

# Slough Local Access Forum

28 April 2015

Slough Borough Council

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Ref: LAF comments

Dear | ,

## **Re: Response to Copthorne Roundabout and Windsor Road widening schemes**

Thank you for your response to our letter dated 28<sup>th</sup> November 2014.

Members discussed your response to their comments and questions at our last meeting and feel that your response didn't fully address the points made. The general consensus was that the consultation for the two schemes wasn't promoted widely enough to gain sufficient public interest for the website consultation. Furthermore, though the LAF agrees with the overall ambition of the schemes to reduce congestion it disagrees with the lack of a holistic approach to the design which fails to incorporate improvements to the existing cycling infrastructure at these locations.

Your response said that the Council intends to encourage cyclists to make better use of existing traffic free cycle routes in the area and will be promoting them as part of the main scheme. LAF members would like to know exactly how the Council proposes to promote the traffic free cycle routes in the area as part of these schemes. We also note that a Non-Motorised Traffic Audit has not been done yet and ask to be informed of the results when it has been.

Members are aware that the Tuns Lane scheme has not addressed the crossing of Tuns Lane by Footpath 31 which is a recognised pedestrian route albeit problematic. We feel that as the route serves a purpose and is in use by the public then it should have been acknowledged as part of the design and improved if possible.

The reason given for implementing these two schemes is to reduce congestion which is what the modelling shows will happen. Could you please explain how the success of the schemes in reducing congestion will be measured against the original modelling used to justify the scheme and what criteria will be used to achieve this?

The major concern expressed by members is that if the Three Tuns junction changes scheme was believed to work through the modelling used but has now been completely reversed then how can there be any faith placed in the modelling for these current schemes?

Members feel the congestion will simply be displaced elsewhere and would like to know the criteria required for successfully gaining the funding from the LGF to implement these schemes. Essentially there must be a point where it becomes inefficient to undertake any further works on a route designed to reduce congestion. Unfortunately, these kinds of schemes which focus on

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reduction of congestion tend to result in bigger more unfriendly junctions and main roads which are likely to be more intimidating and thus discouraging for cyclists.

Finally, it was noted that your response answered concerns about the two schemes causing a fall in property values which left members mystified as the LAF letter hadn't mentioned any such concern! We were disappointed by this as we felt that not only had our letter not been read properly but also your response hadn't been checked before sending.

The Slough Local Access Forum would be pleased to receive an acknowledgement of the points made in this letter along with answers to the questions.

Yours sincerely,

**David Munkley**  
**Chair 2015, 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.***