	00:03:57
Monday, 14 Sep 2020	00:04:03
Tuesday, 15 Sep 2020	00:04:09
Wednesday, 16 Sep 2020	00:04:11
Thursday, 17 Sep 2020	00:03:50
Friday, 18 Sep 2020	00:04:08
Monday, 21 Sep 2020	00:03:55
Tuesday, 22 Sep 2020	00:03:56
Wednesday, 23 Sep 2020	00:04:05
Thursday, 24 Sep 2020	00:03:53
Friday, 25 Sep 2020	00:03:45

Monday, 28 Sep 2020	00:03:46
Tuesday, 29 Sep 2020	00:04:05
Wednesday, 30 Sep 2020	00:03:54



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Wednesday, 09 Sep 2020	00:04:51
Thursday, 10 Sep 2020	00:04:33
Friday, 11 Sep 2020	00:05:06
Monday, 14 Sep 2020	00:04:57
Tuesday, 15 Sep 2020	00:04:22
Wednesday, 16 Sep 2020	00:04:43
Thursday, 17 Sep 2020	00:04:29
Friday, 18 Sep 2020	00:04:36
Monday, 21 Sep 2020	00:05:02
Tuesday, 22 Sep 2020	00:04:32
Wednesday, 23 Sep 2020	00:04:24
Thursday, 24 Sep 2020	00:04:18
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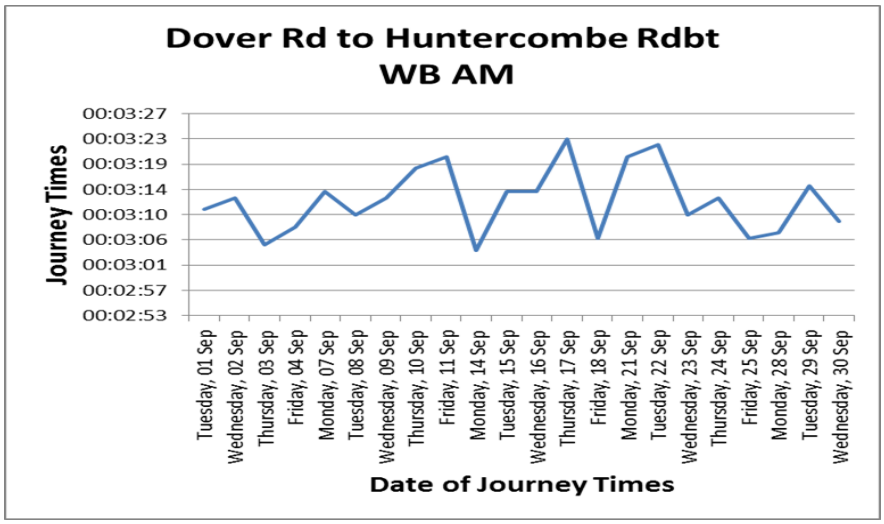
Monday, 28 Sep 2020	00:04:40

Tuesday, 29 Sep 2020	00:04:27
Wednesday, 30 Sep 2020	00:04:30



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Friday, 04 Sep 2020	00:03:08
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Tuesday, 08 Sep 2020	00:03:10
Wednesday, 09 Sep 2020	00:03:13
Thursday, 10 Sep 2020	00:03:18
Friday, 11 Sep 2020	00:03:20
Monday, 14 Sep 2020	00:03:04
Tuesday, 15 Sep 2020	00:03:14
Wednesday, 16 Sep 2020	00:03:14
Thursday, 17 Sep 2020	00:03:23
Friday, 18 Sep 2020	00:03:06
Monday, 21 Sep 2020	00:03:20
Tuesday, 22 Sep 2020	00:03:22
Wednesday, 23 Sep 2020	00:03:10
Thursday, 24 Sep 2020	00:03:13
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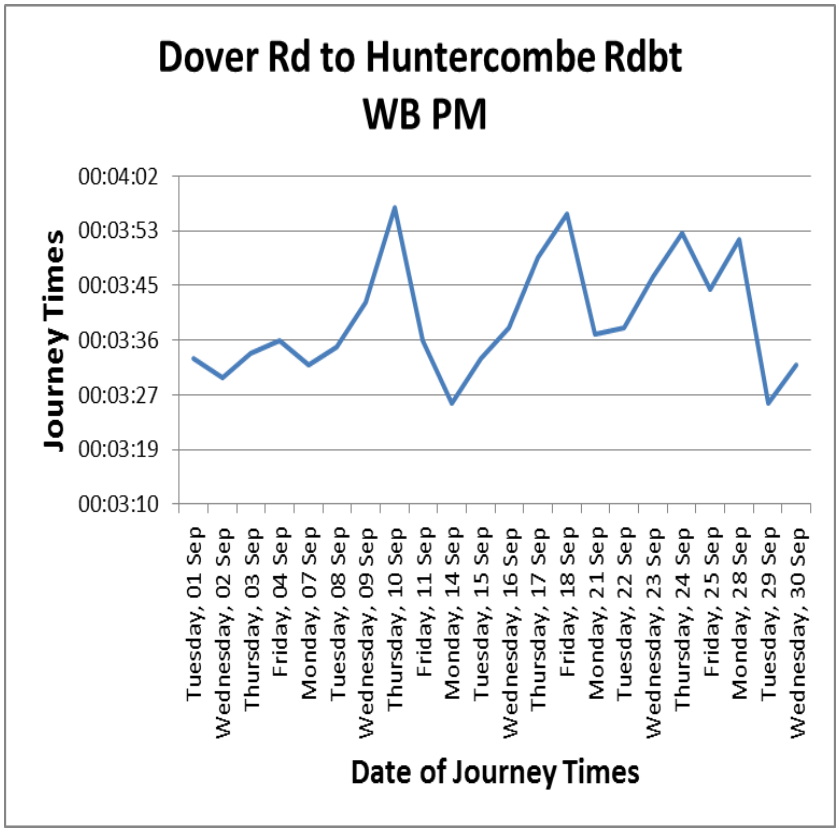
Wednesday, 30 Sep 2020	00:03:09



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Wednesday, 09 Sep 2020	00:03:42
Thursday, 10 Sep 2020	00:03:57
Friday, 11 Sep 2020	00:03:36
Monday, 14 Sep 2020	00:03:26
Tuesday, 15 Sep 2020	00:03:33
Wednesday, 16 Sep 2020	00:03:38
Thursday, 17 Sep 2020	00:03:49
Friday, 18 Sep 2020	00:03:56
Monday, 21 Sep 2020	00:03:37
Tuesday, 22 Sep 2020	00:03:38
Wednesday, 23 Sep 2020	00:03:46
Thursday, 24 Sep 2020	00:03:53
Friday, 25 Sep 2020	00:03:44
Monday, 28 Sep 2020	00:03:52
Tuesday, 29 Sep 2020	00:03:26
Wednesday, 30 Sep 2020	00:03:32

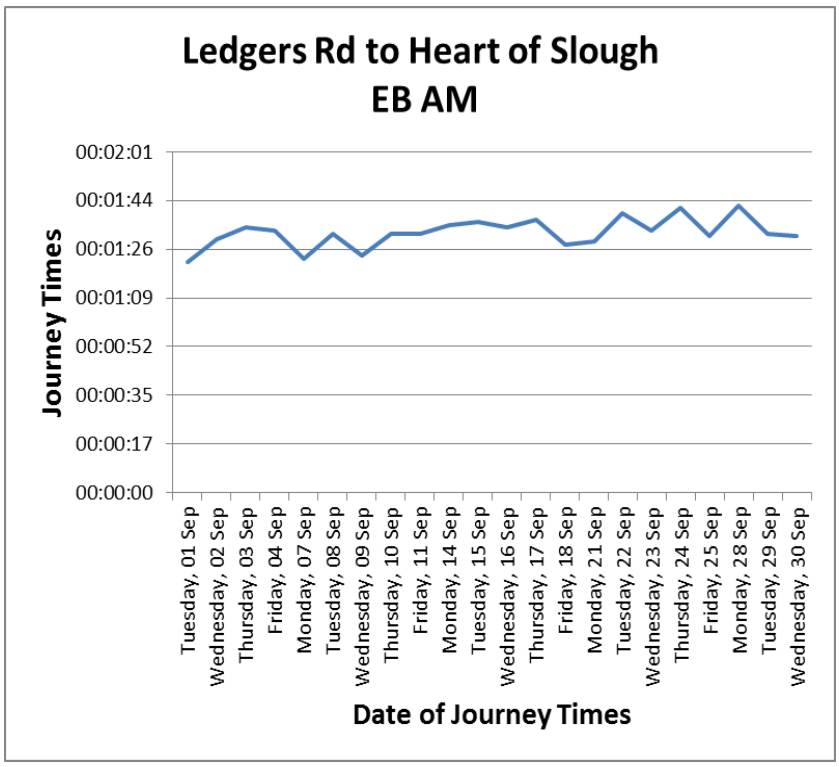
Link 2 – Dover Rd to Tuns junction

Equipment failure at Tuns no data for September.

Link 3 – Tuns junction to Ledgers Rd

Equipment failure at Tuns no data for September.

Link 4 – Ledgers Rd to Heart of Slough



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Friday, 11 Sep 2020	00:01:32
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Tuesday, 15 Sep 2020	00:01:36
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Wednesday, 23 Sep 2020	00:01:33
Thursday, 24 Sep 2020	00:01:41
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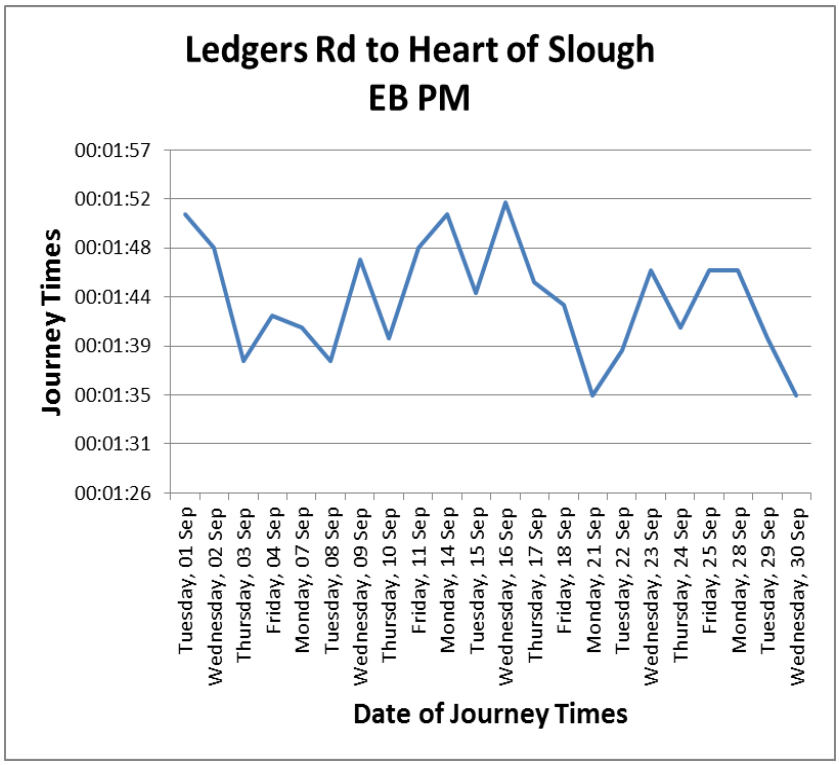
Wednesday, 30 Sep 2020	00:01:31



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Wednesday, 09 Sep 2020	00:01:47
Thursday, 10 Sep 2020	00:01:40
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Tuesday, 15 Sep 2020	00:01:44
Wednesday, 16 Sep 2020	00:01:52
Thursday, 17 Sep 2020	00:01:45
Friday, 18 Sep 2020	00:01:43
Monday, 21 Sep 2020	00:01:35
Tuesday, 22 Sep 2020	00:01:39
Wednesday, 23 Sep 2020	00:01:46
Thursday, 24 Sep 2020	00:01:41
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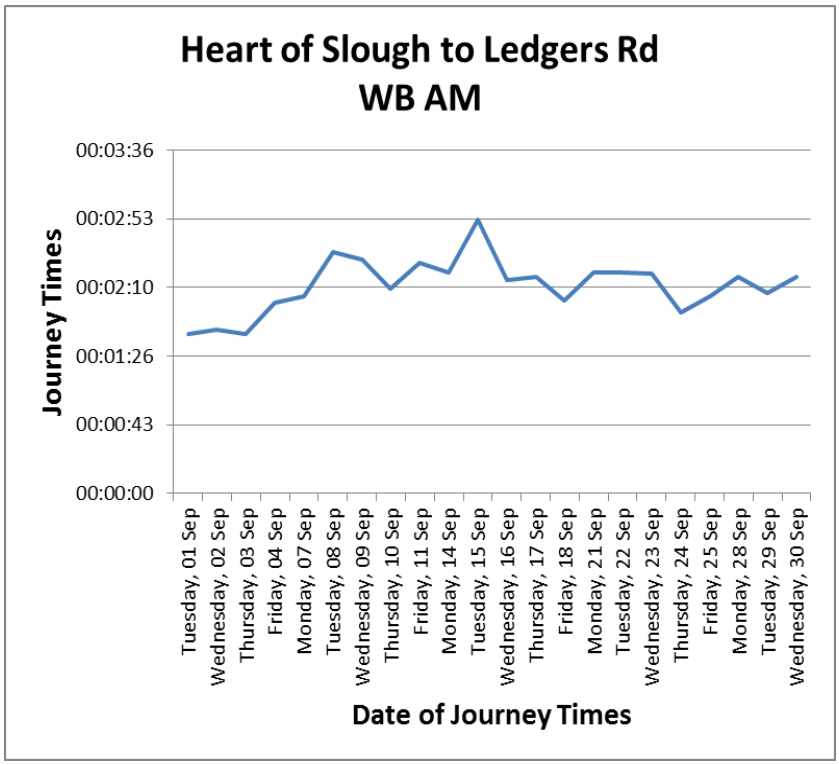

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Tuesday, 15 Sep 2020	00:02:52
Wednesday, 16 Sep 2020	00:02:14
Thursday, 17 Sep 2020	00:02:16
Friday, 18 Sep 2020	00:02:01
Monday, 21 Sep 2020	00:02:19
Tuesday, 22 Sep 2020	00:02:19
Wednesday, 23 Sep 2020	00:02:18
Thursday, 24 Sep 2020	00:01:54
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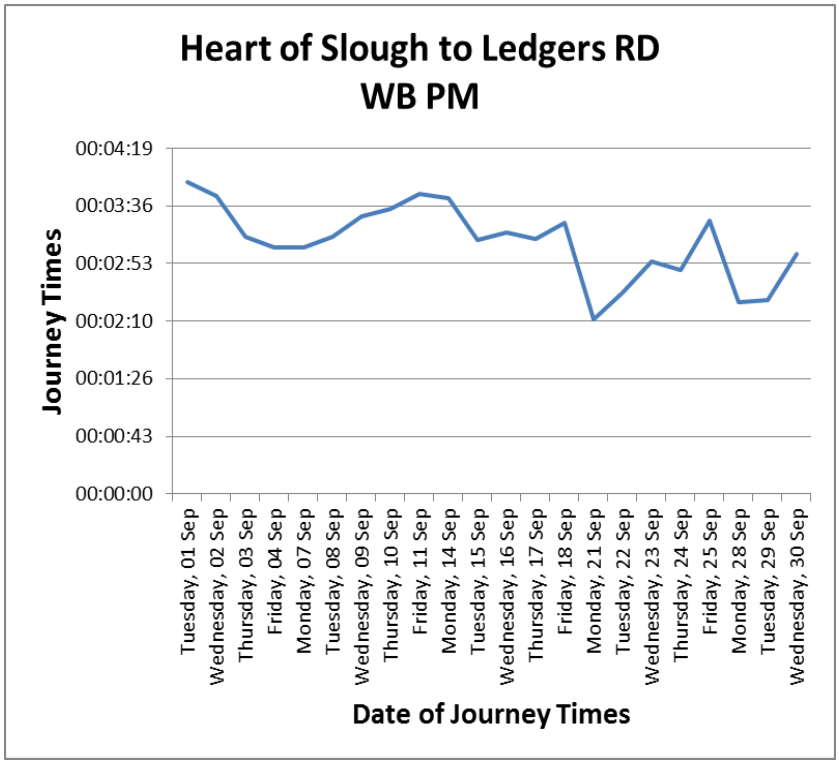

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Thursday, 10 Sep 2020	00:03:34
Friday, 11 Sep 2020	00:03:45
Monday, 14 Sep 2020	00:03:42
Tuesday, 15 Sep 2020	00:03:10
Wednesday, 16 Sep 2020	00:03:16
Thursday, 17 Sep 2020	00:03:11
Friday, 18 Sep 2020	00:03:23
Monday, 21 Sep 2020	00:02:11
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Wednesday, 23 Sep 2020	00:02:54
Thursday, 24 Sep 2020	00:02:48
Friday, 25 Sep 2020	00:03:25
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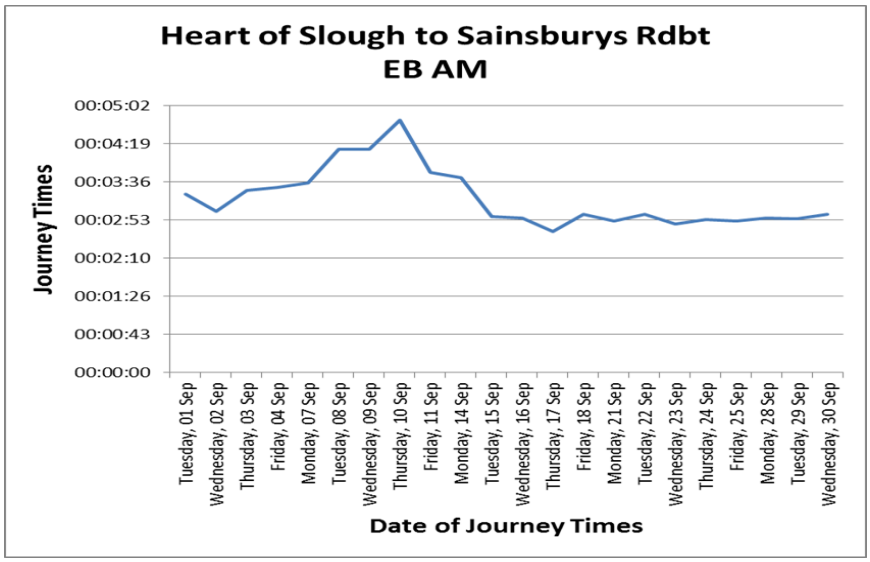
Wednesday, 30 Sep 2020	00:03:00

Link 5 – Heart of Slough to Sainsbury Rdbt



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Wednesday, 09 Sep 2020	00:04:13
Thursday, 10 Sep 2020	00:04:46
Friday, 11 Sep 2020	00:03:47
Monday, 14 Sep 2020	00:03:41
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Wednesday, 16 Sep 2020	00:02:55
Thursday, 17 Sep 2020	00:02:40
Friday, 18 Sep 2020	00:02:59
Monday, 21 Sep 2020	00:02:52
Tuesday, 22 Sep 2020	00:02:59
Wednesday, 23 Sep 2020	00:02:48
Thursday, 24 Sep 2020	00:02:53
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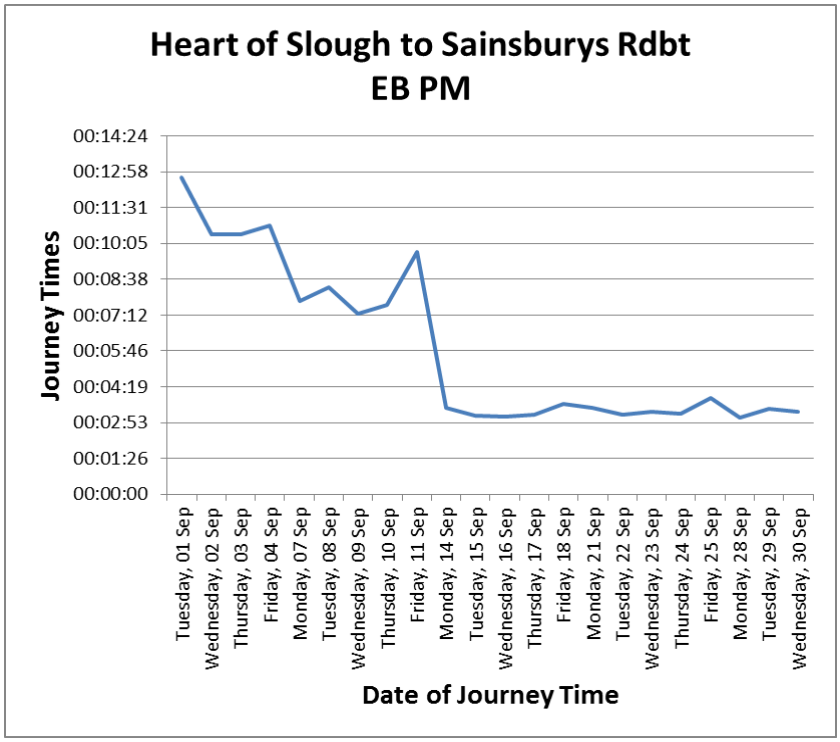

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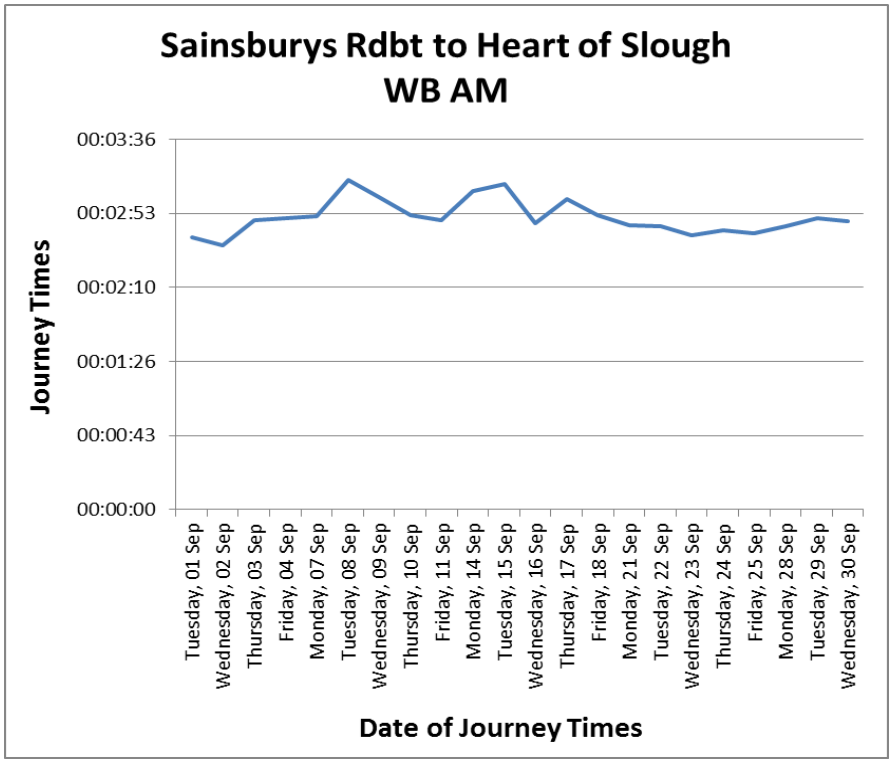
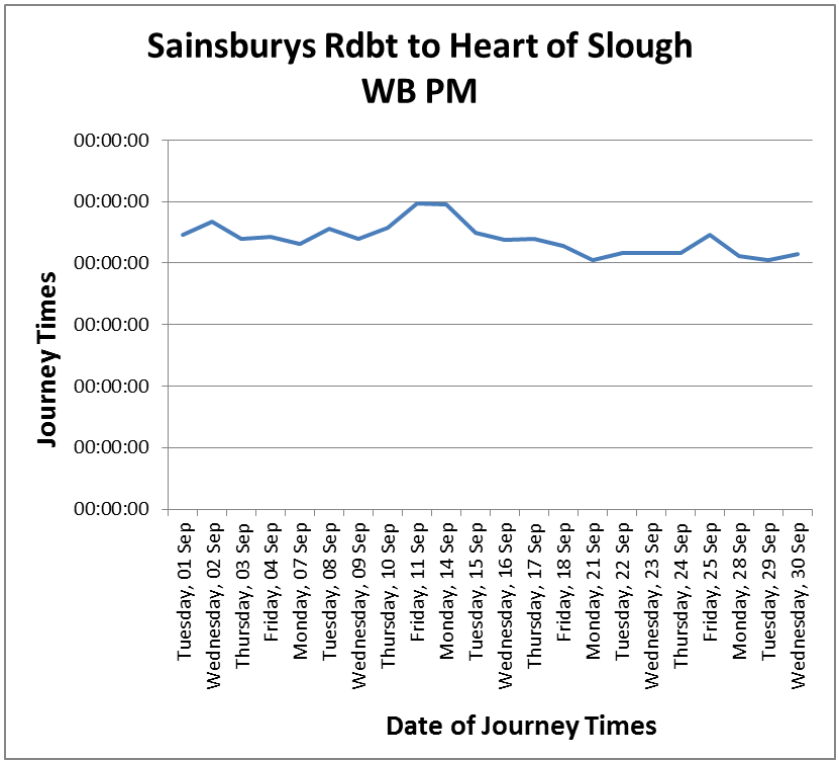
Thursday, 10 Sep 2020	00:07:37
Friday, 11 Sep 2020	00:09:43
Monday, 14 Sep 2020	00:03:29
Tuesday, 15 Sep 2020	00:03:09
Wednesday, 16 Sep 2020	00:03:08
Thursday, 17 Sep 2020	00:03:11
Friday, 18 Sep 2020	00:03:37
Monday, 21 Sep 2020	00:03:29
Tuesday, 22 Sep 2020	00:03:13
Wednesday, 23 Sep 2020	00:03:19
Thursday, 24 Sep 2020	00:03:15
Friday, 25 Sep 2020	00:03:52
Monday, 28 Sep 2020	00:03:06
Tuesday, 29 Sep 2020	00:03:26
Wednesday, 30 Sep 2020	00:03:20



Date	Journey Time
Tuesday, 01 Sep 2020	00:02:39
Wednesday, 02 Sep 2020	00:02:34
Thursday, 03 Sep 2020	00:02:49
Friday, 04 Sep 2020	00:02:50
Monday, 07 Sep 2020	00:02:51
Tuesday, 08 Sep 2020	00:03:12
Wednesday, 09 Sep 2020	00:03:02
Thursday, 10 Sep 2020	00:02:52
Friday, 11 Sep 2020	00:02:49
Monday, 14 Sep 2020	00:03:06
Tuesday, 15 Sep 2020	00:03:10
Wednesday, 16 Sep 2020	00:02:47
Thursday, 17 Sep 2020	00:03:01
Friday, 18 Sep 2020	00:02:52
Monday, 21 Sep 2020	00:02:46
Tuesday, 22 Sep 2020	00:02:45
Wednesday, 23 Sep 2020	00:02:40
Thursday, 24 Sep 2020	00:02:43
Friday, 25 Sep 2020	00:02:41
Monday, 28 Sep 2020	00:02:45
Tuesday, 29 Sep 2020	00:02:50
Wednesday, 30 Sep 2020	00:02:48



Date	Journey Time
Tuesday, 01 Sep	00:03:13
Wednesday, 02 Sep	00:03:22
Thursday, 03 Sep	00:03:10
Friday, 04 Sep	00:03:11
Monday, 07 Sep	00:03:06
Tuesday, 08 Sep	00:03:17
Wednesday, 09 Sep	00:03:10
Thursday, 10 Sep	00:03:18
Friday, 11 Sep	00:03:35
Monday, 14 Sep	00:03:34
Tuesday, 15 Sep	00:03:14
Wednesday, 16 Sep	00:03:09
Thursday, 17 Sep	00:03:10
Friday, 18 Sep	00:03:05
Monday, 21 Sep	00:02:55
Tuesday, 22 Sep	00:03:00
Wednesday, 23 Sep	00:03:00
Thursday, 24 Sep	00:03:00
Friday, 25 Sep	00:03:13
Monday, 28 Sep	00:02:58
Tuesday, 29 Sep	00:02:55
Wednesday, 30 Sep	00:02:59

Appendix 2 Consultation feedback

Milestone	Target date(s)	Completed date
ETRO's sealed	-	21/08/20
6 month objection period	21/08/20 to 20/02/21	
18 month TRO validity period	21/08/20 to 20/02/22	
Site surveys carried out	30/09/2020	16/09/2020
Equipment purchased	Pending	Pending
Equipment installed	Pending	Pending
Active monitoring and PCN issue period	Pending	Pending
Data Collation completion	20/02/21	

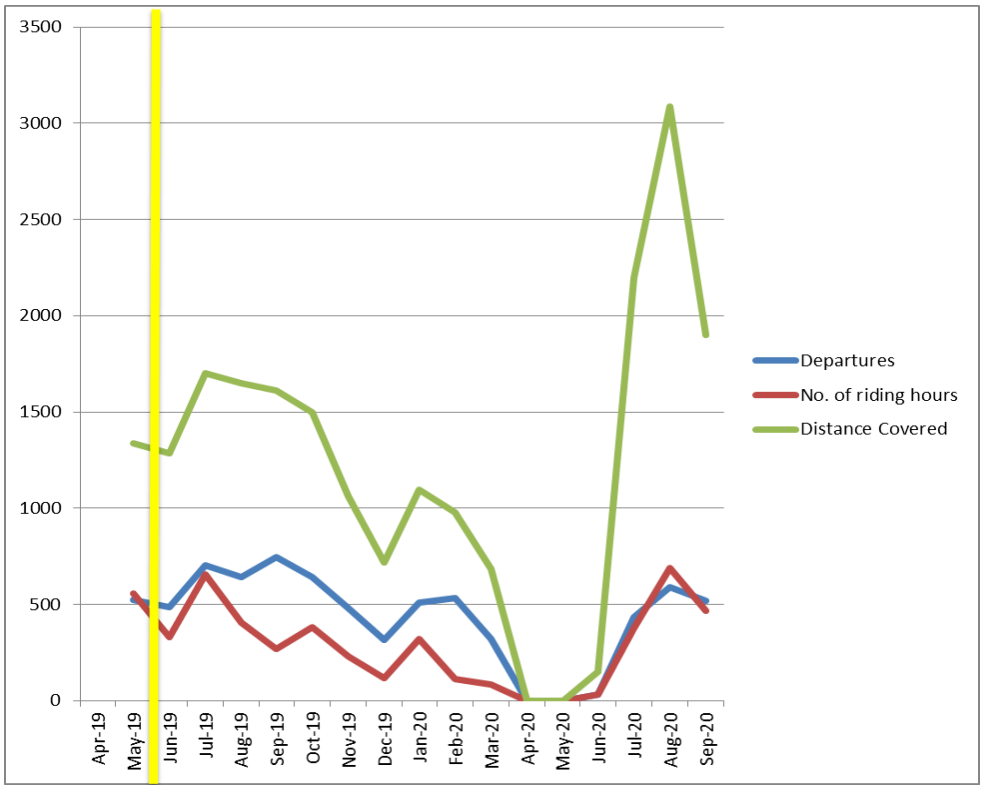
Scheme feedback

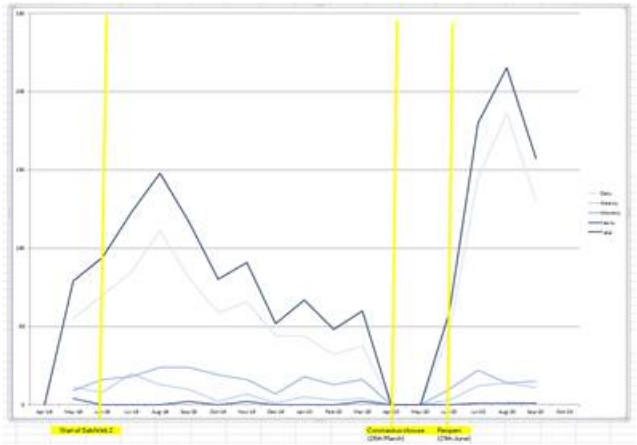
DATA/ INFO	Number of complaints per month	Number of compliments per month	Number of FOIs per month
August 2020	288	2	5
September 2020	700	1	3
Petition(s)	**Date of receipt**	**Date of response**	**Number of signatures**
Abolish the Bath Road Bus Lane http://www.slough.gov.uk/moderngov/mgEPetitionDisplay.aspx?ID=65&RPID=32543683&HPID=32543683	06.07.2020	-	5272
FOI (s)	**Date of receipt**	**Date of response**	
FOI Requests - 307273	07.08.2020	25.08.2020	
FOI request form RFI236225703 submitted - 307300	10.08.2020	26.08.2020	
RFI236225703 submitted – 307300 – Follow up	26.08.2020	16.09.2020	

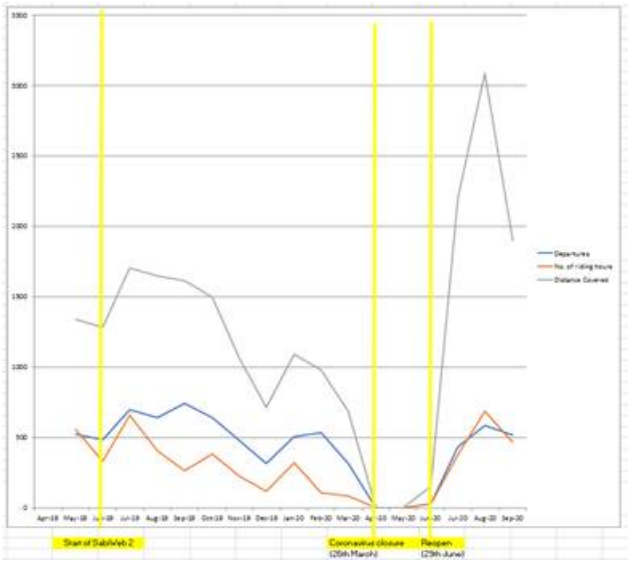
Traffic calming measures – 307312- partly related to bus lane	10.08.20202	21.08.2020	
Temporary Bus and Cycle lane Bath Road – 306601- follow up	14.08.2020	14.08.2020	
Bath Road bus lane - 307565	18.08.2020	28.08.2020	
FOI request: Bus lanes - 307810	01.09.2020	14.09.2020	
regarding the new A4 Bus Lane - FOI308052	09.09.2020		
BUS LANE CAMERA INFORMATION - 308172	15.09.2020	Sent to parking	

Appendix 3 Slough Cycle Hire

DATA / INFO				
Monthly Data	**Number of new subscriptions**	**Total Number of trips**	**Total riding hours**	**Total distance covered (km)**
Sept 2020	157	518	469	1901







Appendix 4 Air Quality Data

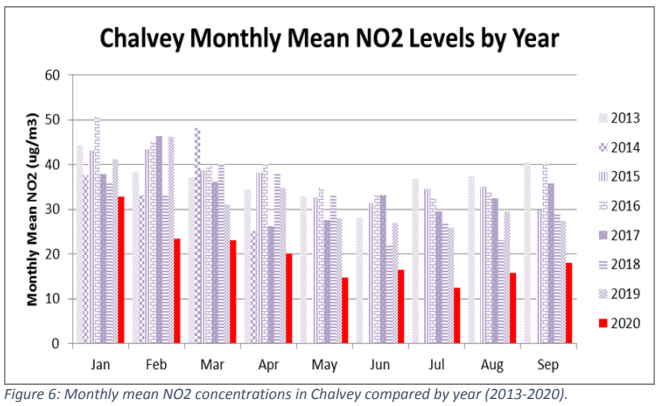


Figure 6: Monthly mean NO2 concentrations in Chalvey compared by year (2013-2020). Currently, 2020 has the lowest concentrations when compared to previous years.

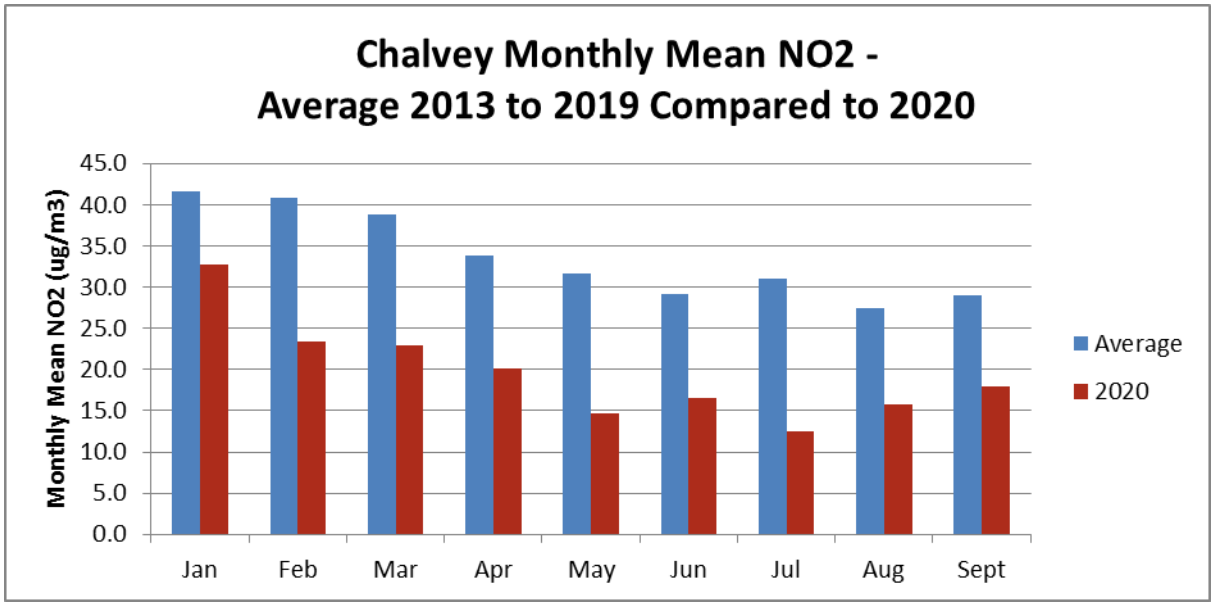


Figure 7: Monthly mean NO2 average in Chalvey from 2013-2019, compared with concentrations recorded in 2020. Again, we can observe lower concentrations in 2020 compared to the average for previous years, however meteorological conditions may contribute to this.

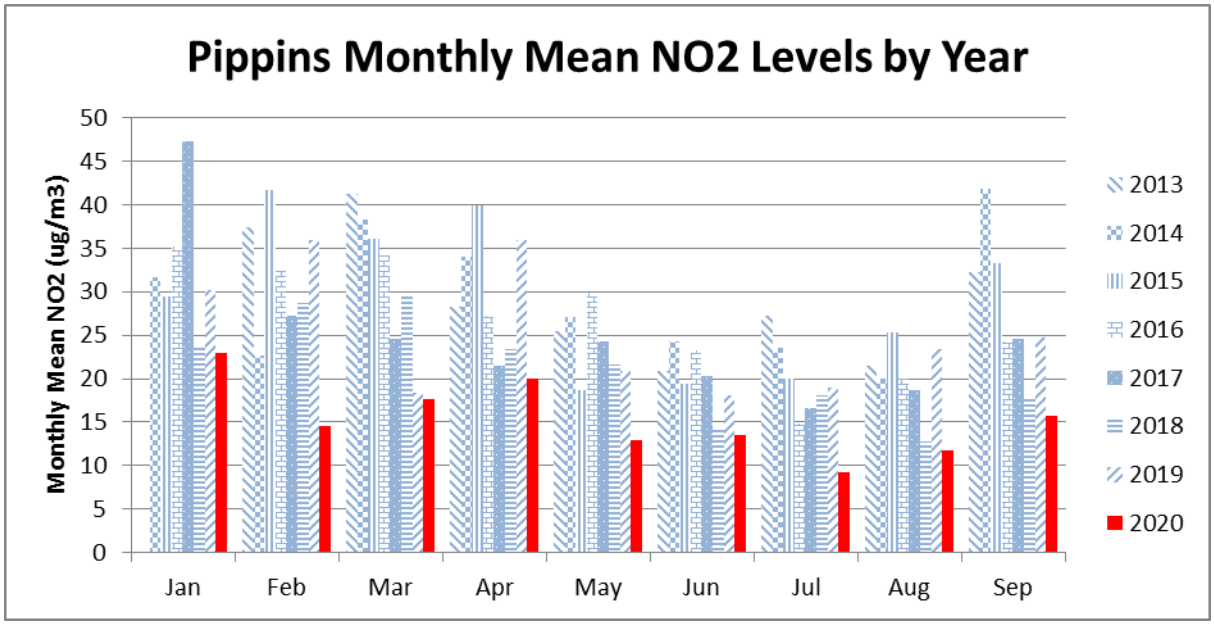


Figure 8: Monthly mean NO2 concentrations in Pippins Colnbrook compared by year (2013-2020). Currently, 2020 has the lowest concentrations when compared to previous years, however meteorological conditions may contribute to this.

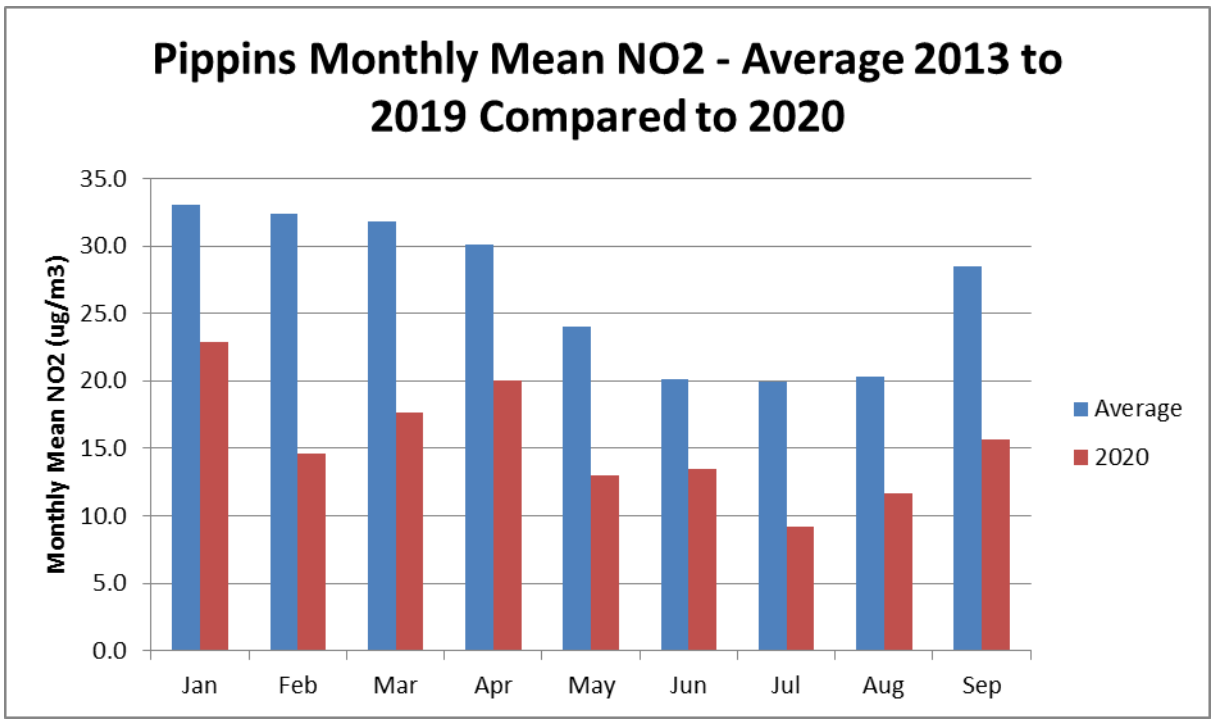


Figure 9: Monthly mean NO2 average concentration in Pippins Colnbrook from 2013-2019, compared with concentrations recorded in 2020. Again, we can observe lower concentrations in 2020 compared to the average for previous years.

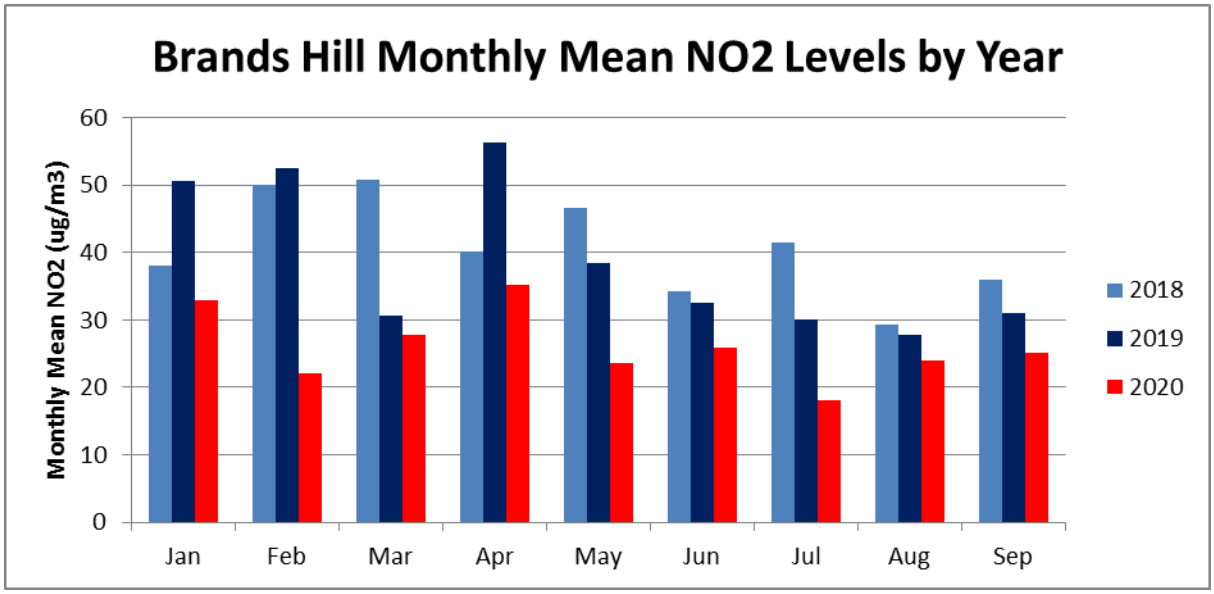


Figure 10: Monthly mean NO2 average concentration in Brands Hill from 2018-2019 (monitor was installed late 2017), compared with concentrations recorded in 2020. Concentrations are closer to previous years in August and September when compared with other sites.

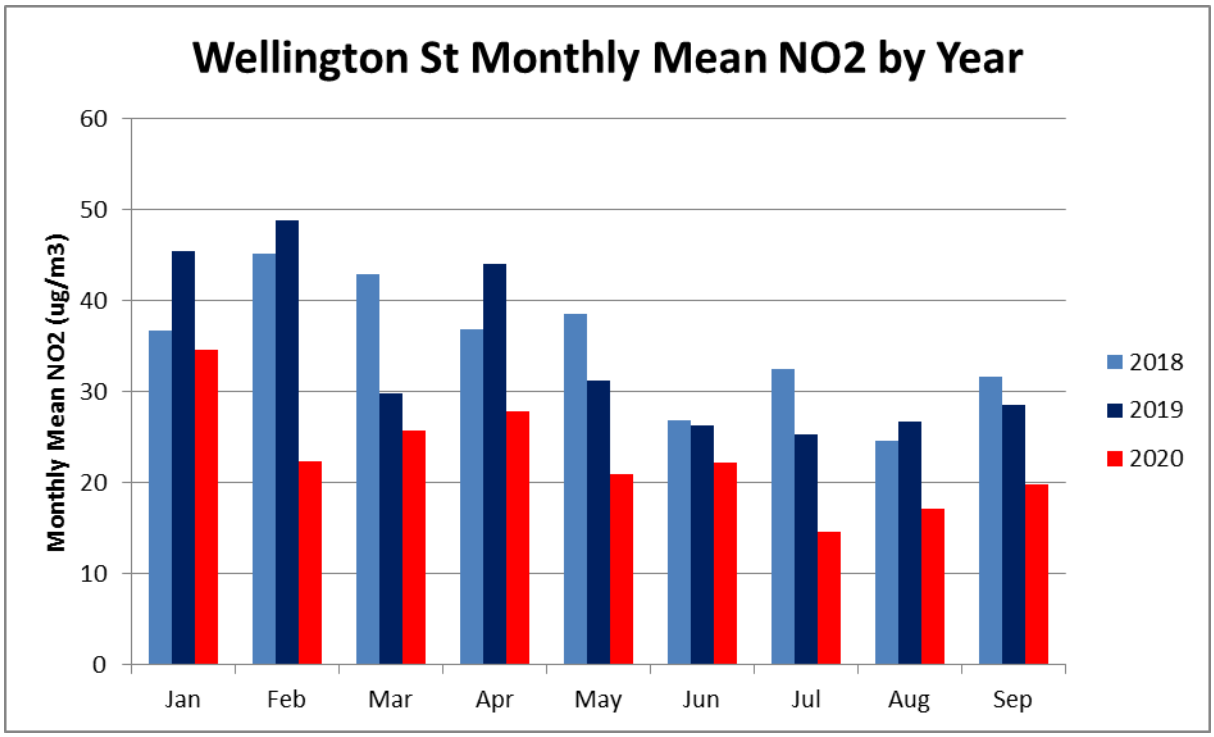


Figure 11: Monthly mean NO2 average concentration on Wellington Street from 2018-2019 (monitor was installed late 2017), compared with concentrations recorded in 2020.

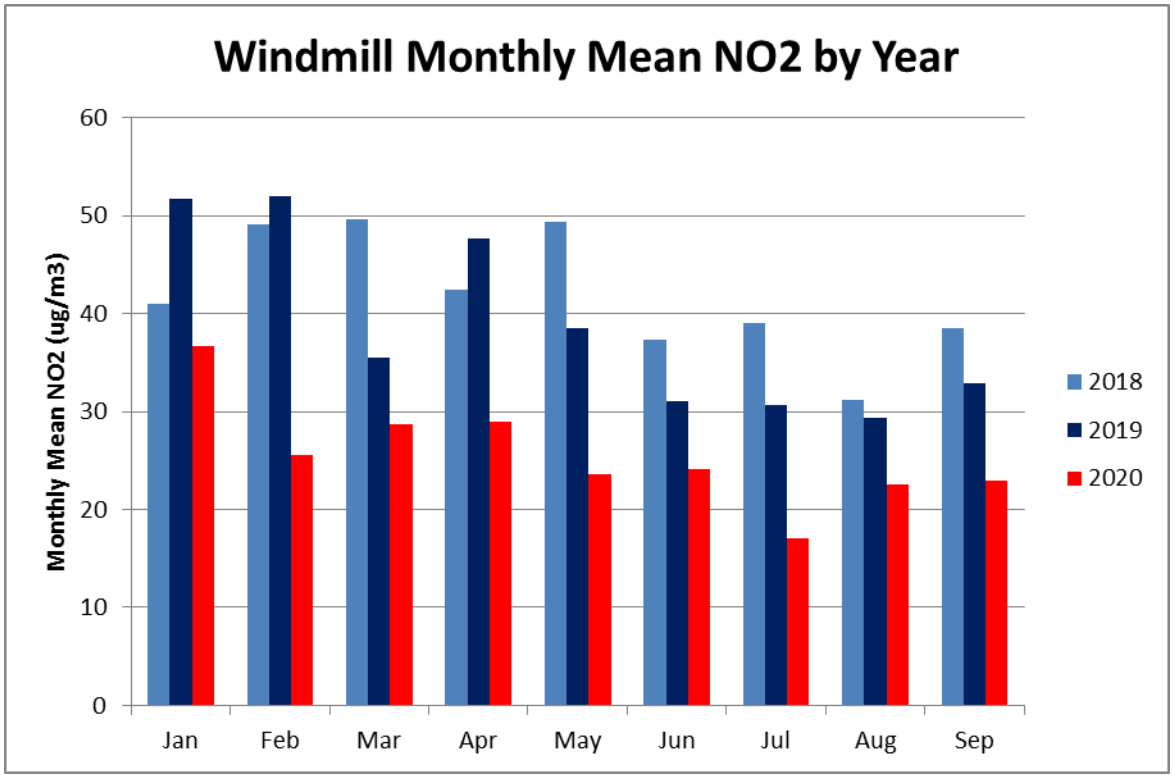


Figure 12: Monthly mean NO2 average concentration at Windmill station from 2018-2019 (monitor was installed late 2017), compared with concentrations recorded in 2020.