

Appendix 6 - List of recommendations and actions undertaken by Officers following the Extraordinary Joint Meeting on 29th October 2020.

Recommendation from Scrutiny Committee (October 2020)	Action/ Response	Additional comments
Enable introduction of Hackney carriages, E-Scooters, Motorbikes	Approved through change to revised ETRO	Approved vehicles permitted in the A4 Bus Lane
Enable Private Hire Vehicles and any other authorised vehicles	Slough PHV permitted through change to ETRO. Requirement to apply for a Bus Lane permit which must be shown. Due care to be given to e-scooters/cyclists sharing the lane.	Any other authorised vehicle refers specifically to Electric Vehicles. Government issued guidance relating to <i>Green Number Plate</i> vehicles in December 2020. Permitting EVs in all bus lanes would need to be undertaken to avoid driver confusion which will incur costs to replace all signs in all bus lanes.
Change from 24-hour bus/cycle lane to peak time only (Monday to Friday, between 07:00 – 10:00hrs and 15:00 – 19:00 hrs)	Approved through change to ETRO	Changes to continue if the scheme is made permanent.
The proposed amendment to the Experimental Traffic Regulation Orders (ETRO) to reflect the changes above and reset the six months objection period, as set out by the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996.	Six-month objection period set from 4 Dec 2020 – 4 Jun 2021.	Due to the commencement of enforcement the objection period was extended until 31 Aug 2021.
The Council takes into account existing objections as part of the consultation process.	Reference has been made to the petition and objections raised which triggered the extraordinary joint Scrutiny meeting (29 October 2020)	The objection period was reset, enabling individuals to raise concerns relating to the revised operational times and permissions.
The financial commitment for the scheme	Noted	The scheme was funded via the Government's Emergency Active Travel Fund (EATF). If the decision is made to retain the bus lane, then changes to the scheme will be funded through the Road Safety Budget or any government allocation relating to Bus Service Improvement. Cycling infrastructure improvements can be funded through the government issued Capability Fund improvements.

<p>That the frequency of the new free electric bus service be increased to operate every half an hour, the free bus trial offer be extended beyond the initial two-three month period and the electric bus service be extended into the Langley areas.</p>	<p>The new service ran as a trial scheme. It is not possible to continue with the trial due to competition laws relating to bus service. Bus operations remain a commercial decision by Bus Operators. The Council cannot influence this unless subsidising particular routes.</p>	<p>Work with Bus Operators is moving forward. The Bus Service Improvement Plan is the Council's response to government's bus strategy. As noted by Place Scrutiny Committee and endorsed by Cabinet (Sep/Oct 2021), the BSIP sets out future aspirations for bus service improvements including development of an Enhanced Partnership with Bus Operators. Future funding is to be confirmed by government. https://www.slough.gov.uk/transport-travel/national-bus-strategy-bus-back-better/2</p>
<p>That officers be asked to consider means of encouraging more people onto public transport, including: bus subsidy funding, extending the times bus passes can be used, improved bus route provision.</p>	<p>Noted</p>	<p>See point relating to BSIP and Enhanced Partnership with Bus Operators. https://www.slough.gov.uk/transport-travel/national-bus-strategy-bus-back-better/2</p>
<p>That officers be asked to consider bus provision for young people and how they can be supported to use sustainable transport options, taking into account the cost of public transport, provision of youth bus passes.</p>	<p>Noted</p>	<p>See point relating to BSIP and Enhanced Partnership with Bus Operators. https://www.slough.gov.uk/transport-travel/national-bus-strategy-bus-back-better/2</p>
<p>To improve traffic flow, the bus lanes where possible be moved from the A4 into service roads.</p>	<p>Traffic flow is monitored.</p>	<p>Road space reallocation in favour of sustainable modes (public transport, cycling, walking, e-scooters) and a reduction in the number of motor vehicles on Slough's roads remains a strategic objective and requirement of DfT funding.</p>
<p>Officers be asked to consider allowing Private Hire Vehicles to use the old bus lanes, on the basis that private hire drivers undertake a crucial role and had essentially become 'key workers' during the Covid-19 pandemic.</p>	<p>Slough licensed Private Hire Vehicles have been able to continue using the bus lanes.</p>	<p>PHV's have continued to use the bus lane although lockdown restrictions have lifted.</p>
<p>Officers be asked to review current 'pinch points' along the A4 bus route, in particular along the three turns to High Street Railway Bridge and the Sainsbury's roundabout. In addition, consideration be given to removing the bus lane from this section of highway (along both sides) to allow better traffic flow.</p>	<p>If the scheme is to be made permanent, changes will be undertaken to improve the bus route particularly at pinch points.</p>	<p>A Stage 3 Road safety Audit will be undertaken by an independent road safety auditor to identify any additional road safety concerns.</p>
<p>That the design proposals for the cycle lanes take into</p>	<p>Noted</p>	<p>Designs for a segregated/part segregated cycle lane have been on hold until</p>

consideration the space that could be used off the highway to improve cycle provision.

Officers understand the funding opportunity from the DfT in relation to the Capability Fund. New design guidance from the DfT emphasises that designs which do not reallocate road space or prioritise pedestrians/cyclists will remain unfunded.