

# Strategic Transport Infrastructure Plan

O&S

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# Background

The Strategic Transport Infrastructure Plan was prepared in December 2020. It sets out a strategy for enabling growth and regeneration, and other objectives for Slough, and describes a number of key transport infrastructure proposals to connect people with places and enable sustainable transport for the future.

SBC officers are engaging key developers and stakeholders on the draft STIP proposals to support growth but also manage traffic growth as a result of the trips being generated from the various developments.

# Objectives for STIP #1

The high-level objectives of the STIP remain unchanged:

- to protect and enhance the built and natural **environment** and contribute to tackling **climate change**;
- to create attractive, accessible and liveable **places** that contribute to better **health, wellbeing** and where everyone has the same **access to opportunity**; and
- to provide the conditions for sustainable, inclusive and resilient **economic growth**, including enabling regeneration and redevelopment.

# Objectives for STIP #2

**Transport objectives** have been developed to support achievement of the high level objectives shown on the previous slide. These are summarised as:

- to reduce the **need** to travel
- to maximise the share of journeys made by **sustainable modes of travel**
- to improve **access** to employment, healthcare, education and leisure facilities **by sustainable modes**
- to reduce carbon and other emissions from road traffic which contribute to **climate change** and poor **air quality**;
- to provide the sustainable travel capacity to **allow the economy to grow and enable regeneration**
- to minimise the impacts of travel on **communities** such as noise and severance;

# Objectives for STIP #3

## Transport objectives (continued)

- to improve **safety** and personal **security**, and the **quality** of travel experience
- to protect and enhance the **built and natural environment**
- to make public transport **affordable** and physically **accessible** to all
- to make journey times more **reliable**
- to maximise the share of motorised vehicles using **renewable energy sources**
- to ensure the transport system is **adaptable and resilient** to climate change and unforeseen events

# Objectives for STIP #4

These objectives need to be seen in the context of these influencing factors:

- **expected growth** in population and jobs
- the Council's **COVID-19** Recovery Plan
- development of the **Slough 2040 vision**
- the planned **Climate Change Strategy**

All of the above necessitate a significant increase in the share of journeys made by **sustainable modes** of travel.

# Influencing factors #1

## Expected growth in homes and jobs

The emerging Local Plan for 2016-36 is expected to enable 13,000 new homes and land for at least 15,000 new jobs.

This growth will have significant impacts on travel in Slough which the STIP will address.

Several major developments already in train:

- Horlicks factory: permission for 1,300 homes
- Panattoni/Akzo Nobel: permission for 1,000 homes
- North West Quadrant: application expected for 1,400 homes and 250,000 ft<sup>2</sup> of commercial
- Shopping centres redevelopment: application expected for major commercial, retail and residential development

## COVID-19 Recovery Plan

In November 2020 Cabinet received an update on the Council's COVID-19 Recovery Plan towards economic recovery and renewal.

The Plan shows how we will:

- ensure the resilience of our local economy and survival of businesses;
- create new opportunities for employees whose futures were at risk;
- address health, wellbeing, social and financial aftershocks.

The STIP proposals will assist in maximising the potential of Slough as an attractive place to invest and our wider ambitions for growth and regeneration over the next 20 years

# Influencing factors #2

## The Slough 2040 Vision

The Council and its Partners are developing a 20-year vision to capture the scale and optimism of SBC's ambitions for the town. The vision is based on 8 themes:

- vibrant town centre
- attractive, green neighbourhoods
- well-connected transport system, that prioritises public and active transport
- a sustainable and low-carbon town
- a strong economy
- a place of lifelong learning for all
- a healthy town, where everyone is supported
- a strong, diverse community

The Slough 2040 Vision will be launched in March and needs to be properly reflected in the final STIP.

## Climate Change Strategy

In July the Council passed a motion to committed to develop a Climate Change Strategy & Action Plan (CCSAP). A key aim of the CCSAP is to reduce emissions from transport by promoting alternative modes of travel and reducing car travel and congestion.

The Council has also adopted a Carbon Management Plan 2020-30 to reduce carbon emissions from its own operations.

The CCSAP is expected in Spring 2021.

The STIP proposals are likely to be important contributors to reducing carbon emissions and the content of the CCSAP; and conversely the final STIP will also reflect the content of the completed CCSAP.



# Summary of proposals #1

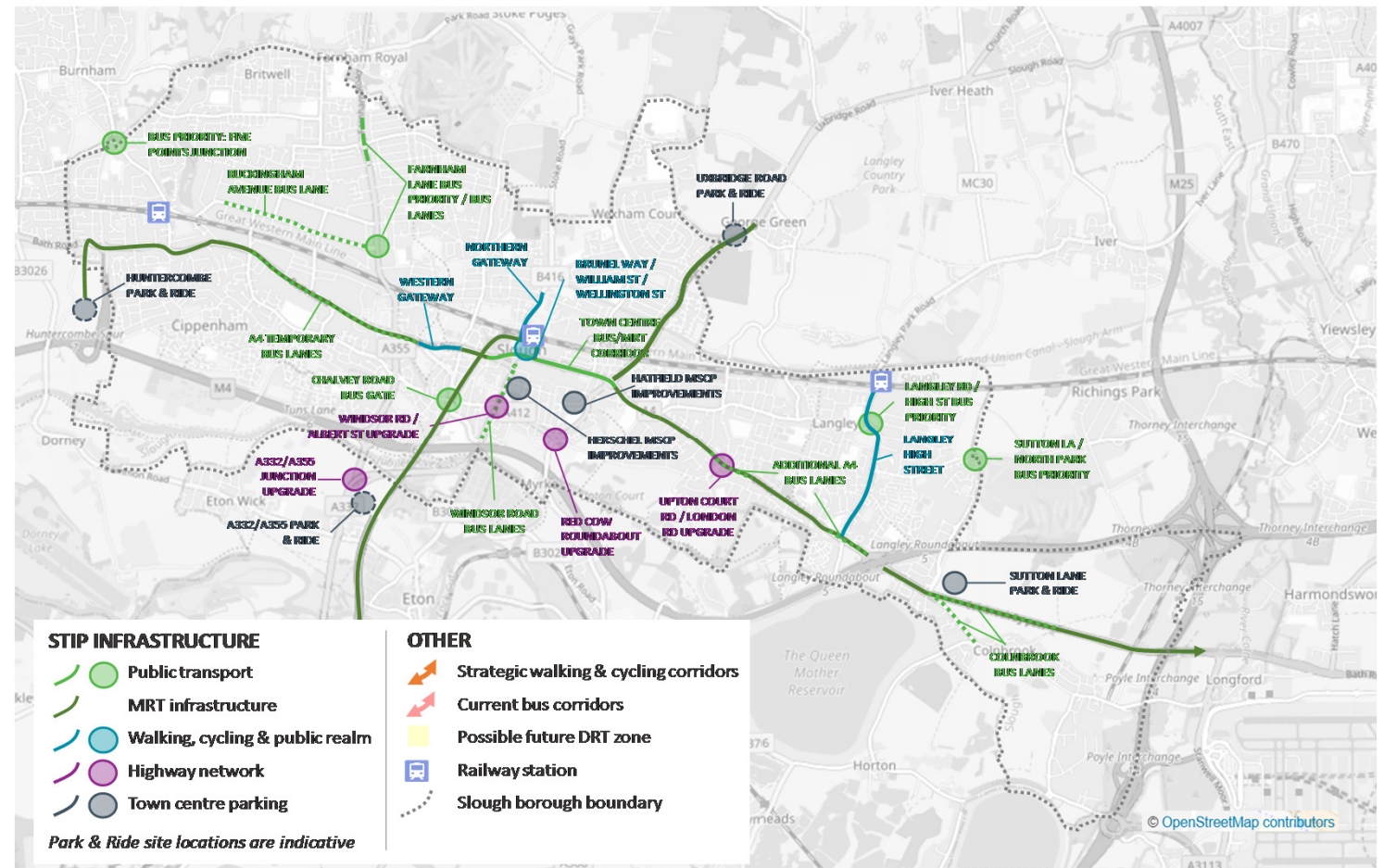
Since production of the Slough Transport Vision in 2019, the Council has considered a wide range of potential interventions **to achieve the STIP objectives**. Detailed technical work has been undertaken to refine the proposals, predict their impacts and understand how they can be delivered and funded.

The proposals fall under four categories:

- Public transport
- Walking, cycling and public realm
- Changes to the highway network
- Town centre off-street public parking
- Locations of the proposals are shown on the map overleaf.

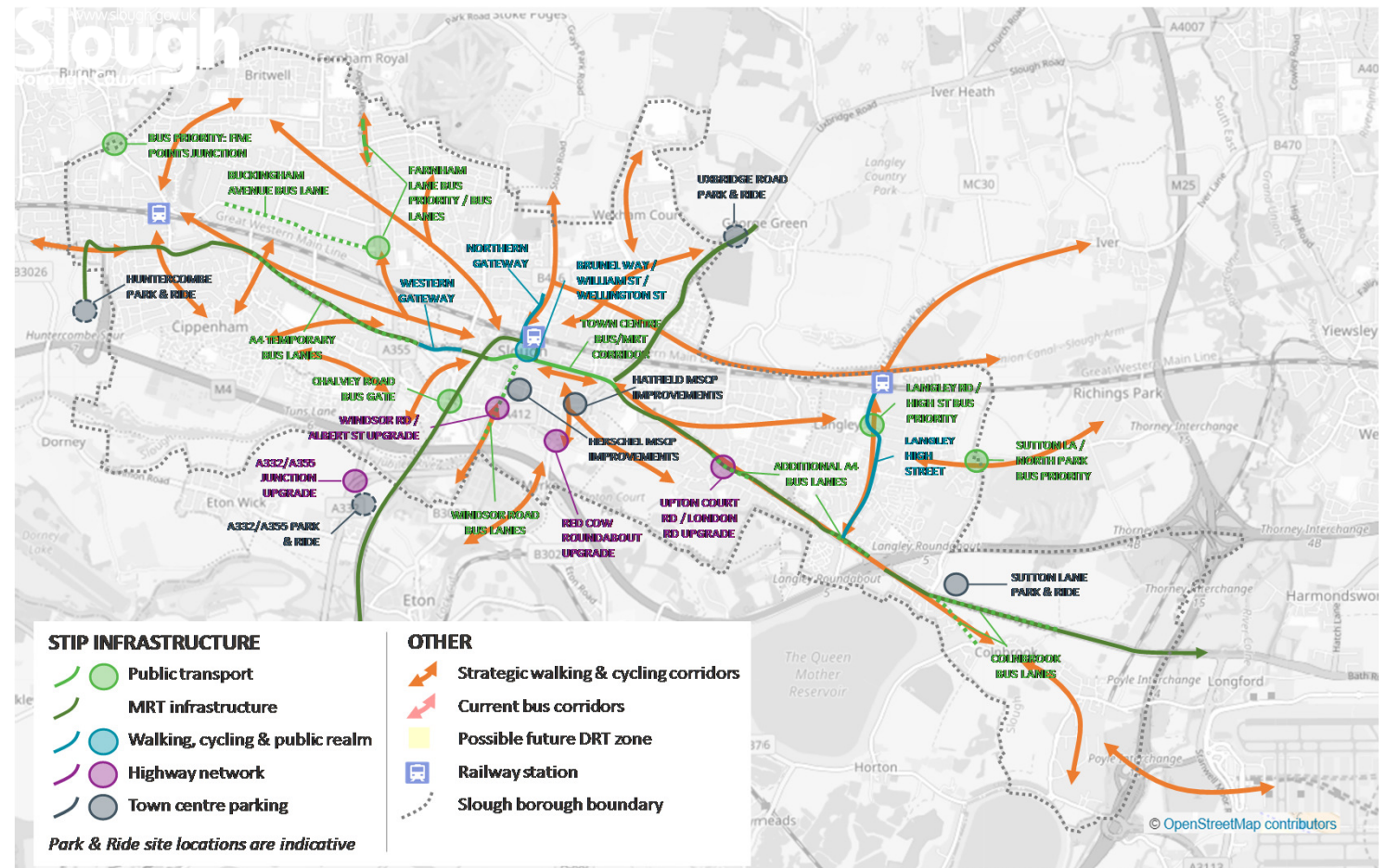
# Summary of proposals #2

- STIP infrastructure proposals



# Summary of proposals #3

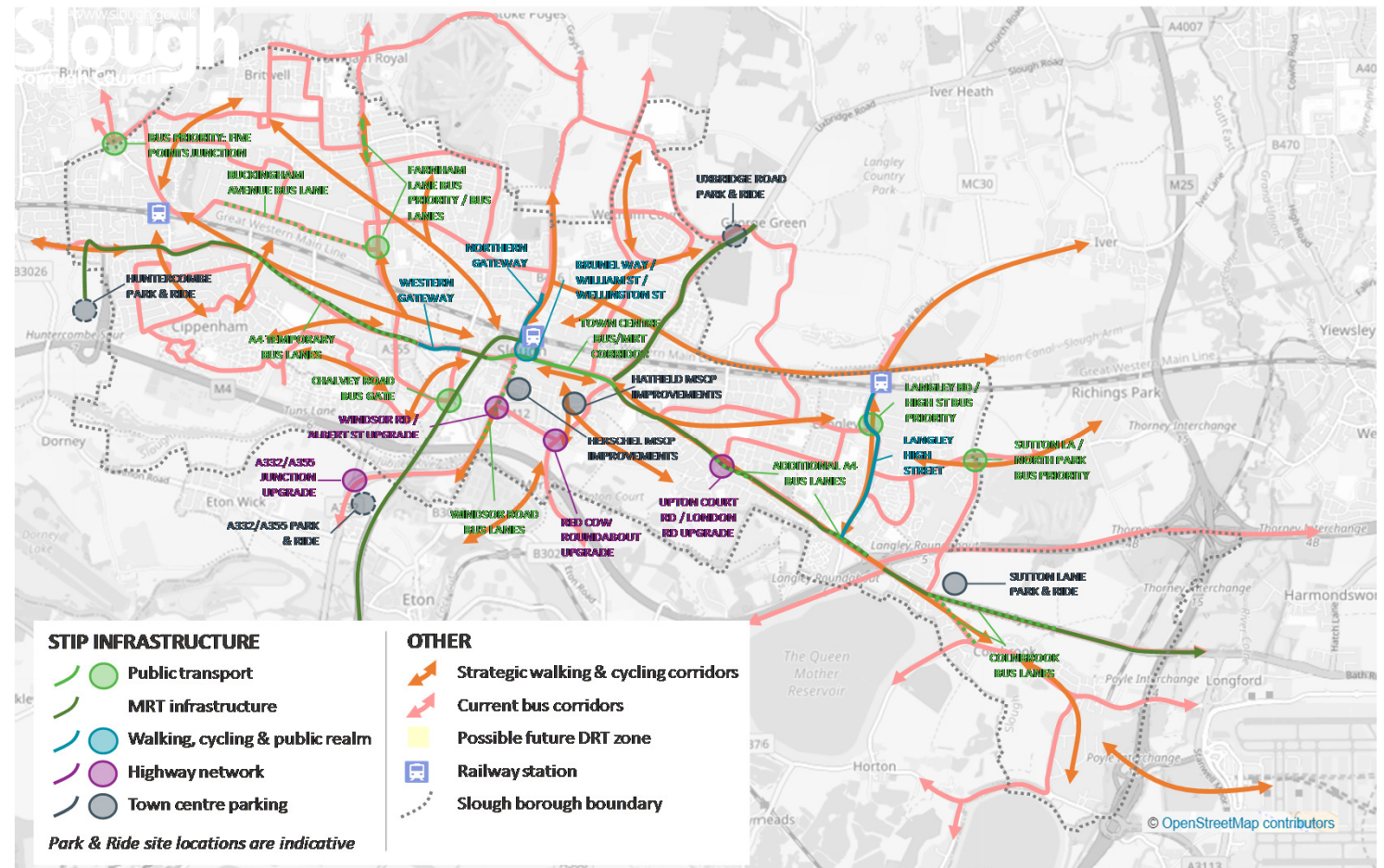
- STIP infrastructure proposals
- Strategic walking & cycling corridors





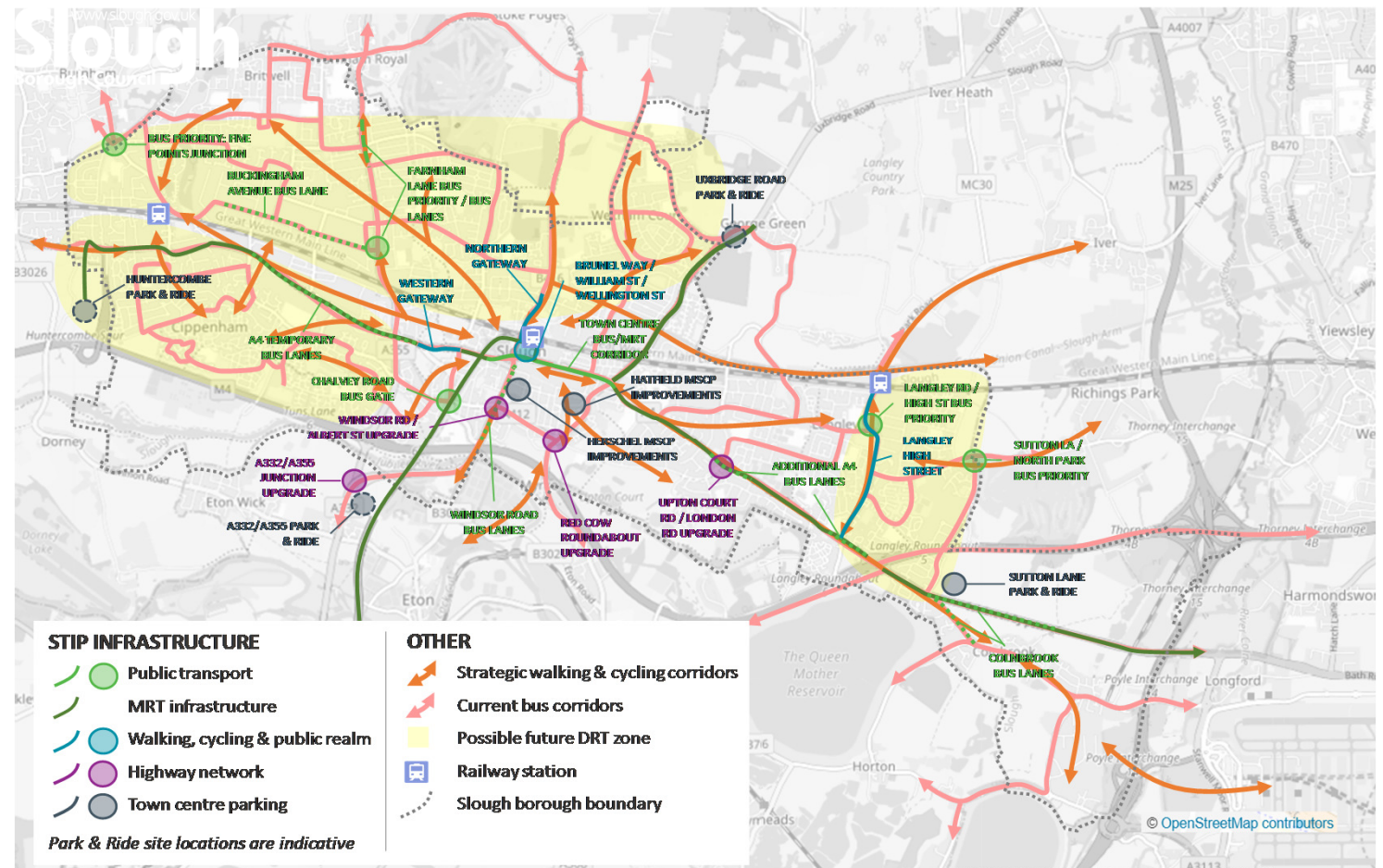
# Summary of proposals #4

- STIP infrastructure proposals
- Strategic walking & cycling corridors
- Current bus corridors



# Summary of proposals #5

- STIP infrastructure proposals
- Strategic walking & cycling corridors
- Current bus corridors
- Potential DRT zones



# Summary of proposals #3

## Public transport

- A Slough **Mass Rapid Transit network** ('MRT+') comprising vehicle priority to improve journey times and reliability, high specification vehicles, waiting environments and information
- *MRT+ could potentially serve new urban expansions of Slough*
- Additional bus priority and infrastructure improvements for **conventional bus services**.

## Walking, cycling & public realm

- Enhancements to **Brunel Way, William Street and Wellington Street** to significantly enhance the pedestrian environment and reduce the dominance of traffic
- Town centre Northern Gateway (**Stoke Road**) improvements to significantly enhance the pedestrian environment and reduce the dominance of traffic
- Improvements to Slough station **northern forecourt**
- Western Gateway (**Bath Road**) improvements for buses, pedestrians and cyclists
- Improvements to **Langley High Street** to improve conditions for all road users

# Summary of proposals #3

## The highway network

- Modifications to the A4 Wellington Street to accommodate an east-west public transport corridor (for MRT+) and urban realm enhancements
- Junction and highway improvements to mitigate the impacts of the Wellington Street scheme on east-west traffic
- Long-term plans for upgrading the A332/A355 junction when the case can be made.

## Off-street parking

- Remedial and improvement works to Hershel and Hatfield Multi Storey Car Parks to improve quality of offer
- Consolidation of town centre public parking in the medium term
- A ring of park and ride sites in the longer-term serving the town centre and key employment sites to allow reduction of parking in the town centre