

## Place and Communities

### Significant Decision

#### A4 Cycle Lane

**Prepared by:** Rudo Beremauro Project Manager Major Infrastructure Projects

#### **Purpose of Significant Decision:**

- To seek approval to undertake construction works for the A4 Cycle Lane and A4 Safer Roads projects following the public consultation.

#### **Background:**

In November 2020, Cabinet approved the concept design for a segregated cycle lane along the A4 and approved the development of the preliminary designs for the segregated cycle lane between the western borough boundary to the town centre. The following recommendations were Resolved at the November 16<sup>th</sup> 2020 Cabinet;

- a) That the background to the scheme proposal be noted.*
- b) That the recommendation to introduce a segregated/part segregated east-west cycle highway along the A4 be noted.*
- c) That the estimated financial commitment for the project be noted.*
- d) That a further paper be brought back to Cabinet for decision when the project has been detailed.*

Officers further developed the concept designs and submitted a successful bid to the Department for Transport (DfT) / Active Travel England (ATE). The council was awarded a capital grant of £10.4 million to undertake design and construct a Cycle Infrastructure Design Local Transport Note 1/20 (LTN1/20) compliant segregated cycle lane along the A4 from the Huntercombe crossroads at the borough boundary in the west to the Uxbridge Road junction near Sainsbury's.

Officers developed preliminary designs that covered the five core design principles of the LTN1/20 including Coherent, Direct, Safe, Comfortable and Attractive.

The proposed preliminary designs for the entire route were presented to Cabinet on the 17<sup>th</sup> July 2023 and the following were Resolved:

- a) That the Council's support for the A4 Cycle Lane and agree the allocated grant funds of £10.4m to the proposed approach set out in the report be confirmed.*
- b) That delegated authority be given to the Director of Place & Communities, in consultation with the Lead Member for transport, housing, highways, the environment and environmental services, to approve the undertaking of a statutory and public consultation and following consultation, make the necessary traffic regulation orders;*
- c) Where procurement is above officer delegation thresholds and is fully covered by the allocated grant, that delegated authority be given to the Director of Place & Communities, in consultation with the Lead Member for transport, housing, highways, the environment and environmental services, to approve the procurement and award of contract for traffic signals and design works.*

#### **Consultation.**

Following Cabinet approval, the A4 Cycle Route and Road Safety Improvements Consultation was launched on the 18<sup>th</sup> August to the 29<sup>th</sup> September 2023. Residents and Statutory consultees were consulted about the scheme proposals.

The consultation was promoted via press releases, social media portals, notification emails to statutory consultees, drop in events and distribution of paper copies of the consultation document. Post cards invitations with information about the drop-in sessions were delivered to consultees directly affected by the scheme. The drop in events were also advertised in the local newspapers and social media platforms.

Leaflets with information about the scheme and questions were sent to residents and businesses that are directly affected by the scheme.

Over the consultation period, three drop-in events were held on the 24<sup>th</sup> August, 30<sup>th</sup> August and 14<sup>th</sup> September 2023. Face-to-face consultation was an important element, offering the opportunity for the consultees to review plans, speak with Council officers and pick up paper copies of the consultation documents and surveys.

The attendance of the drop-in sessions were low. The attendance register is listed below.

Consultation date	Venue	Attendees
24 <sup>th</sup> August 2023 <b>3-7pm</b>	Cippenham Baptist Church	2
30 <sup>th</sup> August 2023 <b>10am-4pm</b>	The Curve	3
14 <sup>th</sup> September 2023 <b>3-7pm</b>	Cippenham Baptist Church	11

Table 1 Attendance register

201 responses were received from the consultees via the online and face to face consultation. In analysing the feedback received, officers have grouped the individual comments into themes. Where an individual's response had multiple comments covering different topics, the response was divided up and each comment assigned to a relevant theme. The themes that had at least 10 responses have been presented in Table 2. Appendix 1 shows the summarised comments, Appendix 2

Theme	Number of responses	Summary of Officers Response
Criticism of Finances used for the scheme.	46	The money awarded to Slough by the Department for Transport and Active Travel England must be used for developing and constructing LTN1/20 compliant cycling and walking improvements. It cannot be spent on social services, road improvements or maintenance that is not along the A4, as the council receives separate funding.
The Council Is Out Of Touch With Views Of People / Doesn't Support / Listen To Residents	11	The consultation exercise including drop-in sessions and letter drops were undertaken to obtain views from residents and businesses about the proposed scheme.
The scheme in general is not; Wanted / Not Needed / Would In General Be Ineffective / Of Minimal Effectiveness In Meeting Aims / Would Not Add Any Benefit / Would Be A Waste Of Money / Would Not Improve Cyclist / E-Scooter Rider Behaviour / Perceived Shortcomings Of Cycling.	67	The cycle lane along the A4 is being introduced to deliver a segregated cycle lane, that will not only serve residents along the A4 but employees and business as an option for the "last mile" journey. The scheme will also serve several schools that link with the A4, together with active travel initiatives such as Bikeability, the initiatives will help promote use of sustainable modes of transport and help reduce congestion around schools and reduce over a period of time pollution.
The scheme in general would; Reduce Road space For Cars / Increase Traffic Levels / Congestion / Vehicle Driver Anger / Traffic Displacement / Worsen Air Quality / Journey Time / Discourage Business And Residents	46	The scheme aims to minimise the take up of road space by reducing the central reservation width and using the verges to introduce the cycle lane. It is anticipated that if safer cycling facilities are provided, then more people will cycle and less people will use their cars for short journeys.
Scheme would worsen Roads Safety	10	The proposed scheme will improve road safety through the introduction of a segregated cycle lane that will separate cyclists with all other road users including pedestrians and vehicles. The scheme is also introducing wider benefits to reduce casualties with countdown facilities similar to London.
Focus on cyclists/penalising other road users	19	The proposed scheme will balance the needs of all road users and provide improved facilities that include segregation, better street

		lighting, improved footways and signalised and unsignalised crossing facilities.
Criticism Of / Concern About Specific Design Features / Locations	37	The design features will go through a cycle audit and a Road Safety Stage 1,2 and 3 to identify any design concerns. These will be addressed by the design as part of the detailed design stage.

Table 2 Consultation Themes

The consultation identified that of those who did respond were in favour of aspects of the scheme but were not in favour of the cycleway. However, in the drop in sessions and/or other meetings held following the consultation, residents were able to ask more detailed questions and this resulted in more understanding and support for the scheme, when officers provided an explanation. The consultation exercise has been valuable to help officers understand where the main issues are and to ensure that these are covered in the scheme designs but also to take note for further consultation exercises.

### **Construction**

Construction works for this scheme is expected to be commence in April 2024 following procurement exercise via existing framework agreements from neighbouring authorities.

### **Supporting National and Local Policies**

The proposed scheme aims to deliver the following outcomes as set out in the supporting policies listed below:

#### **National Policies**

- **DfT's Gear Change A Bold Vision for cycling and walking** that presents four themes to encourage cycling. These themes include Better Streets for cycling and pedestrians, cycling at the heart of decision making, empowering and encouraging Local Authorities and Enabling people to cycle and protecting them when they do. The strategy set an objective to double cycling rates and to increase the number of children aged 5 to 10 that usually walk to school from 49% to 55% by 2025.
- **Cycle Infrastructure Guide -Local Transport Note LTN 1/20** mainly focuses on cycle infrastructure design but briefly provides recommendations for the Planning and Designing for Commercial Cycling.
- **The Cycling and Walking Investment Strategy 2017** outlines the government's ambition to make cycling and walking a natural choice for shorter journeys or as part of longer journeys by 2040. The strategy firstly sets out the Governments objectives, secondly sets out the financial resources available for walking and cycling and lastly describes the specific actions planned to support delivery of the ambition and objectives.

#### **Local Policies:**

- **The Corporate Improvement and Recovery Plan Corporate Plan 2023-27 (A fresh start)**
  - i. **A borough for children and young people to thrive;** by providing active travel schemes that supports alternative modes of transport that will increase outdoor activity and reduce the negative impacts of cars in the borough.
  - ii. **A town where residents can live healthier, safer and more independent lives;** by introducing schemes that reduce the reliance on cars, planning for sustainable travel and improving air quality thereby encouraging more people to walk and cycle.

- iii. **A cleaner, healthier and more prosperous Slough;** by providing enhancement works that help deliver safer crossing facilities and safer passage to places of work, school, home, worship and entertainment.
- **Slough's Local Cycling and Walking Infrastructure Plan (LCWIP)**  
The LCWIP activities will support our local strategic objectives by evaluating our existing infrastructure and providing designs and maintenance guidelines for cycling and walking infrastructure. When built, these will contribute to the physical and mental wellbeing, socially, safety and security for Slough residents and visitors and enhance the quality of life for its residents through improvements to accessibility and walkability.
  - **The Carbon Strategy**  
The council has committed to challenging targets, with a net zero carbon target by 2040 for the borough, and a stretch target of 2030 for SBC's operations. Increased public transport provision will make a significant contribution to reducing carbon emissions through encouraging a shift away from private car use and reduce congestion benefits.
  - **The Low Emission Strategy**  
Active travel and improved Public Transport will have an important part to play in improving air quality along Farnham Road. Improved cycling facilities and enhanced modal interchanges will contribute significantly to low emissions along Farnham Road and improved multi modal connectivity.
  - **The Local Transport Plan**  
This is the over-arching plan for the provision of transport services and infrastructure at local level, across the borough. The current version (LTP3) is currently under review.

### **Legal Implications**

- The Traffic Management Act 2004 (Section 16(1)) imposes a Network Management Duty to ensure that Slough Borough Council secures the expeditious movement of traffic on the authority's road network and facilitates the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- All proposals that require permanent and temporary traffic orders will be subject to procedures under the Road Traffic Regulation Act 1984 (RTRA 1984) (s.9) and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (reg.23). It should be noted that under the RTRA 1984 s.122 the Council has the duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and involves a balancing exercise in accordance with that Act.
- The introduction of signage and road markings will be undertaken using the Councils statutory powers as the Highway Authority and The Traffic Signs Regulations and General Directions 2016.

### **Financial Implications:**

The Council was awarded £10.4m Capital Grant funding by Active Travel England - Department for Transport to deliver the LTN1/20 compliant scheme. The grant has been allocated to the A4 Cycle Route cost code C4001 P579 A4000 and will fund costs associated with the design and the construction works of the cycle scheme.

### **Supporting Documents**

1. Consultation leaflet.
2. Appendix 1: Summary of Residents comments
3. Appendix 2: Summarised comments from statutory consultees, Other consultees including Businesses, bus companies, neighbouring local authorities, group leaders and elected representatives
4. Appendix 3: Summarised comments from statutory consultees, Other consultees including Businesses, bus companies, neighbouring local authorities, group leaders and elected representatives.
5. Appendix 4: All summarised consultation responses for the A4 Cycle scheme.

### **Recommendations:**

1. That following the consultation exercise the scheme proceeds to implementation following the completion of the detailed design.
2. That residents and stakeholders are informed of the decision
3. That the necessary traffic orders are prepared and consulted in preparation for the scheme delivery
4. That a Comm's Plan on the construction programme is produced and shared with communities and commuters affected by the works every 4-6 week following the start of the on-site works.
5. Following the construction of the A4 Cycle, that a monitoring exercise is undertaken after 6 months and a year to monitor the impact of the scheme

### **Approved:**

Executive Director  Pat Hayes		Date  24/11/2023
Associate Director Place Operations  <b>Savio DeCruz</b>		Date  24/11/23
Project Manager  <b>Rudo Beremauro</b>		Date 24/11/2023

## Appendix 1

This section covers the additional questions that were raised during the consultation process.

The survey questionnaire presented some “open-ended” questions to obtain feedback about the proposed scheme. The open-ended questions with the highest comments have been listed below.

Question 10 focused on the scheme proposals and asked respondents the extent they agreed to the proposed designs. The overall levels of agreement were on a six-point scale; strongly disagreed, tend to disagree, strongly agreed, tend to agree, neither agree nor disagree, don't know could be selected for this question.

**10:** To what extent do you agree or disagree that each of the proposed changes listed below would improve safety for all road users, including cyclists and pedestrians?

Proposed changes	Responses from consultees	Officer's comments:
A new off-road, mostly segregated, two-way, cycle route alongside the A4 between Huntercombe Lane and Uxbridge Road, with associated road safety improvements along the A4 (the overall scheme)	The data analysed shows that compared to 29.53% <i>strongly agreed</i> and 13.47% <i>tend to agree</i> to the scheme, 3.11% <i>neither agreed nor disagreed</i> , 38.86% <i>disagreed</i> to the scheme proposals, 9.33% <i>tend to disagree</i> and 5.70% <i>don't know or did not answer</i> .	The new off road cycle scheme will enable the construction of an LTN 1/20 compliant segregated cycle lane that is safe, coherent, direct, attractive and comfortable. The mostly segregated cycle lane will enable less confident cyclists including residents, the workforce along the A4, and business to use sustainable modes of transport for their last mile journeys from the major transport hubs. The scheme will also serve several schools that link with the A4, together with active travel initiatives such as Bikeability that will help promote use of sustainable modes of transport and help reduce congestion around the schools
Removal of some pedestrian guardrail along the route	At least 39.90% of the respondents strongly disagreed to the removal of the guard rail, 16.06% tended to disagree and 15.54% strongly agreed and 4.15% tended to agree. 14.51% neither agreed nor disagreed. 9.8% of the respondents don't know or did not answer.	The Council has previously adopted this approach of removing guard-rail in the centre of Slough and at other locations on the A4. Those using the A4 will often see pedestrians jumping over guard-rail into “live” traffic and also children walking around guard-railings to take the shortest journey. This in itself leads to a higher probability of collisions and associated fatal and serious injuries. Drivers normally are not expecting pedestrians to jump over guard-rail especially into “live” traffic areas. By removing the guard-rail we are moving some of the responsibility to drivers to be more aware of the urban setting and hence be cautious when driving along the A4. The removal of guard-rails will also facilitate the implementation of the cycle lane by minimising the reduction of lane widths along the A4 and reducing maintenance. The removal of the guard-rail improves the streetscape by removing street clutter and providing better pedestrian accessibility whilst still maintaining road safety along the A4. Along the A4, there are a number of locations where pedestrian guard-rails are badly cited, it isolates pedestrians and looks unsightly and can be easily hit by vehicles. This has resulted in increased maintenance costs and complaints from residents.
Between the Farnham Road / Tuns Lane (The Three Tuns) junction and the Wellington Street / High Street junction – Narrowing parts of the central reservation.	27.98% of the respondents did not agree to narrowing parts of the central reservation, 10.88% tended to disagree and 17.62 strongly agreed, 15.03 % tend to agree. 16.06% Neither agree nor disagree and 12.43% of the respondents don't know or did not answer.	To facilitate the implementation of the cycle lane and minimise the reduction of lane widths along the A4, the central reservation will be narrowed to reallocate road space. This will also make the A4 less harsh in terms of the street scene and contribute to safer driving practices
Huntercombe Lane North / Huntercombe Lane South junction –	39.38% of the respondents strongly disagreed, 9.33% tend to disagree to the new	A dedicated cycle phase is being introduced to enable cyclist to access the Cycle Lane on the northern section of the A4 and also connect with Huntercombe Lane South

<p>A new dedicated cycle phase in the traffic signals, to help cyclists cross the A4 Bath Road to and from the cycle route to the west (in Buckinghamshire) which is on the south side of the A4 Bath Road.</p>	<p>dedicated cycle phase to help cyclists cross the A4 Bath Road and from the cycle route to the west (in Buckinghamshire) which is on the south side of the A4 Bath Road.          25.39% strongly agreed, 11.92% tend to agree and 6.22% neither agree or disagree and 7.77% of the respondents don't know or did not answer.</p>	<p>safely. This proposal will improve safety for pedestrians and cyclists crossing the junction.</p>
<p>Huntercombe Lane North / Huntercombe Lane South junction – Removal of the eastbound bus stop layby; buses would stop in the main traffic lane, with bus passengers crossing the cycle route to get on and off buses.</p>	<p>50.26% of the respondents strongly disagreed and 11.40% Tend to disagree to the removal of the eastbound bus stop layby; buses would stop in the main traffic lane, with bus passengers crossing the cycle route to get on and off buses. 12.44% strongly agree, 8.81% tend to agree and 7.25% neither agree nor disagree and 9.84% of the respondents don't know or did not answer.</p>	<p>The removal of the westbound bus layby would reduce the time it takes for buses to leave a bus stop due to cars not giving way to buses leaving the bus stop. This new arrangement will improve bus accessibility and improve journey times and support the Councils approach to promoting public transport.</p>
<p>Goldsworthy Way junction (the Huntercombe Spur Roundabout) – A new parallel crossing across Goldsworthy Way.</p>	<p>31.61% of the respondents strongly disagreed and 10.36% Tend to disagree to the proposed new parallel crossing across Goldsworthy Way. 20.21% strongly agree, 10.36% tend to agree and 16.58% neither agree nor disagree and 10.88% of the respondents don't know or did not answer.</p>	<p>The new zebra crossing with cycle facilities on Goldsworthy Way is being introduced to provide safer passage for pedestrians and cyclists asking along the A4. The crossing facility will improve safety and encourage more people to walk and cycle. It is also important to note that at this location there are homes for the elderly and therefore this proposal will support a safer crossing point for them.</p>
<p>St Andrews Way / Whittle Parkway junctions – Removal of the eastbound left turn from the A4 Bath Road into the north side service road by the Mini garage.</p>	<p>36.79% of the respondents strongly disagreed and 10.36% tend to disagree to the removal of the eastbound left turn from the A4 Bath Road into the north side service road by the Mini garage. 18.13% strongly agree, 5.70% tend to agree and 15.54% neither agree nor disagree and 13.47% of the respondents don't know or did not answer.</p>	<p>The removal of the eastbound left turn is being introduced to enable the introduction of a safer pedestrian and cycle crossing and avoid large car trailers and other HGV's block/obstruct the A4 and service road. This will also improve safety for those crossing at this junction.</p>
<p>St Andrews Way / Whittle Parkway junctions – Closure of access between St Andrews Way and the south side service road east of St Andrews Way.</p>	<p>35.75% of the respondents strongly disagreed and 10.36% tend to disagree to the closure of access between St Andrews Way and the south side service road east of St Andrews Way. 17.62% strongly agree, 6.74% tend to agree and 13.99% neither agree nor disagree and 15.54% of the respondents don't know or did not answer.</p>	<p>The closure is being introduced to reduce "rat running" during busy periods on the A4, reduce vehicular conflicts and improve safety at this junction when joining St Andrew's Way and help reduce delays with merging traffic from the service road.</p>
<p>St Andrews Way / Whittle Parkway junctions – A new dedicated signalised cycle crossing across the A4 Bath Road west</p>	<p>35.75% of the respondents strongly disagreed and 8.81% tend to disagree to the proposed new dedicated signalised cycle crossing across the A4 Bath Road west</p>	<p>To improve pedestrian and cyclist safety in an area where there is high vehicular movement due to car trading businesses and delivery services, the dedicated signalised cycle crossing across the A4 Bath Road west of the St Andrews Way junction and new westbound traffic signals at</p>

of the St Andrews Way junction and new westbound traffic signals at the Whittle Parkway junction.	of the St Andrews Way junction and new westbound traffic signals at the Whittle Parkway junction. 20.73% strongly agree, 9.84% tend to agree and 11.92% neither agree or disagree and 12.95 % of the respondents don't know or did not answer	the Whittle Parkway junction will provide a safer and dedicated passage for pedestrians and cyclists.
Elmshott Lane / Station Road junction – Making small changes to the free car park west of Elmshott Lane.	30.57% of the respondents strongly disagreed and 11.92% tend to disagree to making small changes to the free car park west of Elmshott Lane. 17.10% strongly agree, 8.29% tend to agree and 19.17% neither agree nor disagree and 12.95 % of the respondents don't know or did not answer.	The changes to the free car park west of Elmshott Lane are being undertaken to create space for a “cyclops” junction. The cyclops junction will separate cyclists from motor vehicles and pedestrian, enable the introduction of a separate phase. These changes will improve road safety at this junction and encourage more people to walk and cycle.
Westgate Retail Park – Removal of the westbound bus stop layby; buses would stop in the main traffic lane.	47.15% of the respondents strongly disagreed and 12.44% tend to disagree to the removal of the westbound bus stop layby; buses would stop in the main traffic lane. 13.99% strongly agree, 8.29% tend to agree and 5.70% neither agree nor disagree and 12.43% of the respondents don't know or did not answer.	The removal of the westbound bus layby would reduce the time it takes for buses to leave a bus stop due to cars not giving way to buses leaving the bus stop. This new arrangement will improve bus accessibility and improve journey times and support the Councils approach to promoting public transport.
Twinches Lane junction – Closure of exit from the south side service road, west of Twinches Lane, into Twinches Lane.	37.31% of the respondents strongly disagreed and 9.33% tend to disagree to the Closure of exit from the south side service road, west of Twinches Lane, into Twinches Lane. 19.17% strongly agree, 10.36% tend to agree and 10.36% neither agree nor disagree and 13.47 % of the respondents don't know or did not answer.	The closure is being introduced to reduce rat running during busy/peak periods, reduce vehicular conflict/improve road safety along the service roads and the access point between Twinches Lane
Pitts Road junction – Upgrading the existing signalised pedestrian crossing to include signalised cycle crossing facilities.	31.61% of the respondents strongly disagreed and 6.74% tend to disagree upgrading the existing signalised pedestrian crossing to include signalised cycle crossing facilities. 25.39% strongly agree, 12.95% tend to agree and 11.92% neither agree nor disagree and 11.4 % of the respondents don't know or did not answer.	There is an existing signalised pedestrian crossing at this location and the proposal is to upgrade it to include a cycle crossing facility. The new signalised crossing facility would improve road safety by reducing risk of accidents and conflicts at the crossing for pedestrians and cyclists. The dedicated cycle crossing can make it safer and more convenient to cyclists to navigate the crossing and also promote cycling as a viable mode of transport.
Farnham Road / Tuns Lane (The Three Tuns) junction – Removal of the eastbound left turn slip road from the A4 Bath Road into Farnham Road, with the turn to be made using the main carriageway.	39.38% of the respondents strongly disagreed and 15.54% tend to disagree to the removal of the eastbound left turn slip road from the A4 Bath Road into Farnham Road, with the turn to be made using the main carriageway. 17.62% strongly agree, 7.25% tend to agree and 8.81% neither agree nor disagree and	The junction improvement works at the Farnham Road /Tuns Lane junction are being introduced to accommodate a segregated cycle lane, improve road safety at the junction, reduce journey times, manage inconsiderate parking and improve pedestrian facilities at this site. The main change will help remove a considerable amount of queue jumping as vehicles merge near the bus lane. Though it may be thought that this will add to the queue, the removal of the very short lane will increase capacity as there will be no merging.



	11.4 % of the respondents don't know or did not answer.	
Farnham Road / Tuns Lane (The Three Tuns) junction – Removal of the southbound left turn slip road from Farnham Road into the A4 Bath Road, with the turn to be made using the main carriageway.	43.52% of the respondents strongly disagreed and 10.88% tend to disagree to the removal of the southbound left turn slip road from Farnham Road into the A4 Bath Road, with the turn to be made using the main carriageway. 17.10% strongly agree, 5.70% tend to agree and 11.40% neither agree nor disagree and 11.4 % of the respondents don't know or did not answer.	The junction improvement works at the Farnham Road /Tuns Lane junction are being introduced to accommodate a segregated cycle lane, improve road safety at the junction, reduce journey times, manage inconsiderate parking and improve pedestrian facilities at this site. The main change will help remove a considerable amount of queue jumping as vehicles merge near the bus lane. Though it may be thought that this will add to the queue, the removal of the very short lane will increase capacity as there will be no merging.
Farnham Road / Tuns Lane (The Three Tuns) junction – Reduction of the eastbound right turn from the A4 Bath Road into Tuns Lane from two lanes to one lane.	45.08% of the respondents strongly disagreed and 7.25% tend to disagree to the reduction of the eastbound right turn from the A4 Bath Road into Tuns Lane from two lanes to one lane. 15.54% strongly agree, 7.25% tend to agree and 7.25% neither agree nor disagree and 12.43 % of the respondents don't know or did not answer.	The junction improvement works at the Farnham Road /Tuns Lane junction are being introduced to accommodate a segregated cycle lane, improve road safety at the junction, reduce journey times, manage inconsiderate parking and improve pedestrian facilities at this site. The main change will help remove a considerable amount of queue jumping as vehicles merge near the bus lane. Though it may be thought that this will add to the queue, the removal of the very short lane will increase capacity as there will be no merging.
Farnham Road / Tuns Lane (The Three Tuns) junction – Reduction of the westbound right turn from the A4 Bath Road into Farnham Road from two lanes to one lane	45.60% of the respondents strongly disagreed and 12.95% tend to disagree to the reduction of the westbound right turn from the A4 Bath Road into Farnham Road from two lanes to one lane. 14.51% strongly agree, 6.74% tend to agree and 7.25% neither agree nor disagree and 12.95 % of the respondents don't know or did not answer.	The junction improvement works at the Farnham Road /Tuns Lane junction are being introduced to accommodate a segregated cycle lane, improve road safety at the junction, reduce journey times, manage inconsiderate parking and improve pedestrian facilities at this site. The main change will help remove a considerable amount of queue jumping as vehicles merge near the bus lane. Though it may be thought that this will add to the queue, the removal of the very short lane will increase capacity as there will be no merging.
Ledgers Road / Stoke Poges Lane junction – Removal of the eastbound right turn from the A4 Bath Road into Ledgers Road; as a result, approximately 70 additional vehicles per day would turn right from the A4 Bath Road into Montem Lane to access Ledgers Road, and extra traffic signal green time would be given to that right turn.	35.23% of the respondents strongly disagreed and 9.84% tend to disagree to the removal of the eastbound right turn from the A4 Bath Road into Ledgers Road. 18.13% strongly agree, 9.84% tend to agree and 13.99% neither agree nor disagree and 12.95 % of the respondents don't know or did not answer.	To facilitate the implementation of the cycle lane and minimise the reduction of lane widths along the A4, the eastbound right turn from the A4 Bath Road into Ledgers Road will be removed to reallocate space to the proposed signalised crossings and segregated cycle lane. Approximately 70 vehicles a day that would have turned into Ledgers Road from the A4 would have to turn right from the A4 Bath Road into Montem Lane to access Ledgers Road. An extra traffic signal green time would be allocated to this turn to accommodate the additional vehicles turning right onto Montem Lane
Ledgers Road / Stoke Poges Lane junction – Removal of the signalised pedestrian crossing on the east side of the junction (crossing the A4 Bath Road).	34.20% of the respondents strongly disagreed and 13.99% tend to disagree to the removal of the signalised pedestrian crossing on the east side of the junction (crossing the A4 Bath Road). 15.03% strongly agree, 5.18% tend to agree and 17.10% neither agree nor disagree and 14.5 % of the respondents don't know or did not answer.	As part of the detailed design, Officers are investigating if they can retain the crossing on the east side of the junction and maintain the segregated cycle lane.

<p>11: Would the proposed new off-road, mostly segregated, two-way, cycle route alongside the A4 between Huntercombe Lane and Uxbridge Road, with associated road safety improvements along the A4, enable and encourage you / your constituents / members to.....</p>	<p>The majority of responses mentioned that the introduction of the segregated two-way cycle route would not change their mode of transport, including to start walking for short journeys, walk more often, start cycling for shorter journeys, cycle more often than now, start push-scooting for short journeys, push-scoot more often than now, start e-scooting for short journeys, e-scoot more often than previously and use a motor vehicle less often.</p>	
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## Appendix 2

Appendix 2 presents summarised comments from statutory consultees, other consultees including businesses, bus companies, neighbouring local authorities, group leaders and elected representatives were consulted with no objections being received. Statutory Consultees including Thames Valley Police and Active Travel England were also consulted about this scheme and there were no objections received.

Comments from statutory consultees, other consultees including businesses, bus companies, neighbouring local authorities, group leaders and elected representatives	Officers' response
Review of the bus stops that are affected by the scheme.	A review of the affected bus stops and bus shelters to be undertaken as part of the detailed designs.
Review of the St Andrews junction to enable buses from Slough to turn left at this junction.	Currently being reviewed as part of the detailed design.
Request for further engagement once the detailed designs have been completed	Statutory consultees to be sent final plans before construction works start.
Disappointed to be asked to be involved so late in the consultation process.	The consultation was extended to enable consultees to comment on the scheme. Following consultation, the preliminary designs are then developed to detailed designs and accommodate any comments.
Council to coordinate construction works to ensure that there is minimum impact on public transport journey time.	All emergency services, including buses, businesses and residents will be informed before construction works start on site
Cross over at Huntercombe Lane North / Huntercombe Lane South junction is not required as the existing shared path in Buckinghamshire runs on the north, not the south.	The proposed cross over is being reviewed as part of the detailed design.

## Appendix 3

**Summarised comments from statutory consultees, Other consultees including Businesses, bus companies, neighbouring local authorities, group leaders and elected representatives.**

**A4 Cycle Route and A4 Safer Roads Consultation – Analysis Of Question 12 (or equivalent content in email / letter responses): “Please add any further comments on our proposed new off-road, mostly segregated, two-way, cycle route alongside the A4 between Huntercombe Lane and Uxbridge Road, with associated road safety improvements along the A4” (Others)**

### **Summary:**

*Numbers below are for ease of reference only and do not represent any numbering in the original response or the spreadsheet.*

*The order of organisations is alphabetical, not the order in which their responses were received.*

**Organisation: Buckinghamshire Council (Principal Transport Strategy Officer, Planning, Transport Strategy, Growth and Sustainability)**

Respondent Type (As In Survey): **Business or Organisation**

Respondent Type (Adjusted): **Statutory Consultee or Key Stakeholder**

Summary Of Response To Q.12 ‘Please add any further comments on our proposed new off-road, mostly segregated, two-way, cycle route alongside the A4 between Huntercombe Lane and Uxbridge Road, with associated road safety improvements along the A4’ (Or Equivalent Text From Email Or

Letter Response): **Comments:**

1. At Huntercombe Lane North / Huntercombe Lane South junction the designs propose a dedicated cycle phase in traffic signals to support cyclists crossing north to south - however the existing shared use path in Buckinghamshire runs on the north, not the south, side of the A4, therefore the cross-over is not required
2. Would support the designs being amended to include an improved crossing / junction improvements on Huntercombe Lane North to allow cyclists to transition smoothly from the proposed Slough route to the existing Buckinghamshire route
3. Asks to be kept updated on the next steps, in particular details of likely construction timescales / phases and any anticipated impact on the Buckinghamshire road network during construction

**Organisation: First Beeline Buses Ltd., Carousel Buses Ltd., Thames Valley Buses Ltd.**

Respondent Type (As In Survey): **Business or Organisation**

Respondent Type (Adjusted): **Statutory Consultee or Key Stakeholder**

Summary Of Response To Q.12 ‘Please add any further comments on our proposed new off-road, mostly segregated, two-way, cycle route alongside the A4 between Huntercombe Lane and Uxbridge Road, with associated road safety improvements along the A4’ (Or Equivalent Text From Email Or

Letter Response): **Comments:**

- Submit letter and technical appendix as the joint formal response of the three operators that account for over 95% of the operated bus mileage within the Borough of Slough
- Supportive of the efforts to improve active travel and public transport mode share in the borough over recent years
- This major scheme, focused on cycling on one of the most important movement corridors, represents a substantial further positive step
- The Council should be taking rather greater care to co-ordinate work carried out on active travel improvements with public transport schemes, which must ensure there is no deleterious impact on public transport operations and customers - ideally opportunity should be taken to realise synergistic benefits, and scheme impacts on bus services in particular should be appropriately modelled and considered when planning and designing active travel interventions
- The proposals are ambitious

- The space available on the corridor should be sufficient to deliver an LTN01/20 compliant scheme on almost all sections, which delivers real benefit for active travel users, while also safeguarding recent improvements made to public transport priority in the area
- As designed currently the scheme does not fully realise the above potential, and in fact are likely to seriously jeopardise bus operations and the safety and convenience of bus passengers
- Proposals likely to fail the Public Sector Equalities Duty and the Construction Design and Management Regulations (2015), which bind on the Council
- In particular, must draw attention to:
  - very serious proposed reduction in eastbound bus stop infrastructure currently reflected in the designs, involving the deletion of 6 of 11 total eastbound bus stops; if implemented as proposed, this will seriously compromise the accessibility and relevance of all the bus services on the A4 corridor and would be likely to lead to unintended consequences including a substantial reduction in public transport ridership to the point of threatening the ongoing viability of some key routes; as proposed, the material reduction in bus stop facilities is neither appropriate nor acceptable and without amendment would require a statutory objection to the scheme
  - residual lane widths insufficient on short lengths of the scheme, to allow two large vehicles to use the lanes side by side, compromising traffic flow and in one case prejudicing the effectiveness of the bus lane
  - approach to junction design at several points likely to have serious negative effects on bus journey time and reliability, because buses will be operating for longer distances in general traffic, which is being held at signals with more limited throughput capacity; much more evidence needs to be supplied, including micro-simulation outputs, to evaluate and refine the designs in this regard
- recognise that the presented scheme is far from the final scheme design - in line with partnership commitments in the Enhanced Partnership (EP) that underpins the Slough Bus Service Improvement Plan (BSIP), ready to work collaboratively with the Council and its design team to address these issues, at the earliest opportunity
- propose that a design workshop is held under the oversight of the EP Board at a suitably early stage, to inform the evolution of the scheme into one that can support - this process should also ensure that bus stop infrastructure improvements can be secured on the corridor to help fulfil objectives for Bath Road set out in the Council's BSIP.
- in the meantime, the accompanying appendix highlights the issues and opportunities in more detail to substantiate concerns and highlight the likely remedies
- while emphasising that concerns about the published designs are serious, conclude that careful detailed design could ensure that substantial improvements for active travel and public transport can be achieved on the Bath Road, and urge the Council to work with them to secure this important opportunity
- Look forward to hearing back on next step

**Organisation: Heathrow Airport Limited**

Respondent Type (As In Survey): **Business or Organisation**

Respondent Type (Adjusted): **Statutory Consultee or Key Stakeholder**

Summary Of Response To Q.12 'Please add any further comments on our proposed new off-road, mostly segregated, two-way, cycle route alongside the A4 between Huntercombe Lane and Uxbridge Road, with associated road safety improvements along the A4' (Or Equivalent Text From Email Or Letter Response): **Comments:**

- Strongly supports the objective of encouraging more people to cycle in Slough
- Welcomes a proposal to improve the cycle infrastructure along a significant length of the A4
- Level of traffic congestion along the A4 needs to be combatted

- Making the alternative of cycling safer and more accessible is a positive step forward
- Has been investing in frequency improvements to bus services along the A4 but the punctuality and reliability of buses needs to be exceptional to see sustained modal shift - concerned about the impact on bus services that these cycling improvements may have; to protect continued passenger growth on public transport and prevent the interests of cyclists and bus passengers from clashing, the following mitigations should be considered:
  - Support operators to operate with an additional bus on routes A4 and 5 throughout the construction stages, to enable bus frequencies to remain the same during a period when journey times will inevitably be longer
  - Introduce bus lanes between Huntercombe Roundabout and Dover Road at the same time as the cycling improvements, to complement the bus lanes along the rest of the A4 in Slough
  - Increase the times of bus lane operation to 24hr throughout the town, unless there are specific locations where this cannot be achieved (e.g. a loading bay outside a shop)
  - Ensure full-length (12m) buses can safely turn from Bath Road (westbound) into St Andrew's Way, without the need to cross the white centre lines on either road
- Is also concerned about the possibility of bus shelter removal where the new cycling infrastructure is being installed, due to reduced pavement width in some locations - would like to work with Slough Borough Council to improve the quality of the bus stop waiting environment and encourage more residents to use clean, green public transport, which means more space for bus shelters, not less (e.g. there appears to be no space for eastbound bus stops at Everitts Corner and Burnham Lane in the new layouts, and (whilst not directly involving Heathrow's bus network) noticed the removal of the eastbound bus stop at Huntercombe Lane which serves the nearby Priory Estate - replacement bus stops are an important way to make sure people continue to use their local bus, and to make the sustainable travel option the best travel option
- Also believes it is important to not only provide safe infrastructure for cyclists, but to properly maintain it, demonstrating to the public that active travel is supported and making that decision to travel sustainably easier - e.g. the Colnbrook Bypass shared use path becomes impassable in summer due to the overgrown vegetation which is rarely cut back. resulting in many cyclists between Slough and Heathrow going through Colnbrook / Poyle and interacting with HGVs at Poyle Trading Estate
- Would expect any feedback to this consultation from the Enhanced Partnership Board to be thoroughly considered, as they will have a holistic understanding of the potential effects on Slough's local bus network
- [while an off-road route will take cyclists off the carriageway and thus remove a source of delay to buses (as explained in a response to a query from this respondent)] Some cyclists will continue to cycle in the road, rather than use the new cycle infrastructure, and not many cyclists use the existing on-road cycleways (presumably because they are only considered safe by strong / experienced cyclists (who travel at reasonable speeds)), so doesn't believe this will have a significant benefit to buses
- The reduced lane widths caused by the wider pavements / cycle tracks will have a much greater effect on bus journey times
- [while bus lay-bys are being removed to benefit the cyclist, with a knock-on improvement for buses due to taxis, private hire and zero emission vehicles being permitted [at peak times] but (and other traffic users [at off-peak times]) being held back, which can only help bus journey times (as explained in a response to a query from this respondent)] Bus lay-bys enable other buses to pass those picking up passengers - in future, a bus wanting to overtake another bus will need to leave the bus lane to get around, and this could be a significant problem at timing points, where buses need to wait until it is the correct time to depart; the Heathrow Bus Vision includes the aspiration for a limited-stop bus service along the A4 to provide faster inter-urban

services, and the removal of bus stop lay-bys would remove the ability for these limited stop buses to overtake other buses without the need to leave the bus lane; also, if there are two buses running together, a bus at a bus stop holding up taxis, private hire and zero-emission vehicles [at peak times] would also hold up the bus behind, preventing it from getting to the bus stop to pick-up / set-down passengers

- Ideally bus lanes should not be used by private EVs, and this will become a bigger problem for bus punctuality as the number of EVs grows

**Organisation: John Wood / Safety First Cycling Group / British Cycling Membership**

Respondent Type (As In Survey): **Elected Representative or Group Leader**

Respondent Type (Adjusted): **Elected Representative, Business, or Group Leader**

Summary Of Response To Q.12 'Please add any further comments on our proposed new off-road, mostly segregated, two-way, cycle route alongside the A4 between Huntercombe Lane and Uxbridge Road, with associated road safety improvements along the A4' (Or Equivalent Text From Email Or Letter Response): **Comments:**

1. Very disappointed at being asked to be involved from a cyclist perspective so late in the consultation process (given prior invitation to do so 18 months ago), and cannot do full justice due to very late involvement and have had little time to dissect the whole route junction by junction.
2. Aims to give a little perspective as to how cyclists would view, and the likely uptake of, the new route
3. First step would have involved walking or cycling the route reviewing what cyclists see and their reasons for utilising, or not, designated cycle routes:
4. Stronger and more confident (road / commuter) cyclists, many of whom have no respect for the rules of the road (e.g. ignoring traffic signals) will always choose the quickest and most direct route - usually the road / bus lanes; they will not use safe traffic controlled crossings
5. Slower / weaker / less confident cyclists are already served adequately by the existing cycle paths alongside the route
6. Leisure cyclists would choose the quieter side road options
7. Safe traffic controlled crossings make it safer for the minority who will use them
8. Health issues as detailed is a whole separate debate
9. £10.4 million is an absurd amount to spend on minor improvements to the existing route
10. Many cyclists have respiratory problems and would never be persuaded to cycle alongside main routes no matter how attractive
11. Due to the above, will not see substantial gains in the number of additional cyclists
12. To truly increase cyclist numbers money would be better spent on cycle paths off-road or on quieter routes
13. Consideration must be given to funding maintenance - all too often cycle paths are created with central government funding with cash-strapped councils then having to constantly delay their upkeep and allow them to decline further
14. Another major obstacle to increasing cyclist numbers is bike security - to attract more people to cycle to work or town big improvements needed to safe places to lock bikes
15. A major hazard on off-road cycle routes is pedestrians who, even on raised or clearly painted / marked paths, will still use them as a footpath, further slowing down cyclists (this is not unique to this area or to the UK, e.g. it happens in Dubai where vast sums of money has been spent creating the very best cycle routes linking communities)
16. Have to realise and accept that cycling is still in its infancy in the UK - cycling numbers only started to grow after UK success in the 2012 Olympics and may well take decades before all road users learn to accept and respect each other (e.g. as in The Netherlands); need to not expect too much overnight

17. Crossing the bike lane, albeit through necessity, will further deter its use
18. Had hoped to see more use of Advance Stop Lines in conjunction with a few seconds advantage via Cycle Traffic Lights
19. Raised cycle crossings at junctions good on paper but will be judged as slowing the cyclist down
20. Too many vehicles parked off road along the route will further create hazards which are less expected in the "safe" lane as opposed to riding with the traffic
21. Cannot find the proposed solution to the obvious pinch point at the Railway Bridge between Lansdowne Avenue and Wellington Street
22. Happy to meet to assist or to clarify any issues
23. Above is a personal view and have not been able to fully discuss with members of groups but believes much of it is shared by many

**Organisation: Slough Freewheelers Cycle Group**

Respondent Type (As In Survey): **Elected Representative or Group Leader**

Respondent Type (Adjusted): **Elected Representative, Business, or Group Leader**

Summary Of Response To Q.12 'Please add any further comments on our proposed new off-road, mostly segregated, two-way, cycle route alongside the A4 between Huntercombe Lane and Uxbridge Road, with associated road safety improvements along the A4' (Or Equivalent Text From Email Or Letter Response): **Comments:**

1. The whole scheme seems well thought out
2. It should benefit cyclists and pedestrians
3. It is a little unfortunate that cyclists will at times have to cross over the road as sufficient space isn't always available
4. The junction arrangements seem complex but hopefully will create safer crossings
5. Is not sure why the route has to cross over where it joins Buckinghamshire Council's cycle route west of Huntercombe Lane as there is a shared cycle path on the north side of the A4 to the Bishops Centre as well, and it would make more sense if the route continued on the north side of the road (the south side is narrow, has potholes and does not really comply with standards for shared use)
6. Hopes that the scheme is sufficiently respected by other road users as from experience the current arrangements along the A4 have caused resentment and harassment by car drivers to cyclists in the shared cycle / bus lane

**Organisation: Thames Valley Police (Roads Policing Operations, Traffic Management Officer)**

Respondent Type (As In Survey): **Business or Organisation**

Respondent Type (Adjusted): **Statutory Consultee or Key Stakeholder**

Summary Of Response To Q.12 'Please add any further comments on our proposed new off-road, mostly segregated, two-way, cycle route alongside the A4 between Huntercombe Lane and Uxbridge Road, with associated road safety improvements along the A4' (Or Equivalent Text From Email Or Letter Response): **Comments:**

1. No objection to the proposal
2. Welcomes the opportunity to be involved in and support transport schemes that enhance and encourage road safety
3. Asks to be kept apprised of any developments or alterations to the scheme
4. Asks to be involved in any stage 3 Road Safety Audits

**Organisation: Not Recorded (1)**

Respondent Type (As In Survey): **Business or Organisation**

Respondent Type (Adjusted): **Elected Representative, Business, or Group Leader**

Response to Q. 10. 'To what extent do you agree or disagree that each of the proposed changes listed below would improve safety for all road users, including cyclists and pedestrians? (please select one item per row)'



A new off-road, mostly segregated, two-way, cycle route alongside the A4 between Huntercombe Lane and Uxbridge Road, with associated road safety improvements along the A4 (the overall scheme) – **Strongly agree**

A continuous, raised cycle route and footway across the side road at most non-signalised side road junctions – **Strongly agree**

Upgrading most of the signalised junctions along the route with new traffic signals – **Strongly agree**

Removal of some pedestrian guardrail along the route – **Strongly agree**

Burnham Lane and Bath Road Shopping Park, Ledgers Road / Stoke Poges Lane, and William Street / Stoke Road (Heart of Slough) junctions – Introduction of new countdown timers for

pedestrians at existing signalised crossings – **Strongly agree**

Between the Farnham Road / Tuns Lane (The Three Tuns) junction and the Wellington Street / High Street junction – Narrowing parts of the central reservation – **Strongly agree**

Huntercombe Lane North / Huntercombe Lane South junction – A new dedicated cycle phase in the traffic signals, to help cyclists cross the A4 Bath Road to and from the cycle route to the west (in Buckinghamshire) which is on the south side of the A4 Bath Road – **Strongly agree**

Huntercombe Lane North / Huntercombe Lane South junction – Removal of the eastbound bus stop layby; buses would stop in the main traffic lane, with bus passengers crossing the cycle route to get on and off buses – **Strongly agree**

Goldsworthy Way junction (the Huntercombe Spur Roundabout) – A new parallel crossing across Goldsworthy Way – **Strongly agree**

Just east of the Huntercombe Spur Roundabout – Opening up the north side service road after the Huntercombe Spur Roundabout – **Strongly agree**

St Andrews Way / Whittle Parkway junctions – Removal of the eastbound left turn from the A4 Bath Road into the north side service road by the Mini garage – **Strongly agree**

St Andrews Way / Whittle Parkway junctions – Removal of the westbound right turn from the A4 Bath Road into the north side service road by the Mini garage – **Strongly agree**

St Andrews Way / Whittle Parkway junctions – Closure of access between St Andrews Way and the south side service road east of St Andrews Way – **Strongly agree**

St Andrews Way / Whittle Parkway junctions – A new dedicated signalised cycle crossing across the A4 Bath Road west of the St Andrews Way junction and new westbound traffic signals at the Whittle Parkway junction – **Strongly agree**

Elmshott Lane / Station Road junction – Upgrading of the existing traffic signals including a new 'CYCLOPS' junction – **Strongly agree**

Elmshott Lane / Station Road junction – Making small changes to the free car park west of Elmshott Lane – **Strongly agree**

Westgate Retail Park – Removal of the westbound bus stop layby; buses would stop in the main traffic lane – **Strongly agree**

Twinches Lane junction – Closure of exit from the south side service road, west of Twinches Lane, into Twinches Lane – **Strongly agree**

Pitts Road junction – Upgrading the existing signalised pedestrian crossing to include signalised cycle crossing facilities – **Strongly agree**

Farnham Road / Tuns Lane (The Three Tuns) junction – Removal of the eastbound left turn slip road from the A4 Bath Road into Farnham Road, with the turn to be made using the main carriageway – **Strongly agree**

Farnham Road / Tuns Lane (The Three Tuns) junction – Removal of the southbound left turn slip road from Farnham Road into the A4 Bath Road, with the turn to be made using the main carriageway – **Strongly agree**

Farnham Road / Tuns Lane (The Three Tuns) junction – Reduction of the eastbound right turn from the A4 Bath Road into Tuns Lane from two lanes to one lane – **Strongly agree**

Farnham Road / Tuns Lane (The Three Tuns) junction – Reduction of the westbound right turn from the A4 Bath Road into Farnham Road from two lanes to one lane – **Strongly agree**

Farnham Road / Tuns Lane (The Three Tuns) junction – Improvements to the service road and the left turn lane on the south west corner of the junction – **Strongly agree**

Farnham Road / Tuns Lane (The Three Tuns) junction – Reduction of the northbound right turn from Tuns Lane into the A4 Bath Road from two lanes to one lane – **Strongly agree**

Windmill Road / Beckwell Road junction – Replacement of the existing cyclist and pedestrian staggered signalised crossing with a straight-across cyclist and pedestrian signalised crossing –

**Strongly agree**

Ledgers Road / Stoke Poges Lane junction – Removal of the eastbound right turn from the A4 Bath Road into Ledgers Road; as a result, approximately 70 additional vehicles per day would turn right from the A4 Bath Road into Montem Lane to access Ledgers Road, and extra traffic signal green time would be given to that right turn – **Strongly agree**

Ledgers Road / Stoke Poges Lane junction – Removal of the signalised pedestrian crossing on the east side of the junction (crossing the A4 Bath Road) – **Strongly agree**

Response to Q. 11. 'Would the proposed new off-road, mostly segregated, two-way, cycle route alongside the A4 between Huntercombe Lane and Uxbridge Road, with associated road safety improvements along the A4, enable and encourage you / your constituents / members to..... (please select one item per row)'

Start walking for short journeys? – **Yes**

Walk more often than now? – **Yes**

Start cycling for short journeys? – **Yes**

Cycle more often than now? – **Yes**

Start push-scooting for short journeys? – **No**

Push-scoot more often than now? – **No**

Start e-scooting for short journeys (using a future e-scooter hire scheme, and / or private e-scooters if these are made legal in future)? – **No**

E-scoot more often than previously (using a future e-scooter hire scheme, and / or private e-scooters if these are made legal in future)? – **No**

Use a motor vehicle less often? – **Yes**

Summary Of Response To Q.12 'Please add any further comments on our proposed new off-road, mostly segregated, two-way, cycle route alongside the A4 between Huntercombe Lane and Uxbridge Road, with associated road safety improvements along the A4' (Or Equivalent Text From Email Or Letter Response): **[No comments]**

Organisation: **Not Recorded (2)**

Respondent Type (As In Survey): **Elected Representative or Group Leader**

Respondent Type (Adjusted): **Elected Representative, Business, or Group Leader**

Response to Q. 10. 'To what extent do you agree or disagree that each of the proposed changes listed below would improve safety for all road users, including cyclists and pedestrians? (please select one item per row)'

A new off-road, mostly segregated, two-way, cycle route alongside the A4 between Huntercombe Lane and Uxbridge Road, with associated road safety improvements along the A4 (the overall scheme) – **Strongly agree**

A continuous, raised cycle route and footway across the side road at most non-signalised side road junctions – **Strongly agree**

Upgrading most of the signalised junctions along the route with new traffic signals – **Strongly agree**

Removal of some pedestrian guardrail along the route – **Strongly agree**

Burnham Lane and Bath Road Shopping Park, Ledgers Road / Stoke Poges Lane, and William Street / Stoke Road (Heart of Slough) junctions – Introduction of new countdown timers for pedestrians at existing signalised crossings – **Strongly agree**

Between the Farnham Road / Tuns Lane (The Three Tuns) junction and the Wellington Street / High Street junction – Narrowing parts of the central reservation – **Strongly agree**

Huntercombe Lane North / Huntercombe Lane South junction – A new dedicated cycle phase in the traffic signals, to help cyclists cross the A4 Bath Road to and from the cycle route to the west (in Buckinghamshire) which is on the south side of the A4 Bath Road – **Strongly agree**

Huntercombe Lane North / Huntercombe Lane South junction – Removal of the eastbound bus stop layby; buses would stop in the main traffic lane, with bus passengers crossing the cycle route to get on and off buses – **Tend to disagree**

Goldsworthy Way junction (the Huntercombe Spur Roundabout) – A new parallel crossing across Goldsworthy Way – **Strongly agree**

Just east of the Huntercombe Spur Roundabout – Opening up the north side service road after the Huntercombe Spur Roundabout – **Tend to agree**

St Andrews Way / Whittle Parkway junctions – Removal of the eastbound left turn from the A4 Bath Road into the north side service road by the Mini garage – **Tend to agree**

St Andrews Way / Whittle Parkway junctions – Removal of the westbound right turn from the A4 Bath Road into the north side service road by the Mini garage – **Tend to agree**

St Andrews Way / Whittle Parkway junctions – Closure of access between St Andrews Way and the south side service road east of St Andrews Way – **Tend to agree**

St Andrews Way / Whittle Parkway junctions – A new dedicated signalised cycle crossing across the A4 Bath Road west of the St Andrews Way junction and new westbound traffic signals at the Whittle Parkway junction – **Tend to agree**

Elmshott Lane / Station Road junction – Upgrading of the existing traffic signals including a new 'CYCLOPS' junction – **Strongly agree**

Elmshott Lane / Station Road junction – Making small changes to the free car park west of Elmshott Lane – **Tend to agree**

Westgate Retail Park – Removal of the westbound bus stop layby; buses would stop in the main traffic lane – **Tend to disagree**

Twinches Lane junction – Closure of exit from the south side service road, west of Twinches Lane, into Twinches Lane – **Neither agree nor disagree**

Pitts Road junction – Upgrading the existing signalised pedestrian crossing to include signalised cycle crossing facilities – **Strongly agree**

Farnham Road / Tuns Lane (The Three Tuns) junction – Removal of the eastbound left turn slip road from the A4 Bath Road into Farnham Road, with the turn to be made using the main carriageway – **Neither agree nor disagree**

Farnham Road / Tuns Lane (The Three Tuns) junction – Removal of the southbound left turn slip road from Farnham Road into the A4 Bath Road, with the turn to be made using the main carriageway – **Neither agree nor disagree**

Farnham Road / Tuns Lane (The Three Tuns) junction – Reduction of the eastbound right turn from the A4 Bath Road into Tuns Lane from two lanes to one lane – **Tend to agree**

Farnham Road / Tuns Lane (The Three Tuns) junction – Reduction of the westbound right turn from the A4 Bath Road into Farnham Road from two lanes to one lane – **Tend to agree**

Farnham Road / Tuns Lane (The Three Tuns) junction – Improvements to the service road and the left turn lane on the south west corner of the junction – **Tend to agree**

Farnham Road / Tuns Lane (The Three Tuns) junction – Reduction of the northbound right turn from Tuns Lane into the A4 Bath Road from two lanes to one lane – **Tend to agree**

Windmill Road / Beckwell Road junction – Replacement of the existing cyclist and pedestrian staggered signalised crossing with a straight-across cyclist and pedestrian signalised crossing – **Strongly agree**

Ledgers Road / Stoke Poges Lane junction – Removal of the eastbound right turn from the A4 Bath Road into Ledgers Road; as a result, approximately 70 additional vehicles per day would turn right from the A4 Bath Road into Montem Lane to access Ledgers Road, and extra traffic signal green time would be given to that right turn – **Strongly disagree**

Ledgers Road / Stoke Poges Lane junction – Removal of the signalised pedestrian crossing on the east side of the junction (crossing the A4 Bath Road) – **Strongly disagree**

Response to Q. 11. 'Would the proposed new off-road, mostly segregated, two-way, cycle route alongside the A4 between Huntercombe Lane and Uxbridge Road, with associated road safety improvements along the A4, enable and encourage you / your constituents / members to..... (please select one item per row)'

Start walking for short journeys? – **Yes**

Walk more often than now? – **Yes**

Start cycling for short journeys? – **Yes**

Cycle more often than now? – **Yes**

Start push-scooting for short journeys? – **Don't know**

Push-scoot more often than now? – **Don't know**

Start e-scooting for short journeys (using a future e-scooter hire scheme, and / or private e-scooters if these are made legal in future)? – **Don't know**

E-scoot more often than previously (using a future e-scooter hire scheme, and / or private e-scooters if these are made legal in future)? – **Don't know**

Use a motor vehicle less often? – **Don't know**

Summary Of Response To Q.12 'Please add any further comments on our proposed new off-road, mostly segregated, two-way, cycle route alongside the A4 between Huntercombe Lane and Uxbridge Road, with associated road safety improvements along the A4' (Or Equivalent Text From Email Or Letter Response): [No comments]

Organisation: **Not Recorded (3)**

Respondent Type (As In Survey): **Business or Organisation**

Respondent Type (Adjusted): **Elected Representative, Business, or Group Leader**

Response to Q. 10. 'To what extent do you agree or disagree that each of the proposed changes listed below would improve safety for all road users, including cyclists and pedestrians? (please select one item per row)'

A new off-road, mostly segregated, two-way, cycle route alongside the A4 between Huntercombe Lane and Uxbridge Road, with associated road safety improvements along the A4 (the overall scheme) – **Strongly disagree**

A continuous, raised cycle route and footway across the side road at most non-signalised side road junctions – **Strongly disagree**

Upgrading most of the signalised junctions along the route with new traffic signals – **Strongly disagree**

Removal of some pedestrian guardrail along the route – **Strongly agree**

Burnham Lane and Bath Road Shopping Park, Ledgers Road / Stoke Poges Lane, and William Street / Stoke Road (Heart of Slough) junctions – Introduction of new countdown timers for pedestrians at existing signalised crossings – **Strongly disagree**

Between the Farnham Road / Tuns Lane (The Three Tuns) junction and the Wellington Street / High Street junction – Narrowing parts of the central reservation – **Strongly disagree**

Huntercombe Lane North / Huntercombe Lane South junction – A new dedicated cycle phase in the traffic signals, to help cyclists cross the A4 Bath Road to and from the cycle route to the west (in Buckinghamshire) which is on the south side of the A4 Bath Road – **Strongly disagree**

Huntercombe Lane North / Huntercombe Lane South junction – Removal of the eastbound bus stop layby; buses would stop in the main traffic lane, with bus passengers crossing the cycle route to get on and off buses – **Strongly agree**

Goldsworthy Way junction (the Huntercombe Spur Roundabout) – A new parallel crossing across Goldsworthy Way – **Strongly agree**

Just east of the Huntercombe Spur Roundabout – Opening up the north side service road after the Huntercombe Spur Roundabout – **Strongly disagree**

St Andrews Way / Whittle Parkway junctions – Removal of the eastbound left turn from the A4 Bath Road into the north side service road by the Mini garage – **Strongly disagree**

St Andrews Way / Whittle Parkway junctions – Removal of the westbound right turn from the A4 Bath Road into the north side service road by the Mini garage – **Strongly disagree**

St Andrews Way / Whittle Parkway junctions – Closure of access between St Andrews Way and the south side service road east of St Andrews Way – **Strongly disagree**

St Andrews Way / Whittle Parkway junctions – A new dedicated signalised cycle crossing across the A4 Bath Road west of the St Andrews Way junction and new westbound traffic signals at the Whittle Parkway junction – **Strongly disagree**

Elmshott Lane / Station Road junction – Upgrading of the existing traffic signals including a new ‘CYCLOPS’ junction – **Strongly disagree**

Elmshott Lane / Station Road junction – Making small changes to the free car park west of Elmshott Lane – **Strongly disagree**

Westgate Retail Park – Removal of the westbound bus stop layby; buses would stop in the main traffic lane – **Don’t know**

Twinches Lane junction – Closure of exit from the south side service road, west of Twinches Lane, into Twinches Lane – **Strongly disagree**

Pitts Road junction – Upgrading the existing signalised pedestrian crossing to include signalised cycle crossing facilities – **Strongly disagree**

Farnham Road / Tuns Lane (The Three Tuns) junction – Removal of the eastbound left turn slip road from the A4 Bath Road into Farnham Road, with the turn to be made using the main carriageway – **Strongly disagree**

Farnham Road / Tuns Lane (The Three Tuns) junction – Removal of the southbound left turn slip road from Farnham Road into the A4 Bath Road, with the turn to be made using the main carriageway – **Strongly disagree**

Farnham Road / Tuns Lane (The Three Tuns) junction – Reduction of the eastbound right turn from the A4 Bath Road into Tuns Lane from two lanes to one lane – **Strongly disagree**

Farnham Road / Tuns Lane (The Three Tuns) junction – Reduction of the westbound right turn from the A4 Bath Road into Farnham Road from two lanes to one lane – **Strongly disagree**

Farnham Road / Tuns Lane (The Three Tuns) junction – Improvements to the service road and the left turn lane on the south west corner of the junction – **Strongly disagree**

Farnham Road / Tuns Lane (The Three Tuns) junction – Reduction of the northbound right turn from Tuns Lane into the A4 Bath Road from two lanes to one lane – **Strongly disagree**

Windmill Road / Beckwell Road junction – Replacement of the existing cyclist and pedestrian staggered signalised crossing with a straight-across cyclist and pedestrian signalised crossing – **Strongly disagree**

Ledgers Road / Stoke Poges Lane junction – Removal of the eastbound right turn from the A4 Bath Road into Ledgers Road; as a result, approximately 70 additional vehicles per day would turn right from the A4 Bath Road into Montem Lane to access Ledgers Road, and extra traffic signal green time would be given to that right turn – **Strongly disagree**

Ledgers Road / Stoke Poges Lane junction – Removal of the signalised pedestrian crossing on the east side of the junction (crossing the A4 Bath Road) – **Strongly agree**

Response to Q. 11. ‘Would the proposed new off-road, mostly segregated, two-way, cycle route alongside the A4 between Huntercombe Lane and Uxbridge Road, with associated road safety improvements along the A4, enable and encourage you / your constituents / members to..... (please select one item per row)’

Start walking for short journeys? – **Yes**

Walk more often than now? – **Yes**

Start cycling for short journeys? – **Yes**

Cycle more often than now? – **Yes**

Start push-scooting for short journeys? – **Yes**

Push-scoot more often than now? – **Yes**

Start e-scooting for short journeys (using a future e-scooter hire scheme, and / or private e-scooters if these are made legal in future)? – **Yes**

E-scoot more often than previously (using a future e-scooter hire scheme, and / or private e-scooters if these are made legal in future)? – **Yes**

Use a motor vehicle less often? – **Yes**

Summary Of Response To Q.12 ‘Please add any further comments on our proposed new off-road, mostly segregated, two-way, cycle route alongside the A4 between Huntercombe Lane and Uxbridge Road, with associated road safety improvements along the A4’ (Or Equivalent Text From Email Or Letter Response): [No comments]

## Appendix 4

### All summarised consultation responses for the A4 Cycle scheme.

Please click on the document below to view document.



#### A4 Cycle Route and Road Safety Improvements: Summary report

This report was created on Thursday 09 November 2023 at 11:05 and includes 153 responses.

The activity ran from 18/08/2023 to 29/09/2023.

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Question 1: Whom do you represent? (please select only one item)	3
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Question 2: What is the postcode sector of your home address (the first four digits of the postcode)? (please select only one item)	4
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Question 3: How often do you use the A4 in Slough between Huntercombe Lane and Uxbridge Road (travelling along or crossing over)? (please select only one item)	5
	5
Question 4: What mode(s) of transport do you currently use on the A4 in Slough between Huntercombe Lane and Uxbridge Road (travelling along or crossing over)? (please select all that apply)	6
	6
Please specify Other(s)	6
Question 5: For what purpose(s) do you use the A4 in Slough between Huntercombe Lane and Uxbridge Road (travelling along or crossing over)? (please select all that apply)	7
	7
Please specify Other(s)	7
Question 6: Which of the following best describes your gender? (please select only one item)	8
	8
Please specify Other	8
Question 7: What is your age bracket? (please select only one item)	8
	8
Question 8: Do you have a long-standing illness, disability, or infirmity? The Equality Act 2010 defines disability as a physical or mental impairment with substantial and long-term adverse effects on ability to perform day to day activities. (please select only one item)	9
	9
Question 9: Which of the following best describes your ethnic group? (please select only one item)	9
	9
Please specify Other	10
Question 10: To what extent do you agree or disagree that each of the proposed changes listed below would improve safety for all road users, including cyclists and pedestrians? (please select one item per row)	10
-- A new off-road, mostly segregated, two-way, cycle route alongside the A4 between Huntercombe Lane and Uxbridge Road, with associated road safety improvements along the A4 (the overall scheme)	10
-- A continuous, raised cycle route and footway across the side road at most non-signalised side road junctions	10
-- Upgrading most of the signalised junctions along the route with new traffic signals	11
-- Removal of some pedestrian guardrail along the route	11
-- Burnham Lane and Bath Road Shopping Park, Ledgers Road / Stoke Poges Lane, and William Street / Stoke Road (Heart of Slough) junctions – Introduction of new countdown timers for pedestrians at existing signalised crossings	12
-- Between the Farnham Road / Tuns Lane (The Three Tuns) junction and the Wellington Street / High Street junction – Narrowing parts of the central reservation	12
-- Huntercombe Lane North / Huntercombe Lane South junction – A new dedicated cycle phase in the traffic signals, to help cyclists cross the A4 Bath Road to and from the cycle route to the west (in Buckinghamshire) which is on the south side of the A4 Bath Road	13
-- Huntercombe Lane North / Huntercombe Lane South junction – Removal of the eastbound bus stop layby; buses would stop in the main traffic lane, with bus passengers crossing the cycle route to get on and off buses	13
-- Goldsworthy Way junction (the Huntercombe Spur Roundabout) – A new parallel crossing across Goldsworthy Way	14
-- Just east of the Huntercombe Spur Roundabout – Opening up the north side service road after the Huntercombe Spur Roundabout	14
-- St Andrews Way / Whittle Parkway junctions – Removal of the eastbound left turn from the A4 Bath Road into the north side service road by the Mini garage	15
-- St Andrews Way / Whittle Parkway junctions – Removal of the westbound right turn from the A4 Bath Road into the north side service road by the Mini garage	15