

Slough Local Access Forum

28 November 2014

Slough Borough Council
Savio DeCruz, Head of Transport
Transport Dept.
St Martins Place
51 Bath Road
Slough
SL1 3UF

Replies to: Jacqui Wheeler,
Officer to Slough Local Access Forum
Highways Engineering
Slough Borough Council
St Martins Place, 51 Bath Road
Slough, SL1 3UF
Tel: 01753 477 479
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Ref: LAF comments

Dear Mr Decruz,

Re: Response to Copthorne Roundabout and Windsor Road widening schemes

I am writing on behalf of members of Slough Local Access Forum in response to the two consultations "A355 Copthorne Roundabout Route Enhancement" and "A332 Windsor Road Corridor Improvements".

The Local Access Forum remit includes advising the Council as a Section 94 (4) body under The Countryside and Rights of Way Act 2000 on access for the purpose of open air recreation and the enjoyment of the area and also as amended by the Local Access Forum (England) Regulations 2007 on functional access. This includes access undertaken for the purposes of going to work, school, shops or local amenities.

Having considered the plans and questions asked on the online "have your say" consultation, members of the Local Access Forum have the following comments/questions;

- The online questionnaire is very leading with little information, e.g.; "Do you want to do this to reduce congestion?"
- How much is each scheme costing and by how much is congestion expected to reduce with each scheme?
- How is congestion measured?
- A view about the Windsor road scheme is that it will do little to reduce congestion as when it is busy it is mainly congested due to the road being single lane further north. This will do nothing to alleviate this problem. It will just introduce an extra lane for vehicles to queue in.
- There do not seem to be any well designed cycle lane provision. Members thought the aim was to 'future proof' new roads and road improvements so that they had good cycle provision.
- The questions asked in the consultation seem to assume beforehand that the works are going to reduce congestion and so ask "do you want to reduce congestion?". Absolutely, but I'm not convinced that just building more lanes is going to do that. Surely the number of vehicles trying to force their way simultaneously through that space is an important factor.

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Although Slough Borough Council has not yet expressed an interest in signing up to a partnership with the government as encouraged in the DfT's recently published Cycling Delivery Plan, the aspiration therein is to have any new transport infrastructure 'future proofed' for cycling/pedestrian provision. Members feel that the Council ought to take every opportunity to demonstrate this commitment and should also seriously seek to become a partner with government under the new plan. Could you please advise whether or not this is the Council's intention?

Essentially, the Local Access Forum members overriding concern is about the nature of the questions asked in the consultations along with the lack of forethought for future cycling/pedestrian provision. Members would like to know about the modelling used and the results achieved from this modelling to support the Council's conclusions about the impact of these two schemes.

The Slough Local Access Forum would be pleased to receive answers to the above questions.

Yours sincerely,

David Munkley
Chair 2014, Slough Local Access Forum,

This letter constitutes formal advice from the Slough Local Access Forum. Slough Borough Council is required, in accordance with section 94(5) of the Countryside and Rights of Way Act 2000, to have regard to relevant advice from this forum in carrying out its functions.