

Date of issue: Friday, 7 January 2022

MEETING	CABINET	
	Councillor Swindlehurst	Leader of the Council and Cabinet Member for Forward Strategy & Corporate Resources
	Councillor Mann	Deputy Leader and Cabinet Member for Transport, Planning & Place
	Councillor Akram	Leisure, Culture & Communities
	Councillor Anderson	Financial Oversight, Council Assets & Performance
	Councillor Bains	Regulation & Public Protection
	Councillor Carter	Housing & Environment
	Councillor Hulme	Children's Services, Lifelong Learning & Skills
	Councillor Pantelic	Social Care & Public Health
DATE AND TIME:	MONDAY, 17TH JANUARY, 2022 AT 6.30 PM	
VENUE:	COUNCIL CHAMBER - OBSERVATORY HOUSE, 25 WINDSOR ROAD, SL1 2EL	
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	NICHOLAS PONTONE	07749 709 868

APPENDIX PACK

PART 1

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
6.	A4 Experimental Bus Lane – Appendices 1 to 6	1 - 230	All

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A4 Experimental Bus and Cycle Lane Cabinet Report

Appendices

1. Consultation

- 1.1 Consultation Details and Overview map
- 1.2 FAQs issued for consultation
- 1.3 Anonymised consultation responses

- 1.4. Consultation Letter - Thames Valley
- 1.5 Consultation Letter – Reading Buses
- 1.6 Email - Slough Taxi Federation
- 1.7 Email – Thames Valley Police
- 1.8 First Bus UK – response to SBC’s Strategic Transport Infrastructure Plan (STIP)
- 1.9 Reading Buses – response to SBC’s Strategic Transport Infrastructure Plan (STIP)

2. Monitoring Data for

- 2.1 Automatic Traffic Counts
- 2.2 Bluetooth Journey Time Monitoring
- 2.3 Cycle Data
- 2.4 Cycle Hire Data
- 2.5 E-Scooter use data
- 2.6 Parking Enforcement data

3. Bus Journey Time

An analysis of the bus journey time was undertaken by Atkins.

4. Air Quality

Slough currently operates 5 continuous analysers which report NO₂ data on an hourly basis. The data from two continuous analysers (Wellington Street SLH 10 and Windmill SLH 12) have been reviewed to determine the impact of the scheme both when first operational (Aug– Nov 2020) and with the new peak time only operations (Dec 2020 – Aug 2021).

5. EIA- Equality Impact Assessment

6. Actions from the Extraordinary joint scrutiny meeting 291020

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Appendix 1

Experimental A4 Bus and Cycle Lanes

Overview

We consult residents, commuters, businesses and stakeholders to understand what people think about proposed developments, changes to our roads and pavements, or other traffic-related issues.

Update 12 May 2021 – Consultation Period Extended to 31 August 2021

The easing of the Covid-19 lockdown means that traffic conditions are starting to return to normal. We are therefore extending the consultation period from 4 June 2021 until 31 August 2021. This will provide residents and people returning to places of employment an opportunity to comment on the experimental scheme when the bus and cycle lanes are fully operational in normal traffic conditions.

Why your views matter

In August 2020 we announced that we would trial dedicated bus and cycle lanes in both directions on the A4, between Huntercombe Roundabout and Sussex Place (subsequently the section between Huntercombe Roundabout and Cippenham Lane was reduced to cycle lanes only - see note below).

The overview map below shows the locations of the bus and cycle lanes along the A4:

Section 3: Cippenham Lane to Twinches Lane

Section 4: Twinches Lane to Farnham Road

Section 5.1: Farnham Road to Stoke Poges Lane

Section 5.1: Stoke Poges Lane to High Street Slough

Section 6: Wellington Street to Sussex Place

The scheme has been introduced during the Covid-19 pandemic, to encourage people to travel actively and sustainably, support social distancing measures for cyclists and pedestrians, and to prepare for the borough's recovery.

Funded by central government's Emergency Active Travel Fund (EATF) and introduced under Experimental Traffic Regulation Orders (ETROs), the scheme can run up to 18 months, with a consultation period for six months.

The experimental scheme has been in operation between 31 August and 3 December 2020, and we have been receiving consultation responses, mostly by email, during that period.

Following a review of the responses during that initial consultation, Councillors would now like to see some operational changes to the experimental bus and cycle lanes. We have therefore introduced changes from Friday 4 December 2020.

What are the changes to the scheme?

From Friday 4 December 2020:

- The experimental bus and cycle lanes now operate peak time only, from Monday to Friday during the hours of 7am-10am and 3pm-7pm (previously at all times)
- The following vehicles are now permitted to use the experimental A4 bus and cycle lanes during those times (previously buses and pedal cycles only):

buses pedal

cycles solo

motorcycles

taxis

private hire vehicles ("minicabs") operated under licences issued by Slough Borough Council

zero emission vehicles displaying green number plates under a forthcoming scheme electric

scooters hired from Neuron Mobility under a government trial scheme The benefits of the

bus and cycle lanes operating during peak time are:

Improved bus journey time reliability

Improved cycle safety

Continued social distancing between cyclists and pedestrians

Overview map



[A4 Experimental Bus and Cycle Lanes - Overview Map](#) <user_uploads/a4-experimental-bus-and-cycle-lanes---overview-map.pdf>

Further information and enquiries

Detailed plans, the Experimental Traffic Regulation Orders (ETROs), and the public notices associated with this scheme are available at [Temporary A4 Bus Lane Scheme](https://www.slough.gov.uk/consultations-petitions/temporary-a4-bus-lane-scheme/1) <https://www.slough.gov.uk/consultations-petitions/temporary-a4-bus-lane-scheme/1> .

Additional information is available in our Frequently Asked Questions document.

Frequently Asked Questions

Why is a dedicated bus lane needed through Slough?

The Bath Road/ A4 trial scheme includes the provision of a bus and cycle lane, replacing a single east and westbound traffic lane along most of the route. It has been designed and implemented in response to the government's initiative to get people to actively travel in the wake of the coronavirus crisis and to prepare for the Borough's recovery as lockdown is eased. This is just one, of a series of temporary changes, proposed to bring about a green restart to local travel with the Department for Transport providing funding to fast track measures.

Reducing bus journey times, making the bus service more attractive as well as facilitating active travel are fundamental components of the Local Transport Plan.

We also wish to maintain improvements to Air Quality experienced during the lockdown. Five AQMA's have indicated that in terms of NO₂ there has been a reduction of between 30%-41% and in respect of NO_x, there has been a reduction of between 45%-59% using modelled scenarios.

Removal of a single lane of most east and west bound traffic during peak hours will improve Air Quality throughout the borough. The reduction in private car use and take-up of sustainable modes including buses will support this aim.

Is it safe to use buses? Government guidance used to suggest we should avoid public transport during the Covid-19 pandemic.

We know that local bus services provide a vital means of accessing services for many of our residents. Within Slough, over a quarter of households do not have access to a car.

In line with Government guidance, face coverings must be worn, over your nose and mouth, for the full duration of journeys on the public transport network.

We have placed hand sanitisers at various locations including Slough bus station.

Operators have implemented social distancing and enhanced cleaning, and are now back to running normal frequencies.

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[A4 Experimental Bus and Cycle Lanes – Frequently Asked Questions](#) <user_uploads/a4-bus-lane-faqs-v2.2.pdf>

If you would like further information to enable you to respond to the consultation, or a copy of this consultation information in another format or language, please:

email us at TfS@slough.gov.uk (please state "A4 consultation enquiry" in the subject line), or write to us at A4 Consultation, Transport, Slough Borough Council, Observatory House, 25 Windsor Road, Slough SL1 2EL (please state "A4 consultation enquiry" at the top), or call us on 01753 475111 (asking for a message to be passed to Transport for Slough)

Have your say - new consultation period

We would like to receive your views on the experimental A4 bus and cycle lanes following the above changes. The amended Experimental Traffic Regulation Orders (ETROs) came into operation on **Friday 4 December 2020** (replacing the previous ETROs for this scheme), and a new six month consultation period started on that date, finishing on **Friday 4 June 2021**. The consultation period has now been extended to finish on **Tuesday 31 August 2021**.

We would prefer that you experience the effects of the changes to the experimental A4 bus and cycle lanes before responding, to ensure that your response fully reflects them.

How to respond

Please, if possible, give your views using the **Online Survey form** below:

If you are unable to use the online survey, please instead give your views:

by email to TfS@slough.gov.uk (please state "A4 consultation response" in the subject line), or in writing to **A4 Consultation, Transport, Slough Borough Council, Observatory House, 25 Windsor Road, Slough SL1 2EL** (please state "A4 consultation response" at the top)

Please respond by 23:59 on **Tuesday 31 August 2021**.

What about the previous consultation?

We will continue to analyse and respond to responses received during the initial consultation period between August and December 2020. If you responded then, your views will be taken into consideration. However, we would be grateful if you would respond again, following the above changes.

What happens next?

The new six month consultation period was due to finish on **Friday 4 June 2021**, and has now been extended to finish on **Tuesday 31 August 2021**. We will analyse the results of both consultation periods. We will also monitor the scheme in a number of ways.

All this information will allow us to fully understand the impact of the scheme, and will be taken into consideration in our final decision on whether to make the bus and cycle lanes permanent or to remove them.

Sections 1 and 2 - Advisory cycle lanes

Please note that the following advisory cycle lanes on the A4 in both directions between the Huntercombe Roundabout and Cippenham Lane (shown on the map above) are **not** part of this consultation:

- Section 1: Huntercombe Roundabout to Station Road, Burnham
- Section 2: Station Road Burnham to Cippenham Lane

About You

1 What is your name?

Please enter your name *(Required)*

2 What is your email address?

If you enter your email address then you will automatically receive an acknowledgement email when you submit your response.

Please enter an email address if possible

3 If you are responding on behalf of others, what is your organisation (eg. group, society, business, ward / constituency etc.)?

If you are responding on behalf of yourself please leave this blank.

Please enter your organisation (eg. group, society, business, ward / constituency etc.)

If you responded to this question please go straight to question 12 on the next page.

4 What is your connection to the area? Are you.....

If you are responding on behalf of others please leave this blank.

Please select all that apply.

Please select all that apply

- a local resident
- a local business owner
- a visitor to the area
- a commuter to the area
- not local but interested in the scheme
- other (please specify)

Please specify for 'other'

5 What is your postcode?

If you are responding on behalf of others please leave this blank.

Please enter the postcode(s) of one or more locations to where you travel and are affected by the experimental bus and cycle lanes, eg. home, business, work, school.

Please enter one or more postcodes

6 What are your usual modes of transport?

If you are responding on behalf of others please leave this blank.

What are the modes of transport you usually use in the area affected by the experimental bus and cycle lanes?

Please select all that apply.

Please select all that apply

- Walk
- Cycle or e-scooter/scooter
- Powered two-wheeler (eg. motorbike, motor scooter)
- Car
- Bus, coach or minibus (public)
- Bus, coach or minibus (private)
- Taxi
- Private hire vehicle ("minicab")
- Other (please specify)

Please specify for 'Other'

Your journey experience and views

If you are responding on behalf of others please go straight to question 12 below to give your views on the experimental bus and cycle lanes.

If you are responding on behalf of yourself, please tell us about your experience of travelling along the A4 in Slough when the experimental bus and cycle lanes are in operation, how your choice of transport mode may be influenced by the lanes, and any views you have on them.

Questions 7 to 10 ask you to rate your experience using four main transport modes. Please only complete the questions which apply to you.

7 Have you travelled by bus / coach / minibus along the A4 in Slough when the experimental bus and cycle lanes are in operation?

If you are responding on behalf of others please leave this blank, and go straight to question 12 below.

Please select only one item

- No
 Yes

If you answered No, please go straight to question 8 below.

If you answered Yes, please tell us about the experience of your journey(s). **On average, I have found my bus / coach / minibus journey(s) to be:**

Reliability (bus / coach / minibus):

Please select only one item

- Considerably more reliable
 Slightly more reliable
 No change
 Slightly less reliable
 Considerably less reliable

Journey time (bus / coach / minibus):

Please select only one item

- Considerably quicker
 Slightly quicker
 No change
 Slightly slower
 Considerably slower

Safety (bus / coach / minibus):

Please select only one item

- Considerably safer
 Slightly safer
 No change
 Slightly less safe
 Considerably less safe

8 Have you driven along the A4 in Slough when the experimental bus and cycle lanes are in operation?

If you are responding on behalf of others please leave this blank, and go straight to question 12 below.

Please select only one item

- No
 Yes

If you answered No, please go straight to question 9 below.

If you answered Yes, please tell us about the experience of your journey(s). **On average, I have found my driving journey(s) to be:**

Congestion (driving):

Please select only one item

- Considerably less congested
 Slightly less congested
 No change
 Slightly more congested
 Considerably more congested

Journey time (driving):

Please select only one item

- Considerably quicker
- Slightly quicker
- No change
- Slightly slower
- Considerably slower

Safety (driving):

Please select only one item

- Considerably safer
- Slightly safer
- No change
- Slightly less safe
- Considerably less safe

9 Have you cycled / used an e-scooter along the A4 in Slough when the experimental bus and cycle lanes are in operation?

If you are responding on behalf of others please leave this blank, and go straight to question 12 below.

Please select only one item

- No
- Yes

If you answered No, please go straight to question 10 below.

If you answered Yes, please tell us about the experience of your journey(s). **On average, I have found my cycle / e-scooter journey(s) to be:**

Congestion (cycle / e-scooter):

Please select only one item

- Considerably less congested
- Slightly less congested
- No change
- Slightly more congested
- Considerably more congested

Journey time (cycle / e-scooter):

Please select only one item

- Considerably quicker
- Slightly quicker
- No change
- Slightly slower
- Considerably slower

Quality of experience (cycle / e-scooter)

Please select only one item

- Considerably more pleasant
- Slightly more pleasant
- No change
- Slightly less pleasant
- Considerably less pleasant

Safety (cycle / e-scooter):

Please select only one item

- Considerably safer
- Slightly safer
- No change
- Slightly less safe
- Considerably less safe

10 Have you walked along the A4 in Slough when the experimental bus and cycle lanes are in operation?

If you are responding on behalf of others please leave this blank, and go straight to question 12 below.

Please select only one item

- No
- Yes

If you answered No, please go straight to question 11 below.

If you answered Yes, please tell us about the experience of your journey(s): **On average, I have found my walking journey(s) to be:**

Quality of experience (walking):

Please select only one item

- Considerably more pleasant
- Slightly more pleasant
- No change
- Slightly less pleasant
- Considerably less pleasant

Safety (walking):

Please select only one item

- Considerably safer
- Slightly safer
- No change
- Slightly less safe
- Considerably less safe

11 As a result of your journey experience when the experimental bus and cycle lanes are in operation, are you now more likely to:

If you are responding on behalf of others please leave this blank, and go straight to question 12 below.

Please select all that apply.

Please select all that apply

- Take a bus / coach / minibus more frequently
- Take bus / coach / minibus less frequently
- Cycle / use an e-scooter more
- Cycle / use an e-scooter less
- Drive more
- Drive less
- Walk more
- Walk less
- Not change your travel habits
- Use another mode of transport more or less (please specify)

Please specify for 'Use another mode of transport more or less'

12 Please give us your views on the experimental bus and cycle lanes

Please specify any particular locations you are commenting on.

Please enter text here

Frequently Asked Questions

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The Bath Road/ A4 trial scheme includes the provision of a bus and cycle lane, replacing a single east and westbound traffic lane along most of the route. It has been designed and implemented in response to the government's initiative to get people to actively travel in the wake of the coronavirus crisis and to prepare for the Borough's recovery as lockdown is eased. This is just one, of a series of temporary changes, proposed to bring about a green restart to local travel with the Department for Transport providing funding to fast track measures.

Reducing bus journey times, making the bus service more attractive as well as facilitating active travel are fundamental components of the Local Transport Plan.

We also wish to maintain improvements to Air Quality experienced during the lockdown. Five AQMA's have indicated that in terms of NO₂ there has been a reduction of between 30%-41% and in respect of NO_x, there has been a reduction of between 45%-59% using modelled scenarios.

Removal of a single lane of most east and west bound traffic during peak hours will improve Air Quality throughout the borough. The reduction in private car use and take-up of sustainable modes including buses will support this aim.

Is it safe to use buses? Government guidance used to suggest we should avoid public transport during the Covid-19 pandemic.

We know that local bus services provide a vital means of accessing services for many of our residents. Within Slough, over a quarter of households do not have access to a car.

In line with Government guidance, face coverings must be worn, over your nose and mouth, for the full duration of journeys on the public transport network.

We have placed hand sanitisers at various locations including Slough bus station.

Operators have implemented social distancing and enhanced cleaning, and are now back to running normal frequencies.

It is a waste of time and it causes hold ups.

This is a temporary intervention during which time we will review the issues. Observations will be made throughout the period of this trial to understand movements across the bus lane to reach general traffic lanes, or to access shops. Travelling along the length of the bus lane, even for short distances is not allowed during the hours of operation, except for exempt vehicles.

The scheme is an unnecessary expense.

Central government released funding to introduce measures in response to Covid-19 and social distancing.

The Council sets its own annual transport budgets in accordance with the objectives in its Local Transport Plan. Reducing bus journey times and thereby making the bus service more attractive as well as facilitating active travel are fundamental components of the LTP strategy.

The scheme has impacted traffic flows.

The main short-term focus of the scheme is the reduction of journey times for bus passengers and to facilitate cycling, not a reduction in traffic flows. It is hoped that in the longer term the increased attractiveness of the bus service will help to encourage transfer of travel to buses from the private car.

The general traffic lanes on the bus lanes are reduced in sections than previously, but the increased care and reduced speeds which motorists need to observe has been viewed as a benefit rather than a disadvantage in transport terms.

There has been no real consultation process.

In response to Covid 19, lockdown and social distancing requirements, the scheme was introduced on the ground to respond quickly to the immediate issues. However, we are mindful that residents will want to have their say and that is why we introduced this scheme under Experimental Traffic Orders (ETROs). For a six month period following the introduction of an ETRO, those who live and work in the borough are able to comment. Following the change in the scheme from 4 December 2020 we have improved our consultation process – you can now read information about the scheme at <https://slough.citizenspace.com/transport/experimental-a4-bus-and-cycle-lanes> and give your views using an online survey or alternatively email or write to us. A new six month consultation period started on 4 December 2020 and finishes on 4 June 2021.

If bus occupancy is low, especially after 9 a.m., is there a call for a bus lane?

From 4 December 2020 the bus lanes are only operational during peak times, from Monday to Friday during the hours of 7am-10am and 3pm-7pm (previously they were operational at all times).

There is a risk of accidents / fatalities through being forced to pull out across pedestrians, cyclists and speeding double decker buses into the main stream of traffic.

At present motorists leaving side roads onto the A4 have to exercise care.

Motorists should show caution upon entering the highway and consideration for all forms of traffic.

There is a cycle/pedestrian shared path along most of the A4 for less confident cyclists. This has provided to date, a way of enabling cyclists to travel through Slough who consider it unsafe to use the carriageway. This shared path remains operational but is supported by the A4 improvements for cyclists. As this is a temporary measure we have not introduced junction improvements for cyclists.

Cyclists on routes such as this have a responsibility to ride responsibly and with care to other users.

Which buses use the A4?

Bus route 4 providing a key connection between Maidenhead, Cippenham, Bath Road, central Slough and London Road to Heathrow

Bus route 81 providing a key link between Slough, Colnbrook, Heathrow Airport North and Hounslow

Bus route BR providing a fast link between Slough rail station and the Bath Road employment area

A number of other routes use the bus lanes for parts of their journeys providing links to Langley, Heathrow Airport, Uxbridge and High Wycombe

How is the A4 bus lane authorised?

Bus lanes are created by Traffic Regulation Orders using powers under the Road Traffic Regulation Act 1984. A 'Bus Lane' is defined in the Traffic Signs Regulations and General Directions 1994 as a traffic lane reserved for buses (and pedal cycles) where indicated by the signs.

How are the A4 bus lanes enforced?

Powers were granted for civil enforcement of traffic contraventions by approved Local Authorities in the Traffic Management Act 2004. Slough Borough Council is an approved Local Authority under the Bus Lane Contraventions (Approved Local Authorities) (England) Order 2005 for the purposes of S.144 of the Transport Act 2000 (civil penalties for bus lane contraventions).

Who can use the A4 bus lane?

During its hours of operation, only buses, pedal cycles, solo motorcycles, taxis, private hire vehicles (“minicabs”) operated under licences issued by Slough Borough Council, zero emission vehicles displaying green number plates under a forthcoming scheme, and electric scooters hired from Neuron Mobility under a government trial scheme are allowed to use the bus lane. The definition of a bus contained in the Traffic Signs Regulation and Directions 2002 is ‘motor vehicles constructed or adapted to carry more than eight passengers (exclusive of the driver).

Emergency vehicles can use the bus lane at any time.

Can Blue Badge holders use bus lanes?

As with other forms of moving traffic offences, disabled drivers are not exempt from bus lane enforcement measures and penalty charge notices.

Can I park in a bus lane?

Parking is not allowed in a bus lane during its hours of operation even when a Blue (Disabled) Badge is displayed.

Can I load in a bus lane?

Vehicles are not permitted to stop in an operational bus lane to load and unload goods.

What happens if I am caught driving in an operational bus lane by the cameras?

You can expect to receive a Penalty Charge Notice addressed to the registered keeper of the vehicle. It will contain details of the alleged contravention, details of the vehicle and photographs

Buses do not always use the bus lane.

Buses do not need to use the bus lane unless they anticipate journey time savings. Bus operators are encouraging drivers to use the bus lane where journey time can be saved.

What if a Bus speeds down a bus lane?

Buses are not exempted from adhering to the legal speed limit by using the bus lane. Vehicles emerging at an appropriate speed from adjoining streets should be presented with no greater problems when coming onto a bus lane than a conventional traffic lane, particularly having regard to the greater time between passing vehicles, even at peak hours.

The bus lane has caused a serious peak hour queuing problem.

Video surveys before and after implementation of the scheme will be used to analyse Journey time savings which will be measured and reviewed at the end of the trial period.

How can disabled persons wishing to visit park up safely without contravening the restrictions?

If there is a medical need that means you need to pull up on the side of the road and you are issued with a Penalty Charge Notice, you would need to write to Slough Borough Council stating this and provide medical proof as part of your challenge.

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<p>Please give us your views on the experimental bus and cycle lanes - Please enter text here</p>
<p>The bus lanes I find are adding a lot of congestion in town, especially around the Three Tuns Crossroad (A355 and A4). There are large tailbacks on the road especially when turning into the A4 going towards town. It causes the crossroad to be blocked and the timing of the subsequent traffic lights does not help. This scheme is not useful for Slough especially on the Bath road which is a main thorough fare through the town. Journey times are considerably longer and this impacts my journey time into work. This scheme does not benefit the commuters or the residents of Slough. Please remove the bus lanes.</p>
<p>They have persuaded me to use side roads e.g. via the Trading Estate, rather than stay on the A4.</p>
<p>The lanes are causing traffic to change lanes more frequently increasing risk of crashes and some drivers are aggressively over or undertaking other cars at junctions if they fell other cars are too slow. Longer queues make it more difficult to travel to work which reduces the attractiveness of Slough Trading Estate as somewhere to work. This scheme may be appropriate for central Slough to improve safety but in the Bath Road area between J7 and J6 of the M4 it is causing unnecessary problems that outweigh any potential benefits.</p>
<p>Bus lanes are a nuisance and the quality of air is much worse now in slough. especially on Bath road now there is a single lane for cars meaning more congestion and cars have to wait longer to cover the journey and the engines are running idly while cars are stuck in traffic jams. driving experience is really bad now with drivers tempers running high and an increased congestion, the roads are less safe and there is a higher chance of an accident and collision. bus journey times have not improved as the moment the bus leaves the bus lane, its stuck in the traffic which is caused by a further bus lane ahead. you have to understand that those people who would use a bus would use it anyways even before you implemented the bus lanes and those who drive will continue to drive. my and my family's choice of transport is dependent of the ease of use and the reach of buses. at the moment, even if you make all the buses free to use, we will still not use them because our shopping locations, work locations , social circle is out of the normal bus routes and will be a lot of hassle to keep changing buses or hand carry groceries. another big question mark is the risk of interacting with out of control teenagers, people talking loudly on buses, drunk passengers, higher chance of getting an infectious disease and the risk of being mugged etc. i am sure a lot of other people are in the same situation and share my thoughts. it seems very childish to make car journeys difficult by deliberately producing congestion on roads so people could switch to buses. absolutely this is not going to happen.</p>
<p>In my experience it's made me start shopping In High Wycombe. They have an Asda there and same shops if not better then slough high street. It takes just as long to get to high Wycombe as it does slough but the journey is less stressful I think it makes more pollution as cars are sitting more in traffic.</p>
<p>No point to keep bus lane. Give back a lane to drivers.</p>

Pointless and just to abide by government policies rather than considering what really happens in slough. The entire consultation Pelops had taken place during a pandemic so not comparable as majority of people have not commuted for the last 10 months. Even travelling during these times of much less traffic on the roads (as a car driver, cyclist and walker) this is an absurd idea. The bus lanes are empty, resulting in delays in traffic at off peak times. And the bus lanes are for private bus companies that just will never put the volume of buses on that you'd need to make it work. All very well adding the infrastructure but when it's just on the surface and doesn't benefit anyone it's pointless and a waste of tax payers money

The bus lane has created congestion for cars at peak times of travel, considerably extending journeys and I would imagine diminishing air quality due to all the idling engines.

The change to being allowed to use the bus lane although welcome does little during peak hours. Also when you can use the bus lane you get to a set of lights and all of a sudden cars can only turn left (as per road markings) so people either ignore the markings or try to force their way back into the right hand lane.

More and more people are confused by what they can and cannot do which is dangerous.

They are just creating more chaos and not really helping with rush hour specifically. While vehicles are spending more time idling it is creating more pollution which is just opposite to what you intended. Having two lanes to drive all the time makes it easier for all - also the so called bus/bike lanes are more often vacant and just cars and vans queuing up in one lane for hours!!

Anyone who was out and about could see this and I really hope the bus/cycle lanes will be abolished and old two lane system will be reintroduced. Thank you

Subject: FW: A4 consultation response - safety issue

By the way, the last few points.....:

Roundabouts that should have lines removed immediately:

The Red Cow Roundabout

Junction 7/A4 'Huntercombe' Roundabout

Better lane labelling required at the Copthorne/J6 roundabout although lanes probably now required and necessary to an extent as it's more of a junction than a roundabout now.

.....seem to be about roundabouts not on the bus lane scheme. The Huntercombe Roundabout maybe used to be part of it but I think it is now out of scope. These three locations therefore need to be responded and dealt with separately from the A4 bus and cycle lane scheme consultation.

The section of text related to this (earlier in the response).....:

Roundabouts have lines painted around them which do not support the safe usage of a roundabout for cars or pedestrians trying to assess when to safely cross the roundabout exit roads. Roundabouts do not need lines, that's their beauty and their physics.

.....probably relates to both the above locations and to some roundabouts on the A4 bus and cycle lane scheme consultation

(I work part-time, so please excuse any delay in my response)

I recently had to drive from Langley all the way to Junction 7, along the A4 and I consider myself to be an experienced, confident and competent driver. The changes in lane markings along the route, and the speed with which lane designations change make for very confused drivers, panic decisions, last minute lane changes without indication and general slowness of traffic flow.

The bus lanes are being avoided by some even in the 'off-peak' hours, reducing the A4 to a single-lane road anyway (great if you do realise and can whizz down the bus lane uninterrupted).

Areas where the bus lane ends, to enable a 'turn left' for cars, then immediately after the junction, becomes a bus lane again means people change lanes, then have to change back.

There are some lanes that should be straight on lanes, that are now left-turn only, so leaves drivers now in a newly 'wrong' lane for driving straight on (e.g. running west to east along Wellington street and before reaching the Sainsbury's roundabout - there is mass confusion).

Quality of driving in Slough is poor and the road layouts are not only adding unnecessary complexity and confusion and making it unsafe, but they are slowing traffic instead of helping it to flow which means longer journey times and greater emissions.

Roundabouts have lines painted around them which do not support the safe usage of a roundabout for cars or pedestrians trying to assess when to safely cross the roundabout exit roads. Roundabouts do not need lines, that's their beauty and their physics.

Three tuns layout for 'turn left' lanes is appalling, because you can only accumulate 3-4 cars in the turn left lane (A4 to M4) and only 1.5 cars in the turn left lane (A4 to Farhnam Road) so the straight on traffic in both directions is held up and cannot move when the lights turn green, if the turn left lanes have an overspill. This again makes it unsafe as people try to pull out on the dual carriageway, to go around the queue for the left lanes.

The bus lane itself isn't safe with too many side turnings along the full length of the A4. Cars do not know how or when to safely cross the bus lane to turn left and if you throw in a cyclist or scooter user as well, who due to mode of transport aren't keeping pace with motorised traffic, you then have right-hand single lane held up, by nervous, panicky driver trying to assess when it's safe to turn left without killing a cyclist, scooter rider, or cutting up a bus.

Over the years London has been a complex place to drive, and local areas a safer and simpler option, but now, Slough is very complex and to the detriment of the flow, not to the advantage so it does not aid anybody. The buses may have a smoother ride, however, demand for bus usage, not least during a pandemic, does not warrant the spend, safety concerns or lack of thought as to it's execution so far.

You may be tempted to say that nervous or 'bad' drivers should just be better drivers, but the fact is they aren't and I might be tempted to say that the people responsible for road planning in Slough don't actually use the roads here or live here and it 'should' be much better thought out, but it isn't.

Roundabouts that should have lines removed immediately:

The Red Cow Roundabout

Junction 7/A4 'Huntercombe' Roundabout

Better lane labelling required at the Copthorne/J6 roundabout although lanes probably now required and necessary to an extent as it's more of a junction than a roundabout now.

Monday to Friday is good idea, but the end time of 7pm should be 6pm
The bus lane blue signs are too small as people still don't use the bus lane over the weekends
Bus lanes are poor, active operational times are ok, when in operation traffic is chaos poor move by slough council
Signs are very confusing and signs are just too small

While bus lanes make cycling along A4 more pleasant and are a welcome addition, safety is still a big concern as there is no physical segregation with the traffic. Introduce segregated cycle lanes along A4 to make cycling safer, more attractive and convenient for the public.

This scheme should not have been snuck in as it was and should have been carried out with a proper consultation.
If its for cyclists, they are still using the service roads leaving the bus lanes empty for the majority of the day.
If it was for the buses, they still remain empty 'ghost' buses even with the taxpayer funded electric buses. All that has happened is private cars are now travelling slower and dstopping more often leading to greater levels of pollution. Traffic has also increased in adjacent roads increasing pollution there also. This has also led to greater resentment of cyclists and bus users who are being favoured even though they pay no road tax.
If motorists ae going to be actively penalised by Slough Council as per Cllr Anderson comments, then why isn't council and road tax reduced,.

Absolutely ridiculous. No one drives for fun. All this has done is make an already depressing town even more depressing and if I had the choice I wouldn't come here at all

<p>Today at 17.00 hrs I joined the A4 at Langley Road. It took 25 minutes to travel to the Three Tuns Lane. Whilst driving I did not witness one bus pass me in the whole 25 minutes. In fact the only use was that of a single moped.</p> <p>I find it appalling that the traffic should be backed up and have to take so long to travel what is approximately 3-4 miles in just under half an hour. The additional pollution of standing still cars has to be considered as well as the inconvenience to already burdened private car drivers. With obvious lack of a decent bus service and the lack of use of such a bus service the bus Lane is more of a hindrance than an advantage. It would be safe to say it is causing more sustained pollution and is also dangerous in its layout. People trying to take advantage of the stop start nature of the traffic and cutting in front of other drivers is not only dangerous but also has potential to cause disturbances of the peace through road rage. The bus Lane is already a source of frustration for car drivers and a small infraction on top of this will and does build to something that could possibly cause serious safety issues for road users. I do not believe the bus lanes have any comprehensive worth in our town.</p>
<p>I live next to the Sainsbury's roundabout - I am therefore impacted via increased pollution from queueing traffic caused by the experimental bus/cycle lanes both when living in my home and when walking into Slough along the A4. I also drive along the A4 to and from Slough Trading Estate and find that my journey is impacted by increased delays and it feels less safe as traffic struggles to squeeze into a single lane.</p> <p>I support SBC's green transport ambitions in its latest transport plan. And I thank SBC for changing the bus lanes to operate at peak times only, and for fixing the dangerous initial line painting on the approach to the Sainsbury's roundabout.</p> <p>However, the A4 bus lanes were the wrong decision at the wrong time. I have observed hardly any benefits at what feels like significant societal and environmental costs to local residents. It is difficult to objectively quantify these and as SBC has admitted it does not have good baselining information to compare the changes against.</p> <p>As things have started to reopen following lockdown this year, the congestion being caused by the bus lanes has increased. I walk and drive along the route daily, and notice that most cyclists and e-scooter riders opt to use the pavement instead of the bus lane. Only some parts of the route have frequent busses on them. Often you see hardly anyone eligible using the bus lane at peak times.</p> <p>The A4 is the major route through Slough. It needs to be 2 lanes for all traffic at all times - to allow local residents to go about their daily lives and business and to support the local economy. The bus lane adversely impacts people like tradesmen and importantly carers providing services local residents.</p> <p>I urge SBC to cancel the experimental bus and cycle lanes and instead invest in providing well-evidenced longer-term solutions that have the buy-in of local residents. In particular, I encourage SBC to invest in making Slough an EV-ready town. SBC could help by making it easier for local businesses including car dealerships to make the infrastructure changes to install EV charging equipment e.g. by fast-tracking any planning applications or applications for street works.</p>
<p>Causing so many issues, absolutely pointless as its causing more traffic in areas that used to have no issues.</p>
<p>A total waste of tax payers money.</p>
<p>It doesn't work, constant traffic and even unable to cross roads on M4 with young children when walking</p>
<p>My son tried using a bus during peak times, 4 buses passed before he was able to board one that wasn't full.</p> <p>I walked along the A4 during peak time as no buses came according to the online timetable, during this walk the traffic was at a complete standstill and only 4 buses passed using the bus lane.</p>
<p>London rd from fire station to Toby</p> <p>Traffic is ridiculous and my 5 min journey now can take up to 30 minutes. How can numerous cars sitting in traffic be good for the environment compared to almost empty buses?</p>

<p>The traffic has increased so much and people become frustrated and take risks by trying to squeeze through other cars. I have seen 3 accidents where cars have gone into the back of vehicles while trying to prevent others from getting in front. It has also added 30 mins to my journey to and from work. The bus lane is always empty while cars and vehicles are lining up stationary. It is not practical on this road.</p>
<p>Absolute farce as the roads are not fit for purpose for a bus lane. Traffic flow, is already heavy without this. This adds to traffic chaos</p>
<p>Ridiculous having A single lane for such a busy A road. Not only is it terribly congested, but dangerous, with cars cutting in when they realise the bus lane is ahead of them. Driving through Slough is now a misery .</p>
<p>Increased journey time by car Increase in pollution from cars sat in the traffic. Some of the lanes are actually dangerous with short intermittent sections. This means cars sometimes cutting in due to unexpected short lane. Like the one opposite post office in Slough.</p>
<p>Terrible congestion so many bottle necks unclear where bus lanes open and closes cars jump lanes where road narrows causes more accidents slough has so many schools that cause congestion at school runs the grid lock bottle neck make more waiting traffic the bus fares ate expensive people need to travel to get to work slough is one big traffic jam</p>
<p>It's absolutely chaos! The traffic is a nightmare. I can't even get out of my road to get on the Langley high street! It takes about 15 mins!!!</p>
<p>It causes more traffic</p>
<p>Horrible idea. It should be scrapped. It is just creating congestion, grid lock traffic. We, the residents, know best what works, traffic is that much worse , it is dangerous cars moving to the other lane stairs after a round about, it is not safe. It is causing outrage in the community.</p>
<p>The bus lane has added considerable time to my normal work journey and when walking the amount of noise pollution from people swearing and using their horn has increases as well</p>
<p>It has made travel experience worst. Not a good scheme</p>
<p>Build up of traffic is only going to get worse.</p>
<p>The lanes have created more congestion and increased journey times</p>
<p>Too much congestion more pollution</p>
<p>I think it's bonkers I now shop Uxbridge due to traffic jams so local businesses now don't get my money . I can travel to uxbridge in half the time despite it being twice the distance and time is money these days . This is so a bus or taxi doesn't have to wait in the traffic made by the bus lane makes sense not Since being s lane I know don't travel on it as too time consuming and not very environmentally friendly sitting in traffic for 30 mins makes no sense . When this a4 was built it was 2 lanes when traffic was minimum in the sixties now over ten times the traffic and single lane makes sense ! I travel to uxbridge and west Drayton for all my needs now as quicker and more environmentally better</p>
<p>They cause congestion, frustration and will be the cause of accidents. Please get rid of them ASAP.</p>
<p>Total waste of money. The amount of disruption, pollution and the extended time of journeys is not a good use of public funds. Sign posting is poor and the entrance and exit to and from premises along the route is also made more dangerous by the changes. The scheme seems more about generating revenue from fines than providing any solution to traffic congestion.</p>

<p>It grinds Slough to a halt. Journey times are nightmare and the congestion on all roads and housing areas are a nightmare. More cars are using the roads now we've opened up after Covid, people have to travel by car for supermarkets and shopping areas along the A4 - B&Q area or Marks & Spencer's but it's grid locked. Traffic lights along the road only add to that frustration, as you have singular traffic to move through these areas. Walking on the pavement is horrible as you are smelling and breathing the fumes from cars not moving, makes my breathing far worse and need for inhaler. You received money from the government but just made our main infrastructure standstill. It was put in without any thought to people visiting, schools, working or living in the area. It's a total shambles. I worked at a company (large), who wouldn't entertain moving, due to travel times!!</p> <p>It's not safer Sort out the roads, the pot holes and the traffic lights across the Borough and not quick inefficient fixes.</p>
<p>Drivers clearly don't read/understand the signs and don't use the bus lanes when they are allowed so congestion builds up in the lane next to the bus lane.</p>
<p>A very bad idea - as has been said many times, the line for cars is blocked all the time and the bus line runs twice in the hour. Same with other vehicles authorized to use the bus lane. I didn't notice a significant increase in passengers on the buses. the conclusion is only one - people still drive cars but spend a lot more time traveling and thus cause more air pollution. Maybe the measurements do not show this at the moment (which is probably read as a positive result from the launch of the bus lane) but with normal traffic before the pandemic times, the results would certainly be much worse.</p>
<p>It's chaos and completely redundant the bus lane. I have travelled along this route many times and on not a single occasion have I seen a bus on it. How ridiculous that cars that are sitting in traffic when there's an empty lane beside them that could be used to improve traffic flow. Furthermore, if you want to turn off left, which I've had to do, there is very little space allowed in the bus lane to safely get into lane in good time and turn off. Thankfully there's been no buses in lane but if there were it would be very difficult to get in lane in time without holding up the traffic behind me to turn off.</p>
<p>The bus lanes cause more congestion of traffic as they reduce the lanes available for peak times</p> <p>I appreciate that buses wish to keep their schedules running on time but more pollution is being created through traffic queues.</p> <p>Why did the council not consider using the service roads that are already there on A4 as bus lanes /cycle lanes instead. Would be a win win all round surely?</p>
<p>Complete waste of money, poorly thought out. This offers nothing to local residents, what is the point of creating bus lanes when the bus service is so infrequent? Just more evidence of a poorly run council who is just self serving and has no interest in the health, well being and safety of its residents, I know I won't hear anything about my comments as you people have no interest in listening to your residents. You should be ashamed of yourselves but unfortunately your lack of morals will make this difficult for you to comprehend!</p>
<p>I think it's a waste of money and resources when the buses are not so frequent. Specially when M4 works are going on and M4 is closed on lot of occasions. Ill judged and no respect was given to the residents</p>
<p>When traffic at a stand still =more pollution Find some drivers more aggressive ie aggressively pulling in and out of lanes to try and get a couple of car lengths ahead I try and use side roads more so = busier side roads = not so safe for pedestrians Heavy traffic = longer journey time in my job =me (+ transport service) taking fewer patients home from Wexham Park hospital So beds not freed up of new admissions</p>
<p>It's pointless having a bus lane. Definitely creating more pollution. The roundabout after tesco and near Sainsbury with restricted to bus lanes is a disaster. This needs to be resolved.</p>

<p>It's a pathetic waste of tax payers money. If you are lucky you will see a bus on A4 every couple of hours. There are not enough buses that cover the local area and making one lane each on A4 one of the busiest roads in the area makes it impossible to drive and get to anywhere in time. Have to keep atleast 30 minutes extra do get anywhere and it cost immensely in unwasted journey time, fuel burnt and it is absolutely not good for the environment. The bus lanes should be removed immediately.</p>
<p>Absolutely ridiculous. Causes the already bad drivers to become worse and more aggressive. Many people do not understand the system or do not care If at all possible I try shop elsewhere now.</p>
<p>The new changes are fair to all and seem to work well</p>
<p>The amount of buses Vs the single lane use for private vehicles far out ways the benefits of having a bus lane. 07:00-10:00 15:00-19:00 Peak times its madness I need a car to get from point A to B directly not half way by a bus. Plus I have to transport goods. This bus lane has mademy journey time twice as long and it's only going to get worse when we come out of Covid as some people are still working from home.</p>
<p>Question 11 is misleading and can be used to deflect from the issue.We cannot change out travel mode but now have to start 30 mins early to get to a place so that option also need to be added.I feel dangerous to drive in A4 especially around the saintsbury and tesco area causing more stress daily.My travel time increased by sitting inside the car and now polluting more.With the well coordinated approach of doing road works in key routes around Slough simultaneously is causing traffic to come to a standstill.Is this a deliberate policy of the council to reduce road usage ?</p>
<p>Bus lane should be removed so the flow of traffic can be easier to help the congestion at busy times mainly school/office hours. For all the routes not particularly at any one location.</p>
<p>Longer queues while the bus lane is empty. Buses run only every 20 minutes. This is a pointless exercise!</p>
<p>The bus service is poor & doesn't justify a lane</p>
<p>Not helpful at all gives stress especially in school hours even though try to leave early still very bad traffic took hrs to travel</p>
<p>An absolute shocking waste of public funds. Disjointed thinking, no traffic management strategy and seemingly an endless pot of money from which to run disconnected experiments causing real world danger to public life.</p>
<p>In my opinion bus lanes cause more pollution by making cars queue with their engines idling and increasing journey times</p>
<p>Unsafe. Too many cars switching lanes dangerously to avoid bus lanes. Too many cars are using the left lane (left turn) to jump in front of all the cars going straight. Many cars blocking the bus lane turning off left. I haven't even seen one bus in all the time I've spent driving down. Only taxis appear to be using the lane with is pointless. Change it back it was an awful idea with so many turnings off the A4 it will only be a matter of time before there is a serious accident.</p>
<p>It's squeezed two busy lanes of rush hour traffic into one. Cars are now on the road for longer as it takes longer to get anywhere. And who thought that 3m long bus lanes were sensible on Wellington Street?</p>
<p>It's absolutely horrendous to get to work and back. And those lanes are nothing but significantly worse than how it was before. Journeys take 3 times as long and ppl who use those lanes to commute will still continue to do so. Some vehicles cut through to the right unexpectedly when about to go into the bus lane area which increases the risk of accidents. Those lanes are not required</p>

<p>Considering a lot of residents are still working from home (ie less cars on the road), one wouldn't expect to encounter increases to usual journey timings. This week I travelled from the back of the Slough Station to Three Tuns by car at 17:00 and it took me 20 minutes due to the extra congestion caused by a single lane in operation. This is a 1 mile journey! To note, there were no accidents or other impacting factors. I also noticed more aggressiveness from drivers, but not sure if related to the decrease in available lanes or simply lack of patience/habit of driving due to lockdowns :) I wonder what this will mean once everyone/majority of people return to their commuting routines.</p>
<p>Horrific, no one knows where they are driving, more accidents, more traffic , you panic when you approach the bus lanes causing more risk of an accident</p> <p>Just a generally bad idea!</p>
<p>This experiment looks good on paper but fails to take into consideration if the M4 has to close between junctions 5&6</p>
<p>I am considering selling my house and moving now. The traffic and congestion are beyond a joke now. It has made it ten times worse. And where people are trying to rush, it has made it very dangerous. The bus lanes need to go.</p>
<p>Awful .. an idea by someone who doesn't live or work in slough as if they did it would never of happened.. I see buses all day every day less than a quarter full ... nobody will use these ! Slough is not safe & buses are not a safe mode of transport for any age group ! & the price of a bus fare is ridiculous.</p>
<p>In Overall I don't think bus lane is needed in Slough. Plus people who drive wasn't driving on the bus lane in permitted hours so it caused/still causing more traffic.</p>
<p>Traffic constantly weaving to and fro accross lanes cutting up other drivers!</p>
<p>Bath road is the main connection into Slough, Windsor and industrial area It's always been busy but the bus lane has caused more problems. It's unsafe and congested</p>
<p>Total waste of the money you were given by government. No consultation with local residents before imposing it. Has caused more jams & congestion and more pollution because of this. Dangerous because traffic changing lanes</p>
<p>This has caused a lot of congestion even during lockdown, i dread to think what would be the state if it when everyone is back to work!! More concerned about safety as cyclist do not use the cycle lane sensibly. I had to do an emergency brake as a cyclist who was riding on footpath suddenly decided to use the cycle lane (bath road opposite halfords). There is a lot of confusion where bus lane starts and ends. And i don't think the number of busses are increased either... the lane makes no sense at all on the already congested road.</p>
<p>I think it's idiotic to have a designated bus and cycle lane all across bath road. There are not that many buses or cyclists like London and it's putting a lot more stress on environment with long queues every evening on Bath road.</p>
<p>Not required as more traffic building up, bus lane is always empty not being used enough</p>
<p>I feel we have gained nothing BUT lost time due to more queuing! I find it dangerous...being alert to other drivers, traffic lights and now looking at signs up high for times and at the road for when u can turn after a bus lane!!! DANGEROUS, DANGEROUS, TIME CONSUMING AND USELESS! EMPTY LANES THAT COULD EASE CONGESTION!!!!!!</p>
<p>Not enough buses to qualify for a bus lane</p>
<p>An absolute pointless exercise as the congestion time is creating more pollution. This scheme is not green. A total waste of money. PUT THE ROADS BACK TO NORMAL AND GET THE TRAFFIC FLOWING AGAIN.</p>
<p>Stupid idea The whole time it's been there I've seen 1 bus use it</p>

<p>Awful, causes horrendous traffic. Dangerous in areas. The roundabout on Wellington street is appalling, some one will get killed there one day! All lanes go in to one and everyone scrambling to get over, to avoid bus lane. There is a crossing at the exact same point and it is incredibly dangerous for pedestrians and drivers. I've lost count of how many close calls I've witnessed here. It's made me not want to go in to town at all, I won't use the high st will this bus lane is there. It makes the journey too stressful. I've stopped using Slough train station because of the bus lane. Now I go to burnham train station to avoid the awful bath rd.</p>
<p>The bus Lane is unnecessary. It may improve bus times but is certainly slowing other traffic.</p>
<p>They were tested at the wrong time should not have been tried during a pandemic lock down. Traffic has been avoiding the A4 and cutting round the surrounding roads causing more local traffic. In our road we are even getting HGV's and car delivery vehicles. With all the roadworks as well driving in and around Slough is no pleasure at all.</p>
<p>Not seen any buses in them while cars are stuck in traffic jams on single lane</p>
<p>They are an absolute bad joke, the public transport infrastructure is not fit for purpose & so using that as a viable option to private car/bike travel is ruled out, & all this vanity scheme does is add to congestion & pollution, also as a cyclist I have found that the standards of driving are worsened by frustrated angry motorists, which makes for a FAR more dangerous environment. Instead of wasting money on crackpot schemes like these they should just maintain the road surfaces instead.</p>
<p>This scheme is completely flawed , it has cause massive delays on journey times. The additional time people are sat in traffic must be raising our carbon footprint and the levels of toxic gases will continue to rise. This scheme along with LTN's are a complete and utter waste of taxpayers money. When will Labour realise that you cannot force people off the road onto a crap public transport system.</p>
<p>I work from the Slough Tesco store as a delivery driver so use the bus lanes frequently when they are open for use. But when the bus lanes are closed the travel times are increased a large deal and the chances of an accident have increased massively because of the last minute merging from the awkward placement of the bus lanes. I can understand if there was a smaller section for the bus lane however for the large stretch that has been used and for the amount of buses that use it it doesn't quite work. From the three tuns to cippenham Lane there is 2 roads that follow parallel to the A4 which would be better suited for the bus lane causing less congestion and reducing the chances of an accident</p>
<p>The lanes do not work and it seems these were put in without public consultation. More traffic means being late for work/school and other activities. I have not seen more buses and the lanes are often empty! Makes no sense as cars could be using the empty lane</p>
<p>The bus lane is empty and the road is jammed. Journeys are taking far too long especially outside rush hours.</p>
<p>Clearer signage needs to be made showing all road users the bus lane can be used outside of the restricted times. When used properly the congestion is less but not many road users see the signs.</p>
<p>We do not need a Bus/Cycle lane along the A4 in Slough. We have service roads where we can build cycle lanes if needed, our footpath is very big and wide spacious enough for cycles and public to use. So we should not be having a cycle lane on the A4 itself. It is utter none sense and completely useless. It is actually really dangerous. Most of the time the cycle lane gets blocked anyway when its congested. There is not enough space for car otherwise.</p> <p>When it comes to buses, we don't have many running, this is not like London. This is Slough. We are not as busy as London and therefore we do not need a bus lane. Our bus network is not busy. Therefore we do not need a bus lane. So please, scrap this idea, get rid of the bus lane on the A4. It causes heavy congestion towards city centre, remove the cycle lane and put it on the footpath or service roads.</p> <p>Many thanks.</p>
<p>Absolute waste of time and money!!! In comparison to how many cars need the lane it's ridiculous!!! Hope it gets removed ASAP!</p>

I think this is a ridiculous idea which has made slough more congested and less safe for all. Even moving it to only peak times has not helped. SBC once again have shown they do not think properly about transport around the borough and certainly don't listen to the views of residents. Hopefully they will now

They are not safe. Vehicles have to change lanes quickly to exit the Bath Road at side roads and some junctions. With all cars jammed into one lane there is congestion.

A complete waste of time and money and ill thought out. Seriously unimpressed with this scheme and the lack of thinking behind it.

Area by Salt Hill Park, Slough - nearly had an accident turning into the vaccination centre as there are no clear signs when the bus lane is operational so I was in the only traffic lane and had to turn across the bus lane to get in. Random traffic was using the bus lane and cutting in early because of the nearby traffic light junction. I have seen this scenario in several other places. Its just plain dangerous.

In addition, the additional congestion makes the A4 a solid lane of traffic now, not green or pleasant at all. Before there was always a bit of congestion but nothing major. It is now a complete nightmare.

A lot of the route has a service road anyway. Why has this been closed off and not turned into a bus lane / cycle route / pedestrian route leaving 2 lanes for other traffic?

An absolute waste of Slough tax payers money and another classic example of mis management. I am just glad I am not actually a Slough tax payer though I pay my road tax etc and this has pretty much made the A4 a no go route for me so instead I use the back roads and more residential roads. Not exactly ideal, is it?

I hate them. They're horrendous and we're designed very poorly without any thought!
I hate them. They are a stupid idea and whoever thought of this needs to be fired.

In my opinion, the bus lane has been a disaster.

It has...

Made travelling a lot slower
 Made cars stand still a lot longer, and therefore has made the quality of air a lot worse.
 The bus lanes are hardly in use, maybe two or three valid vehicles an hour.

It has also made a really busy and important two lane road, into a single lane, thus halving the amount of road space, and doubling traffic jams.

The bus lane section from Huntercombe to Dover Bridge was correctly removed after a lot of complaints, but it was changed to a cycle lane...

Even though there were existing cycle lanes right there, existing cycle lanes that were complete5away from the road and pathways.

So, instead of making use of those and pushing those, the council decided to create yet another one.

Now we have cyclists and scooter users ignoring TWO CYCLE LANES, and STILL using the pavement, scooters are left abandoned across pavements. All making our pavements in this section even more dangerous than before this exercise started.

So to summarise...

Pavements are more dangerous.
 Roads are more congested
 Air quality is worse

The whole thing has been a complete waste of our money, and should never have left the office that thought it up, and it should be completely removed

The experimental bus lane is a waste of time and money with an extremely small number of buses using the lane twice an hour. Trying to navigate the end of a bus lane to turn left feels extremely dangerous particularly when trying to avoid a bus. The buses don't allow cars enough time to enter the lane to turn left and it's scary! It's also scary using the experimental lane as a cyclist. There are too many e-scooters (mainly the illegal privately owned versions) using the cycle lane (and pavement). I feel as if I'm taking a risk each time I go out. I also feel unsafe using the existing cycle lanes as they are also occupied by the council-rented escooters and the illegal privately owned scooters! My mental health is being affected as, although I usually enjoy going out for a walk, I now feel I don't want to as I don't know what I'm going to find when I go out. This was a poorly thought of scheme. As far as I'm aware, Slough is not London borough and I definitely don't want Slough to become a London borough!

The experimental bus/cycle lane is a waste of money and creates more congestion. 2 buses an hour don't make travel more convenient. It's more convenient to get into the car as well as being safer. Having to avoid the e-scooters introduced by the council is ridiculous. Very few riders used the Neuron e-scooters correctly - most being ridden on the pavement. As a pedestrian, I object to having to move out of the way to avoid being ridden at by someone on an escooter. Also, the age of the e-scooter riders is definitely not 17! The experimental bus/cycle lane should be removed as it causes more congestion than it solves. I wouldn't use a bus due to a poor timetable and, during Covid, too many people don't consider wearing a facemask to be a good idea. I'm not prepared to give up my safety in my car.

Totally dreadful

Absolutely hate them. They cause a lot of congestion, especially during peak times. I don't see the point in them as most buses seem to be almost empty these days anyway and they don't significantly reduce bus journey time.

Very bad idea having 1 lane for cars on a busy road through slough and when the motorway shuts every weekend the traffic is even worse

<p>Waste of time. Some are permanent, some are rush hour only, some are not in use. An inconsistent implementation that only confuses road users. They seem to be only there to generate fines for bus Lane use when vehicles inadvertently stray into them. The bus lane from the 3 Tuns to Dover road is only served by the No. 4 bus which only runs every 20 mins at best so why even think it is needed? The e-scooter scheme would be of benefit if they were being used fully in accordance with their remit. I've seen them ridden by people who are not of driving licence age, ridden with 2 people on them and I've never seen a helmet being worn by anyone. In fact I've seen more illegal scooters on the roads than those in the scheme</p>
<p>If there were a bus service from Rochfords Gardens to Slough Station I would use it. The bus service from this area is useless to me.</p>
<p>Bus lanes are useless, they push the traffic into one lane and I haven't seen many buses using them. There are perfectly good service roads that buses can use. Cyclists use the pavements not the roads. The short stretches of road when cars need to get into the right hand lanes before the bus lane restarts after a junction are ridiculously short. The bus lanes are creating more pollution as the road is too congested now.</p>
<p>It's causing nothing but congestion. It's the worst thing you have introduced. It's a potential disaster when cars cut each other up to avoid the bus lane.</p>
<p>It has increased congestion and pollution.</p>
<p>Their are more and more flats/houses being built in Langley and surrounding areas and more schools being built as well, this is just adding to the already congested roads in Slough. Langley in specific is meant to be a Village and the roads etc can't handle all the traffic as it is and there are more and more people coming to the area.</p>
<p>I cannot see the point. Most of the buses going down a4 are empty anyway. The cycles are no less safe as they have buses in their lane as well.</p>
<p>From a driving perspective, the additional bus Lane is more confusing as people are trying to read the signs to check the times they can/cannot drive in the bus lanes and there is more lane swapping to avoid being in the bus lanes at the wrong times.</p>
<p>Too confusing. Adds to congestion and makes the A4 a single Lane road.</p>
<p>Absolute waste of time causing considerably more pollution and congestion whoever wasted the taxpayers money needs sacking the baffoon.</p>
<p>Absolutely awful! On what is already the busiest road in Slough, we're now down to 1 lane. In the 30-40 minutes it takes me to get from one end to the other in peak times, I see either no buses or potentially one at a push! Drivers get angry and frustrated! Creating more fumes to the air. Some of us aren't physically able to get A bus to take Children to school and then onto wither work/appointments Worst thing Slough ever done!</p>
<p>Its not needed. its putting ppl coming to slough and making life difficult. REMOVE IT</p>
<p>The signage for the bus lanes is confusing when driving so this means people are changing lanes more often making driving less safe in my opinion. Congestion is also more noticeable especially on weekends therefore increasing journey times. I question the need for a bus lane unless there is a significant increase in the number of buses using the route. There was already a shared cycle lane on the pavement so can this not be improved so that more cyclists will use it. I believe this would be a better option. The A4 is one the main roads through Slough and putting the bus lane has increased the congestion on it. People will continue to use cars unless public transport is considerably improved and I feel the current bus lane doesn't improve the situation on the A4.</p>
<p>Its horrible.</p>

<p>2 lanes between three tuns and Slough high street should be brought back to ease congestion on the A4</p>
<p>I've used the route from start to finish and have found that it produces nothing but chaos, pollution and grief. I have found the section from Tuns Lane junction east to Slough town centre massively increases journey time which in turn must be increasing pollution levels in the area. I have twice seen other drivers indulging in road rage with others. I can't believe that the benefits to public transport and cyclists outweigh the need for a successful economy. I am a regular cyclist for recreational needs. I have found no change with my experiences in Slough. It was, in my opinion a ill conceived concept which felt like it was the birth child of someone with ulterior motives. No one wants it or needs it.</p>
<p>The bus lane all the way down the A4 causes more traffic and problems, delays, congestion. Its a big hassle. I think when Slough is already a congested town why cause more hassle? I understand its easier for buses however for people driving up and down the road to get from A to B, i avoid using the road but to get from my parents to my own home i have to use it. Its a hassle and is more problem than a person needs.</p>
<p>There is only one way to get cars off the road and that is to make travelling by car less efficient, slower and more hassle than travelling by other means. Provided environmentally friendly electric vehicles can use the bus lane at all times of the day I see no problem with it staying.</p>
<p>It's not working,very dangerous for drivers,e-scooters and push bikes, drivers drive like they drunk driving from one line to another every single traffic lights from right to left and back.Labour Party U lost my vote! Thanks</p>
<p>waste of money and the people of slough weren't even consulted. Especially with the smart motorway upgrade happening and as a result of weekend m4 closures. Slough has been attacked with traffic.</p> <p>Especially with the new school in chalvey causing hell and with no additional roads to use.</p> <p>Not very good especially with ongoing work on the m4. Every other weekend the motorway is closed resulting in gridlock traffic all over slough.</p> <p>Even tho the bus lane is suspended during the closures. People just ignore the signs out of fear they might still get a ticket.</p> <p>Slough due to access to the m4 and m40 and m25 will always be used by non slough residents as a shortcut.</p> <p>If you really want to clean the air in slough then I suggest doing something like the ulez zone.</p>
<p>The bus lane has caused far more congestion, angrier drivers/dangerous driving, potential accidents for drivers needing to turn left off the bus lane (if a bus/taxi is in the left lane, people under taking to get past if you are too slow to turn left) and has caused more problems than before. Drivers are also unsure of the ridiculously wide bicycle lane and constantly drift into the other lane at risk of clipping other vehicles and again causing an accident. A further point to make is there is virtually nothing in Slough to get on a bus for so the lane is a waste of time and money that causes serious problems for drivers who pay to be on the road. Once we get back to a more normal freedom (Covid) the roads will be even worse. It may be a better idea to have local residents decide on these kinds of things given we know the area and BEFORE any money is wasted on expensive ideas. Another silly idea was not keeping the side road open at the retail park as an exit and we all experience the consequences of that when trying to leave!</p>

<p>There is now even more congestion on the three tuns to slough stretch off peak even though you can use both lanes because people don't and it makes turning right at the lights much lengthier and more fraught if, like me, you have to head east (from SL1 3SR) first to turn right so you you can go home to Taplow. Due to COVID peak travel has not been tested but it will no doubt be horrendous post lockdown. My peak journey to work pre COVID was about 30-40 minutes with two lanes available. The extra standing traffic will increase emissions and is not something I'd like to breath in if I were walking or cycling. in that area. There is no regular bus to my street in Taplow. The train station is a good 20 minutes walk at both ends of the journey and I don't deem that save in the dark in winter. Turning left in to Hartland close across the bus lane and also watching out for cyclists is very difficult to do safely. The buses now speed down the bus lane & the cyclist never stopped to look right at the junction in the first place.</p> <p>A huge waste of tax payer's money at time when the nation should be spending it on something more important, like the NHS.</p>
<p>Why do we need bus lanes? I have never seen a bus in one. So much better at the moment whilst the lane has been suspended.</p> <p>The lane makes me not want to use the A4 and use the motorway and shop elsewhere. This is not good for local trade.</p>
<p>Since putting this in my journey has increased by 30mins for a short journey theres so much more congestion and queues that sometimes tail back all the way up the A4. This has caused more problems than what it was like before!!!! Please live in the area before changing things that dont affect you cos it's a nitemare now!!</p>
<p>The bus lane has done nothing but increase traffic and pollution as vehicles are stopped for longer.</p> <p>The bus lane is nothing but a waste of money and hinderance to commuters, residents and local businesses.</p> <p>A journey that used to take me 15 minutes now takes me at least 32 during peak times - how is this helping the environment or congestion.</p> <p>It's by far one of the first ideas implemented by local government.</p>
<p>Absolutely ridiculous. Causes so much traffic as all cars have to get into one lane. Too many sets of traffic lights causing chaos and traffic, without adding in angry drivers trying to get to and from work. Major accident waiting to happen</p>
<p>Unfortunately all the bus/cycle Lane seems to have done is make an already congested road even worse and make the journeys that people are making an even worse experience.</p>
<p>So much more traffic/congestion</p>
<p>Terrible does not work and causes much more congestion The scheme should be scrapped terrible idea</p>
<p>Complete waste of money and time. It's a useless scheme that does not work as the bus service in slough Burnham is not frequent nor really used by many. On top of that bus fare is so expensive that no one will ditch their car to use the bus. Council has just wasted money and fill the pocket of some friends. Those so called professional people who made such decision must consult public first before wasting our money.</p>
<p>Get rid of them,</p>
<p>Stop causing trouble</p>
<p>They have made the journey a lot worse for a driver and don't seem to have made much difference on the bus. They are confusing and out of their times, they are used as a rat run making the traffic much worse.</p>

<p>Bath Road section up to 3 Tunnel slow at peak times 3 Tunnel to Slough at peak times badly congested with 2 lanes north bound Tunnel Lane attempting to turn right into 1 lane. At Stoke Poges Lane junction same problem with left turn but with traffic backing up over Horlicks bridge</p>
<p>Common sense on the times of operation of bus/cycle lanes was a long time in being implemented. Now that sensible times have been introduced I am a little more sympathetic. However 10 am is too late as is 7pm. By these times the school run and rush hour are over.</p>
<p>Despite being very careful to avoid driving in the bus lane I recently received a fine for doing so, though I don't know how I made the error. There are junctions where it is very difficult to avoid when turning left into the Bath Road. eg when turning left from Cippenham Lane into the Bath Road the bus lane starts only a few metres after the junction. One has to immediately move to the right hand lane after turning and this causes cars to have to stop to wait for a gap to avoid entering the bus lane. It is very frustrating queuing in the right hand lane while cars undertake using the bus lane. I hope they all received a fine like I did. My travelling in the bus lane was a brief oversight while many cars do it very deliberately. Unfortunately I was on a stretch of road I don't use frequently and made an error. I was shocked when I received the PCN.</p>
<p>On the Bath Road between Junction 7 and Slough Train Station there are not enough buses to justify the bus lane. The resulting congestion is far worse for the environment.</p>
<p>It's completely damaging idea, unsafe and creating not only increased traffic congestion, but also vastly increased CO2 pollution and reduced safety. It is completely wrong execution and extremely bad idea.</p>
<p>The lanes were put in without any consultation total waste of council tax money .. causes more congestion than ever emergency services constantly getting stuck in the lanes cause they cant get out once in them .. should have spent the money repairing roads first. E scooters are dangerous suprised no one has been killed yet.. supposedly not able to use under the age of 18 . Seen more children on them than adults</p>
<p>The bus lane makes more traffic, people are confused more pollution the journeys in the car is longer it's a joke</p>
<p>Waste of space and time,roads are always coinjested,traffic jams,crashes,ques of traffic going into mcdonalds bath road,blocking everyone else going anywhere else</p>
<p>They hold up traffic & make the journey longer</p>
<p>The A4 bus lane has been a diabolical idea. Congestion in Slough has increased causing more pollution in the air when cars at stationery. Getting to destination's takes more than twice as long who hnis wholly unnecessary. Not to mention drivers dicking and diving in/out of traffic which is dangerous not only for drivers but pedestrians too. The bus lane needs to go with immediate effect</p>
<p>It's taken me twice as long to get to work when needed and I dont see how you can compare this when the road is not at its full capacity as people are still working from home and when it is it will be even worse. Probably benefits people on buses more but definitely not good for car drivers</p>
<p>Bath Road - Cippenham/3 Tuns/ Salt Hill Park Causes more traffic and pollution by static traffic 7 days a week in and around the area of the bus lane No one uses the bus lanes out of operational hours when they could do which adds to constant traffic. Have never seen a bus in the bus lane, so don't really understand the logic as only 2 buses an hour really use the route. Is an accident waiting to happen when cars have to move out of their lane to avoid the bus lane. Have been many near misses.</p>
<p>Rubbish</p>
<p>I live in Cippenham so when cycling I don't feel safe using the bus /cycle lanes so I use the old cycle lanes or the service roads.</p>
<p>Absolute waste of money. Congestion much worse and very few people will change from car to bus. Whoever approved the spend for this should be fired. I now avoid Slough, particularly the Bath Rd and go to Uxbridge which takes money from Slough businesses but its quicker to get to and has a Fabulous shopping centre.</p>
<p>I think they are a disaster. They have brought the A4 to a standstill throughout Slough, in favour of an intermittent bus service with few customers.</p>
<p>We need more cycle lanes. Pavements are too busy when not wide enough as cycle path pavements are. Pedestrians dont move out of the way when walking on pavement cycle path.</p>

<p>Absolute waste of time. Rare to see any cyclists using the cycle lane especially when there is already a safer road running parallel with the a4. Hardly ever seen a bus when I travel. Cars etc are spending much longer with engines idling which emits more fumes than ever. Won't travel into Slough Town...it's a longer unpleasant journey, so we shop elsewhere. Not encouraging people into an already dying shopping centre.</p>
<p>its added to congestion, its added to pollution due to congestion. Its wasted tax payers money, Its made the routes far more dangerous than they ever were before. The whole lot needs taking away and put back to how it was</p>
<p>The bus lane is causing more congestion which results in more pollution and additional traveling time. Allowing cyclist to use the bus lane is extremely unsafe and busses then use the other lane to pass them</p>
<p>Car journeys take considerably longer and cars try to cut across traffic lights to jump to the next stage if at all possible. Confusion occurs where lanes change at the Three Tuns junction.</p>
<p>Queues of traffic polluting thr air its horrible to go through Slough nowadays it was such a nice place until SBC planning dept made a mess of Slough and now Langley high street</p>
<p>Complete disaster for residents of Slough and those passing through. Infrequent buses mean empty lanes on many journeys. Bus travel is too expensive.</p>
<p>Very poor concept for such a busy road. Left turns off of A4 during operational hours are incredibly dangerous for cyclists, motorcyclists and scooter riders as cars are having to duck in to the left lane at the very last moments, putting anyone coming up on the inside at higher risk of not being seen. The overall congestion must put air pollution up, as so many vehicles moving slowly or stopped by overall congestion. The frustration of driving this route has caused many to use other residential side routes, putting up risks for pedestrians and especially children in these areas. In my opinion the whole fiasco has been a huge waste of public monies.</p>
<p>Causes congestion which causes pollution. Not helpful for the vast majority of people either living in or visiting Slough</p>
<p>It causes dangerous careless driving! Congested traffic with the bus lane barely used is very frustrating. The worst idea ever!!</p>
<p>I don't like them at all, the cars are all trying to change lanes more and it is VERY confusing and not user friendly at all ,</p>
<p>A complete disaster. Please get rid of the bus lanes ASAP. The traffic is whilst we are still in lockdown. It will be so much worse when people stop working from home and start to return to work in offices etc.</p>
<p>During rush hour it just doesn't work, people are trying to avoid the a4 so other alternate routes are becoming just as congested.</p>
<p>That are a waste of time and money. TheA4 London road Langley. Only has a bus about every 20 min. So I think it is a waste</p>
<p>Has made travelling by car worse due to traffic bottlenecking, cars cutting across lanes and tripled travel time. I hate travelling through Slough because of the bus lanes and try to avoid going into the area</p>
<p>I would like the bus lanes to be removed. Since they were introduced I have limited my trips to this area and have instead shopped online instead of visiting the retail parks.</p>
<p>Ridiculous that it takes up so much room and pushes too many cars into slow single lanes each way. Not as if there are lots of buses using this route like reading</p>
<p>Feel both are not needed, drivers don't all know which lane to be in where cycle lane is and then straddle over both as they avoid the cycle lane. Bus lane on A4 starts/ends too abruptly, especially when turning left onto A4 from A332, it's two lanes at traffic lights and instantly turns into one as you join, how is that safe?</p>

Absolutely dreadful idea devoid of thought of the health of road users and residents. The increase in particulate pollutants from congested idling lorries, vans and cars will be causing the lifespan of residents and road users to be reduced as pollution

Is proven to cause harm. The frequency of buses is not enough to warrant a bus Lane and due to massively decreased use of public transport bus lanes are not warranted. The drivers who pay road tax need to be prioritised.

I strongly urge SBC to remove bus lanes and consider widening the A4 bath road to three lanes each way from Slough to Maidenhead

The cycle lanes are causing an increased volume of idling traffic in turn causing more harmful particles in the air. I feel the air quality is a danger to my life, my families lives and the lives of those that live near to the A4 Bath Road. When using a cycle in the Lane close to junctions cars swerve over from the only lane to cut in front and turn left.

A complete waste of money.

They started the trial in lockdown when very little traffic. I live at Burnham end of Slough and this has effectively made Bath Road a one Lane road each way in peak time with very little use of the bus Lane. I couldn't use a free bus as no connecting bus from the 5 points to Bath Road directly.

The amount of traffic lights on Bath Road in Slough is damaging the flow of the road as is now with the bus Lane trial it rings traffic to an almost halt. I now drive around Slough through Northborough across residential areas coming out near Sainsbury's on the Langley side. It has therefore just pushed high traffic into rat runs avoiding the Bath Road.

The bus station is not great in all weathers. Further damaging Slough - avoiding Bath arias and what's left of the town centre.

Unessecary

Annoying

Creating more issues than solving

Creating more traffic

Bus + cycle lane are consistently unused at various times of the day, leaving single lane for non cycle/bus more congested

Seems like a money making exercise for SBC

Not enough Bus + cycles to close a whole lane of the A4

The 3 tunns junction is a total nightmare just to name one that is already busy enough and as people start going back to work this will get busy again causing more traffic.

Awful, dangerous, more congestion causing more pollution.

This is the most ridiculous idea that I have ever seen. In the main road that goes throughout the town centre, council decided to take out one lane and turn it into a bus lane. Buses aren't so regular as they would be in London so this bus Lane is a waste of taxpayers money and it's the main cause of the congestion throughout the town

Dangerous. Caused increased traffic and pollution.

I think the temp bus lane is a bad idea especially when the m4 is closed due to cars being diverted. It's not really any safe for cyclists as they still have lots of cars that turn at times and sometimes just move over without looking. School runs it's bus and when more restrictions east the road will become much busier. It slows every one down round near Knick fit when the road is 2 lane that merge for the bus lane. When it was put in there was no consultation before it was put in. I use that route from Cippenham to Langley week days to get to work and what used to take 15 mins has added 5 mins on top now and doubles if the m4 has had an accident.

<p>This is the most ridiculous idea and waste of money ever. This road is the busiest road in town and you made it into 1 lane. I work 2 miles down the road at an office on Wexham Road and a 10 min journey, now takes 45mins due to the traffic!!</p> <p>People are constantly trying to barge in at the last minute to avoid the bus lane, it chops and changes when u can and can't go in it. I avoid the round about near sainsbury as I have no idea how to now navigate this and avoid the bus lane. And to make it worse, I have seen about 3 buses use it!! Get rid of this STUPID lane.</p>
<p>No point having a half cycle lane as it is not respected by drivers who also only have a half lane - not easy to know where they go. Needs segregated lanes. Also no parking in lanes as that makes you have to go into traffic.</p>
<p>Since the introduction of the bus lanes, the a4 has become significantly more congested. A journey which previously would have taken 10mins has now doubled to 20mins. The stationary traffic is frustrating especially when I see no buses uses the bus lane during my commuting time. The roads feel more dangerous as people become more frustrated and at some points the lanes very quickly filter into a bus lane which gives drivers very little time to manoeuvre safely to a designated lane without being caught by a camera.</p>
<p>The bus kqne does not go with the layout of the road it makes it 100 times worse in terms of traffic and congestion. The bus lanes are a ridiculous idea we are not a London Borough. If you insist on changing it into one how about give us the benefits of london</p>
<p>It's very dangerous for cyclists as well as drivers. Whilst cycling in the cycle lanes I have experienced three near misses from cars. The drivers are very confused, no clear signage of cycle lanes. The congestion is ridiculous and there is never a bus or cyclists that use it. I ride on the pavement now as I do not want to get killed. Most stupid and inconsiderate waste of tax payers money. Repair all the pot holes.</p>
<p>Bloody stupid idea! How can this lanes helped with emission? More vehicles stucked in an area increasing emission. Waste of money and time. Disaster</p>
<p>The journey into Slough and back from Cippenham is awful. Journey times have increased dramatically with long queues causing more pollution. Drivers are confused about whether allowed to drive in them or not despite times of operation signs. When allowed to use the bus lanes, there are road markings stating left only at junctions thus forcing cars legitimately using the lanes to either try and move out constantly or disobey road markings. This has caused many dangers situations.</p>
<p>Absolutely stupid stifle the flow of traffic creates more pollution because the traffic cannot flow freely</p>
<p>Traffic in Slough was prior to the lanes very congested Since the lanes they are further congested The places where you have to try and get into the left lane to turn left are perilous, because many are using the bus lane to undercut cars The cycle lane section is often populated by cars trying to drive leaving the cycle part - effectively using two lanes The net effect of these lanes has been to increase stationary traffic, I worry about the air quality, which was pretty appalling prior to the lanes - I worry about safety, they are not being used correctly and are dangerous Traffic in other area has increased also, so even avoiding the lanes roads are choked everywhere Sadly the policy of the borough to try and impede our use of cars does not detract from our need to use our cars and just makes every essential commute a nightmare</p>
<p>I am beyond belief what the council is doing to slough. Slough is densely populated flats going up everywhere no added infrastructure and no parking. On top of this the council is bring the major artery in the town to a standstill. It was a very poorly throughout idea slough needs a fly over not a Bus lane and less flats. The council are doing a great job and making slough a Ghetto.</p> <p>I will not be voting labour again and I have always voted labour very disappointed on how the council has been run to the ground.</p> <p>I am against the bus and cycle lane the A4 should be put back to two lanes.</p>

The bus lane is a joke.
 I feel sick walking along the A4 to the train station. Traffic is so heavily built up that I can taste the pollution. I used to also run along the A4 as part of my running route, but had to change that because of this.
 As for driving, you've made the life of Slough residents hell. In peak times, the roads are jammed. In non-peak times, people are using the bus lane to undertake and this has caused many road accidents. It would be good to get the details of accidents on the A4 since the bus lane was implemented.
 Please remove the bus lane immediately and whoever was responsible for implementing this needs to resign.

Sent: 10 May 2021 23:39
 To: _Transport for Slough
 Subject: A4 consultation response

Hello

The A4 bus lane is causing havoc in Slough.
 Traffic is up.
 Pollution is up.
 Road accidents are up.
 Hardly anyone cycles in the bus lane.
 Bus services are infrequent.
 Lockdown is not over (people are still working from home) - imagine when offices re-open, there will be chaos on the roads.
 Please remove the bus lane and give us our sanity back.

Joke

Absolutely ridiculous

Not good, traffic was ridiculous along the A4 in slough all the way into the town city centre from Maidenhead. Please consider removing it!

The bus lane is causing more congestion for cars and increasing driving times it will be even worse when we are out of full lock down for me personally and probably a lot of other people this will mean leaving the house even earlier in the morning to get to work and getting home even later in the evening
 It is now a very stressful journey

There aren't enough buses to justify the bus lanes as people aren't using them enough yet.

People are never sure if it's operational or not so just sit in one massive line of traffic!!

It dangerous turning left at the The Range turning off the A4 as people zip along the bus lane to get past the traffic and undercut people turning left.

When buses stop and then go to pull out, some drivers swerve out in the 'car' lane rather than just go straight.

Crossing at the three tuns along tge A4 is dangerous and slow because the bus lane starts so quickly after the junction and people just push in everywhere.

All the stop/starting from cars merging must be so bad for the environment. Terrible idea and a waste of money!

Doubles my journey time.
 Never before sat in so much traffic.
 There's more road rage as people get more and more frustrated

A4 stretch between Wellington Street and the corner of A4/Cippenham Lane
I have lived in London where bus lanes make sense. I feel The local bus services do not need or warrant a separate lane as there are not enough services and the frequency of buses is in no way comparable to London. Instead this makes it worse if you're travelling by car. The traffic jams are unbearable and to see the lane (bus) next to you empty with no buses passing is very infuriating. Not really sure Slough needs bus lanes.
Poorly thought out! There is little need to have such long hours of operation 07:30 to 09:30 and 16:00 to 18:45 and excluding weekends or Sundays at least for sure! Sloughs Planning needs to really look much more closely at developments along the whole A4 so as to protect and if needed to allow protected (by a physical barrier) cycle and e-scooter lanes and look to use CCTV to enforce use both cycles and especially E-scooters effectively or at least ban or suspend users from hiring them for improper use!
Causing more traffic and dangerous driving of where people don't know which lane they need to be in.
I think they are confusing. I did not like the way they were introduced without any consultation. I have never seen a cyclist in the cycle lanes in the Cippenham section, just lots of cars unsure whether they can drive in them or not. Unsure drivers = unnecessary changes of lane = higher potential for accidents, especially in the section between the junction at St Andrews Way and the Huntercombe roundabout. I would never cycle on the roads around Slough in a cycle lane that is a shared space with cars. I got rid of my bike because there were no safe cycling routes.
An unmitigated disaster. Poorly thought out and executed.
Absolutely ridiculous - could understand it there was loads and loads of busses??? Traffic is awful and slough is one of the worst places to drive and commute around
The bus lanes, combined with the shocking standards of driving in Slough (weaving, people not using indicators etc) is an absolute disaster. I use the A4 to travel in and out of Slough from my central Slough home and cannot avoid it. Since the bus lanes the traffic is awful, congestion is much worse and it encourages behaviours like swerving into lanes to avoid the bus lanes without indicating. Walking is also unpleasant as the congestion and pollution from cars at a standstill is really bad. Please see this as a failed experiment and go back to how it was before, there simply aren't enough buses to warrant this level of disruption to drivers. The stretch between the Tesco and Sainsbury's roundabouts is particularly problematic, as is the bus lane coming into Slough from the junction where Metro Bank is
The cycle lane up by the Huntercombe is the worst thing I have ever seen started as 2 lanes for traffic, then changed to 1 lane and a bus lane then changed again to @ 1 1/2 lanes for motor transport and 1/2 of a lane for cycles. If it is a cycle lane then cars should not be driving in it but you have to if you want to turn left as everyone else drives in it and you can't get in to turn. Need to sort it out dangerous for cyclists and motorists.
an accident waiting to happen with more cars pushing in. ridiculous
I hate this idea. The traffic is a joke sometimes you dont even see one bus in the lane the whole time I'm trapped in traffic. During the pandemic it was fine no one travelled but now it's awful. It's so painfully slow its causing more pollution its double my jounery time to get go work. It's awful. Please get rid of it!!
Bus lanes are never busy. There is more congestion leasing to more noise and airpollution. Its all unsafe as more and more drivers are getting agitated and restless. The start and end signs for the bus lans are so confusing. Why was it changed in the first place. The money already spent could have been used on more worthwhile causes such as crime and saftey..
I now avoid Slough at all costs unless I absolutely have to use the A4, have had many dangerous close calls with vehicles suddenly realising there is a bus lane ahead, including myself. Very poor signage in advance. Queues are horrendous, all you are doing is encouraging people to use residential roads in order to avoid stationery traffic. Pollution levels must have dramatically increased with queuing traffic. Please, please, please remove these lanes they are dangerous & toxic

<p>Complete rubbish, it is such a horrible idea Very confusing which lane you need to be in. Completely pointless more traffic sitting in congestion leading to more harmful emissions for the environment.</p>
<p>I think they are unsafe and cause drivers to lose patience during busy times. The amount of pollution in the air is dramatically increased due to more traffic sitting still.</p>
<p>Introduction of bus lane has caused so much problems to my everyday travel journeys in Slough. It has added so much time and delays just getting from Langley to west of Slough. I feel there's so much more air pollution when walking during the rush hours and e-scooters are making walking dangerous too. Please do not consider making this bus lane permanent in Slough. Thank you</p>
<p>I think the bus lanes when in operation are ridiculous. There are hardly any busses using them during the times. The ones that are using them wouldn't be affected by not having the bus lanes. Everything runs so much better out of hours of the bus lane. I was stuck in traffic on London road by the Tesco express huge traffic due diverted traffic and I wanted to turn left to get to my house. Nipped the last 50/100 yards of the bus lane right before the end and got caught. Now I understand I shouldn't have been in there but why would I sit and wait to turn left in 2 / 3 cycles of traffic lights just to get home.</p>
<p>Traffic is very bad from the Three Tuns junction all the way down to Sainsbury's A412 junction. All traffic funnelled into one lane with no buses using the bus lane. It's made driving through Slough worse. These lanes are of no benefit</p>
<p>Absolutely a waste of money to trial you have made traffic more congested throughout the whole of slough. Buses Cost a stupid amounts to travel on its cheaper to use a taxi so why priorities them. Also the last few times I did use a bus they braked soo hard you literally flew out your seats. Why make bus lanes on a main used area where that leave only one lane obviously its going to be crazy congestion. Seriously the money wasted on the bus lane need to be taken from the people who authorized it so that money can actually be used for the community in a positive way not wasted on pathetic experimental ideas which everyone would know would not work.</p>
<p>Cutting down on the capacity of our roads for the occasional bus that is of no use to most people is ludicrous. There is no public transport alternative to get me to work for my start time. Increased congestion even in Pandemic times will be far worse soon.</p>
<p>Very dangerous people cutting you up as soon as they notice the bus lane hours the traffic ques up from dfs to three tuns all thw way down to slough library in town centre. I have stopped shopping at tesco and in slough Town centre as traffic to bad and I only have short amount of time to shop due to having children at school and also a baby and I don't take my kids shopping anymore so public transport is not a option as I'm high risk to covid-19 and buses ect just the best place to catch covid. Who knows if a taxi was cleaned after last person was on there. Motorway traffic at the weekend just makes it twice as bad as the motorway is closed</p>
<p>Good for the area and the climate</p>
<p>I don't use buses so don't know if it has improved their experience but it has been detrimental to every other mode of transport and general travel through slough</p>
<p>Cannot believe it was introduced on such a busy road, despite lockdown and without consultation, a total waste of tax payers money. Roll on the local election</p>
<p>Bath road very confusing.</p>
<p>More car pollution as cars sitting idle for longer</p>
<p>They aren't a good idea. There aren't enough buses to make them worthwhile, and the traffic is too heavy to accommodate an out of use lane</p>
<p>Its more dangerous, adds time for commute, the driver frustration has increased, there is more road rage as everyone is trying to get into work or get home.</p>
<p>It's so badly done, A while lane for buses that come every 10-20 mins More congestion on side roads as people avoid the main When the motorway is closed the bus Lane should be available all day to ease traffic from other areas coming via the diversion Businesses and people with busy lives and deadlines get screwed for trying to work hard - time is money and this plan has been a disappointment</p>

<p>More cycle routes need to be placed along other roads, too many drains, potholes and traffic islands make it hazardous to ride a bicycle. Educate the teens about how cycles have a specific place on some pavements so cyclists aren't pushed off, spat at and given verbal abuse.</p>
<p>To be honest it's made it alot worse. Caused more pollution during busy periods.</p>
<p>As a driver who commutes through there, the traffic is really bad in the evenings as we can only use one lane.</p>
<p>Stop this experiment please!</p>
<p>Build of car stuck in traffic produce more co2</p>
<p>If only there were more than one Lane during the period the Bus Lane is operating, the waiting time and delays will be considerably reduced</p>
<p>Journey is so much slower and frustrating. Especially seeing the bus Lane empty!</p>
<p>Awful. How can you think that changing a busy road to 1 Lane is going to make things better. Everything is wrong about this. Firstly the buses are never on time. Bus lane or not. The pollution you have brought to the area is criminal. You now have the same amount of cars using the road but as it is now 1 Lane they sit there longer. Therefore causing more pollution for YOUR residents. You dont run enough buses down the road to be able to justify having a bus Lane down the busiest Road in the area. Its a disgrace and just another awful money wasing scheme but slough Borough Council.</p>
<ul style="list-style-type: none"> - There is now more traffic at times even there was none before. - There is more standstill traffic now than there used to be for longer periods of time effecting air quality. - There have been more accidents on the road near smp. - Even when the bus lane is not in use, it sits empty. - T right only turning at all junctions hnder the use of the bus lane during times it is not in operation. - There has been significant work being done on the M4 and the A4 is used as a diversion route, this has led significantly more more traffic, pollution and inconvenience despite the fact that the lockdown was in place and normal traffic levels were significantly less. - The signage for the suspension of the bus lane for the vaccination centre has been shambolic, confusing and ineffective.
<p>It's absolutely ridiculous to have this on a two lane major road There are not enough buses or cyclists to warrant this It just causes unnecessary congestion Whoever thought this was a good idea needs their head examined</p>
<p>Dreadful bus Lane, waste of money and time.. It needs to GO!!!</p>
<p>I think they are ridiculous. We are not in central London where buses are running every 5 to 10 mins. How many buses actually run the length of the Bath Road in 1 hour? A total waste of money and the council are out of order for not consulting the people of Slough before going ahead with stupid plans like this.</p>
<p>I drive everyday between Hunter combe and Montem. I rarely see buses using the lane. More often than not it is empty. Traffic continues to build next to an empty lane. Shameful.</p>
<p>It's a bad idea, has increased traffic massively and has not improved pollution levels</p>
<p>Complete and utter nuisance. Wholly unnecessary intrusion into the smooth traffic flow which existed prior to the introduction of this hare-brained scheme. It has added to the length of my journey time and extra fuel costs as a result of considerable more congestion on the A4. It hasn't made the road any safer to travel on and has added to the carbon emissions resulting from the slowing down of motor traffic. Environmentally-unfriendly. Please stop this unnecessary and ill-thought experiment forthwith.</p>

<p>I would drive more as it will take me longer to cycle the quicker routes. Whoever thought this was a good idea should consider a career change. The bus lanes should be removed from Sainsbury's on the Uxbridge road to the Dover bridge/Cippenham Lane junction. If you wanted to do something to make people use their cars less you should have invested time into being jobs to Slough that local people can do and then try to get those companies to provide a cycle to work scheme and secure bike sheds.</p>
<p>A monumental waste of money by Slough Council, no consultation BEFORE implementation. My experience is the driving time have increased significantly with safety compromised. My commute journey time is now double or more than previously. Halving the number of lanes at peak times makes no sense. See many accidents and near misses along the section from Kidderminster park to Uxbridge road section. Buses pulling out into the non bus lanes with zero consideration for other drivers. Drivers realising at the last minute of the bus lane restrictions and moving onto the non bus lanes at the last minute putting themselves and other in danger. The sooner this badly thought scheme is removed the better. I now see less buses and less passengers on each bus so it's not achieved one of the key goals and it's been given enough time to prove its effectiveness or not.</p>
<p>Complete waste of our (tax payers) money. I won't consider using a bus, cycling is not pleasant, and is SBC even cared about the town centre, then make it easier to access by car. I'd rather drive to another area than sit in traffic to get to Slough</p>
<p>Very dangerous for resistant who live on the Bath Road A4... I myself have already had a accident due to the bus lane. Congestion is completely ridiculous, it's much harder to get out of drive way or even park. Stop/start traffic, constant movement on road... horrible decision to make this a bus lane</p>
<p>Major hazard. Journeys are longer and can't see any benefits to the environment or our health.</p>
<p>Totally ridiculous scheme, made more so by lack of consultation. Doesn't take Einstein to work out people would hate it, congestion would be worse (even in lockdown). Another stupid council scheme wasting funds.</p>
<p>Not enough buses use the lane. Traffic can be tailing back and the lane is empty . Obviously rush hour is particularly bad. It causes drivers to take risks going through red lights and blocking the path of other vehicles. Particular horrendous when M4 has issues and road works. Like Windsor road approaching Bath Road</p>
<p>It's a shocker! I cannot quite believe that you all thought it was a good idea!</p> <p>When walking / cycling more stationary traffic so less pleasant in terms of exhaust fumes. No change in time it takes for get there but just not so enjoyable. I tried using back streets but they are just as bad for traffic and more people try to avoid A4.</p> <p>I a car my journey time is longer and I spend more time stationary. Like many people I have no flexibility when I travel to from work. Surely the best way forward is to get the flow of traffic right rather than have a congested town!</p>
<p>It's Terrible and unsafe Clogs up the roads Buses go down shaggy calf lane and elliman avenue etc, not down A4</p>
<p>They create more confusion and risk of accidents as they merge the traffic at points and disappear at points. Cars that are in the wrong lane cause traffic accident risks. I have hardly seen any buses on the bus lanes or bikes so don't see who they are benefiting. If they are staying they should only be in force at peak times not all day.</p>

<p>I think these bus & cycle lanes have caused more congestion for cars during peak traffics times this has been problematic. I would oppose having them on a permanent basis especially in the A4 on Langley and Slough</p>
<p>Total waste of money and an inconvenience at all</p>
<p>Causing extra traffic as everything is bottle necked into one lane</p>
<p>Iv seen so many people driving in the wrong lanes and nearly causing accidents it's stupid.</p>
<p>The amount of increased pollution, travel times & road rage being caused is beyond a joke. I know the council state pollution is dramatically lower, however has the fact that trains are now running on electric even been considered? Or the facet that less journeys in general are occurring because of Covid restrictions?</p>
<p>Like many I require a vehicle to travel around town for work as I need to carry large, heavy and expensive network equipment that isn't really compatible with a bus or scooter!</p>
<p>It is more dangerous as you have to keep changing lanes when turning left . In and out of the bus lane. More congestion. More drivers on side roads. Worst idea ever</p>
<p>its an ill thought out scheme that frankly should be scrapped ,its ok with the lock down and very little traffic around ,but now with everything opening back up the traffic levels have increased again ,one lane is simply not enough on a trunk rd with so much traffic ,especially as the govt is hell bent on ruining yet another motorway by turning it into a not so smart dangerous road ,and it being frequently closed for works ,my suggestion for what its worth is .there are perfectly good service roads running along the side of the a4 thru the trading estate which the council could use if they wanted a bus lane ,they couldf also be used for trams , but i cant see that ever happening ,but as usual they have been messed about with and blocked ,no foresight by the council ,but then its only tax payers money you are wasting so why worry !</p>
<p>Terrible idea. Whoever thought of this shouldn't be in this position. Should be sacked. Waste of money.</p>
<p>Ill conceived</p>
<p>Awful. More congestion more pollution, dangerous mergers in and out of bus lanes. Not enough buses running to warrant own lane. Too much traffic, whilst bus lane is empty</p>
<p>Revert to previous mode or convert green belt into extended lanes to balance out for motorists.</p>
<p>Causing too much congestion</p>
<p>Worrest decision of council to increase pollution and congestion of cars. Its hell to drive in Slough</p>
<p>Experimental bus line is pathetic and making peoples journey miserable. You can use this kind of lanes if we have more lanes, but is slough area is not at all suitable.</p>
<p>What a load of rubbish. Ive been reading the comment from the councillor who put this is place and insists it cuts pollution . This does not cut pollution in anyway This just send more cars fly into the inner streets causing more congestion and chaos. It also causes more ques on the A4 as drivers have to wait in one line instead of moving along at a quicker speed and getting on with driving not sitting and iddling What happens when you close m4 All the extra trucks and cars sitting on A4 iddling causing more fumes they also add to the problem . Take out bus lane And rethink</p>
<p>Take it out.</p>

<p>It is more time consuming, lots of congestion also takes long time to go and pick up kids post school. The ideal time at signal has increased and it feels lot more polluted than usual in evening time.</p>
<p>Its increased the traffic more.. More congested!</p>
<p>Absolute waste of tax payers money. It's ridiculous to have single lane available for cars</p>
<p>A disaster. The area is more congested as cars can't get through the traffic lights and are stuck belching out exhaust fumes. Ironically i have yet to see a bus on my numerous journeys from Langley through to Burnham. And when the motorway is shut it is gridlock. This scheme is a waste of tax payers money.</p>
<p>The experimental bus lane has created traffic chaos. I dont think that it made any great benefit to the people who rely on public transport. It is ridiculous to operate a dedicated line for buses with a frequency of 15-30 minutes. So I request you to remove them asap.</p>
<p>Please get rid of the bus line.It is not helping anyone</p>
<p>Journey times are considerably longer along with poor driving habits of people who are trying to skip ahead! All for a bus that comes along a lot less frequent than cars</p>
<p>They are causing unnecessary congestion along a route without a regular enough bus service. The number of buses does not justify the restrictions to other traffic. Added to the that what seems seems to be never ending road works getting into Slough is something I avoid doing is at all possible, my business goes elsewhere like Uxbridge it's easier & less stressful. With regards to safety, we seem to have a lot of people not understanding that the bus lane is only during certain hours when using the bus lane in its legal hours I have vehicles cutting in front me coming out of side roads and when turning into them more often than happened previously.</p>
<p>Making bus lane is a good option. However most of the time bus lane is empty in peak hours. My suggestion is to create a dedicated cycle lane. Instead of bus lane make it premier lane so other drivers also can go in that lane who will be charged. In this way some people can opt for premier lane that releases congestion in peak period. Cycle lane must be made dedicated instead of combing with this bus lane.</p>
<p>Please remove bus lane. It's not safe and roads are congested in more peak hours.</p>
<p>It is bound to cause accidents. I have seen so many near misses when waiting to turn right into Twinchies Lane. It is chaos. Also very dangerous when driving up to Three Tuns junction with cars all trying to change lane. It has caused so much more congestion. Had to wait through three changes of lights to turn right the other day. Nobody could get across as the lights were all out of sync. Please get rid of this.</p>
<p>The traffic it's really bad . There isn't even many buses travelling on that road . People making really dangerous moves while driving to avoid bus lame last minute .</p>
<p>Can't see the point of squeezing cars into one lane, whilst the 'bus / cycle' lane remains empty...</p>
<p>Creating so much hassle for residents due to congestion created by bus lane. Risk of accidents are high drivers un aware of bus lane or trying to avoid bus lane make silly mistakes</p>
<p>Whoever came up with this insane idea needs sacked. Congestion is horrific, the buses are few and far between, the speed of single lane traffic is awful, emissions are increased. Seriously, the money wasted on this pile of rubbish boils my blood. How was it ever allowed to happen? Who will be sacked and held accountable? The traffic is unbelievable, the A4 is not a road to constrict anymore than it already is. Buses are rarely seen and usually mostly empty. You lot are a complete and total joke.</p>

<p>My experience has been that journeys in a car have been considerably slower than usual and this is frustrating and unnecessary. Particularly when few buses can be seen never mind using the lanes. I have seen several accidents where the lanes end and signage and markings appear to be confused at best.</p>
<p>It is really bad idea to introduce a bus lane, as slough roads are very heavy traffic, it doesn't make sense to introduce timed bus lane. Instead introduce free park and ride service to town. Allow cars but put heavy parking charges or cars entering town has to pay £5 whole day fee.. so that people use other mode of transport. This way pollution free an less cars enters town.</p>
<p>The A4 needs to be changed. There is too much traffic and because of the bus lanes I have now found I could be waiting through more sets of light changes before I can continue. Really bad by salt hill park /tree tubs area especially at peak times. why aren't we consulted, listened too.</p>
<p>I travel along the A4 through Slough at least 3 times a week and the bus lanes seem a complete waste, I only see a bus on a very rare occasion in this area.</p>
<p>I find this experimental bus lane to be a horrendous idea. Not only is it causing more traffic during rush hour time and other times during the day it is also a disaster waiting to happen. I have come across cars randomly joining the non bus lane out of the blue which has then left me to make a sharp break it is also causing me stress as I have been late to drop off and pick up my children to and from school. I dont know why SBC have decided to put this into place as I bet none of the higher up members live in Slough so it doesnt affect them however it is making our oige miserable. What should take a 10 minute drive to pop into the Range for example is taking me double that. Please take this ridiculous scheme away as it has not reduced the number of cars on the road-if anything it has probably caused more accidents!!!! Sort yourselves out and actually do something for the residents!</p>
<p>It's not appropriate especially for working parents who have changed their work time to get to schools on time to collect their children and are now faced with alot more congestion than usual!</p>
<p>The Bus lanes are causing unnecessary congestion along the A4 especially during school finish times are. rush hour traffic. The bus through the town have restricted all traffic down single. The bus lanes were not properly consulted and in my opinion is causing pollution from cars sitting idle.</p>
<p>A stupid idea. Reduce the road capacity by 50 percent so approx 3 percent can travel quicker. This increases emissions as cars are more efficient at 20 or 30 mph than stop start in traffic. If we reversed this and had a fast lane for the approx 3 percent of people who paid extra to go unimpeded it would be laughed out of the chamber. It used to take me 5 min to cross Slough, now it's nearer 20.</p>
<p>I'm all for a greener Slough but how does this work if cars are sitting in traffic so much longer spewing out toxic fumes? shouldn't the goal be getting Slough moving rather than adding to the mayhem? We are currently still under COVID rulings where many people are working from home, once these workers return to their daily commuting I hate think how long the journey time will be. Very rarely does A bus ever pass while sat on the A4 and if they do are empty or only a couple of people, how is this a benefit.</p>
<p>It's a total waste of money. The buses run empty. Scooter and Bike Riders do not even use the bus lane! They ride on the pavements instead! "Massive traffic tailbacks due to only 1 lane. Extremely Dangerous to drive on the A4 Bath Road now, including when turning at a junction.</p>
<p>A clearly not well thought out plan. The traffic conditions have not improved, but Infact have gotten considering worse.</p>
<p>Area has become much more congested and journey time is considerably longer especially during rush hours. There is also hardly any frequent bus services which justifies these bus lanes.</p>
<p>There is more traffic, resulting in road rage due to the traffic frustrating people. Journey times are longer. Vehicles stuck in traffic is causing more pollution. Noone is driving safely, especially near the Wellington Street roundabout. The bus lanes are making travelling in Slough, a headache. Please remove these!</p>
<p>waste of tax payers money</p>

<p>They do cause more unnecessary traffic. The cyclists make the road more hassle as they still scatter around the road</p>
<p>You have taken the main artery in and out of Slough and halved its capacity. Drivers cut each other up to get ahead and making for dangerous driving. Traffic now backs up into box junctions, blocking all directions. A 30 minute journey is now 50 minutes. Whoever thought this was a great idea is a moron.</p>
<p>Total waste of money that over congests the area at the wrong time. Also Chalvey one way system slows down travel movement and brings local shops less business.. Copthorne roundabout again a total waste of money, slows travel time and congests the area. Just put them back to how they were and stop wasting taxpayers money,,!!!!</p>
<p>Please scrap the scheme, causes huge traffic jams when second lane is completely empty. The roads should be shared by all road uses and not just a few.</p>
<p>The bus Lane needs to be removed</p>
<p>Experimental bus lane causes too much traffic and I believe dangerous for environment as more vehicles producing pollution during slow driving. No one would like to travel via public transport due to timing and risk to health in covid19 and I think it will sustain for a long period of time.</p>
<p>I live in Slough but work as a teacher in Maidenhead and frequently travel on the A4, mainly between Upton Court Road and the M4. I have absolutely no problem with the concept of a lane designated for more people taking the bus. The main issue I have, which I am not sure councils can do anything about, is how the weekdays are structured within the UK. Most people are expected to be in work or school at around 9am, which is the main cause of congestion on the roads, especially the A4. As a result of this congestion and lingering traffic, there is increased air pollution which is damaging to the environment and health of people and children walking, especially when crossing the A4 near Cedar Way. One of the great benefits of lockdown, in my view, was that it enabled people and students to work from home. Traffic, especially in March and last year was fairly minimal and there was no urgent need for separate bus/cycle lanes. However, over the last few weeks, everyone is out using the roads again as employers and schools are forcing people to go into work for 9am and letting them go in the late afternoon. The solution is to have a staggered regime, especially for schools (as they do in Germany) as well as promote working from home, negating the need for everyone using the roads during rush hours, thereby reducing congestion as well as air pollution allowing councils to focus on other policies.</p>
<p>This is an ill thought out, considerably more dangerous road set up. Far more traffic congestion. Less safe at junctions when the bus lane stops and traffic having to duck in and out of lanes. Drastically unpopular with local residents and businesses</p>
<p>Road is too busy at peak times (more exhaust fumes). Drivers make sudden or late manoeuvres to avoid traffic jams, making cyclists more vulnerable. SatNav technology will take drivers to the fastest route, through housing estates and past local schools! But all great for the empty buses I expect?</p>
<p>My commute to and from home and work was bad enough but the introduction of the "temporary" bus lane has made it considerably worse. I find it quite amusing that they are trialing this while the advice from the government is still to work from home if you can therefore the traffic should be at its lightest, this nightmare commute will only get worse when further restrictions are lifted and life goes back to normal.</p>
<p>Has increased journey times considerably when only allowed to use one lane. Cars cutting people up to avoid going into bus lane at last minute.</p> <ul style="list-style-type: none"> •On a weekend or after 6pm, cars use bus lane as a speed lane overtaking on inside at high speed. •When cars are using bus lane & the road/buslane finishes, WHY ARE CARS/VANS/LORRIES GIVEN RIGHT OF WAY BACK IN TO THE ONE LANE??? Motorists in the NON BUS LANE who have been sitting in a tailback have to give way to motorists who have used bus lane??? •Bus lanes cause unnecessary tail backs for other motorists. •Traffic moved faster with two lanes for all traffic. The only vehicles to gain anything are the busses. •Its like "let's help public transport & SOD EVERYONE ELSE!" <ul style="list-style-type: none"> • I travel to work every day by my car from Colnbrook to top end of Slough. That's my mode of transport. Why should I leave half hr earlier just because of bus lanes?? •I pay my road tax & shouldn't have to have to be forced to add time on to my journey by being restricted to using one lane just because of public transport needing to be on time. •All road users have a place to be at a certain time.

CHANG IT BACK & MAKE IT FAIR TO EVERYONE!!
Very inconvenient
<p>The traffic is all packed in one lane. Dangerous as people are trying to get in lane. Very slow even now at 3pm when kids school finish etc. What will it be when it is work peak times and everyone is moving back to normal after covid lockdown is lifted? This is the worst traffic planning scheme. Who thought of it? We don't even have that many buses like London.</p> <p>Furthermore the cyclists are on the footpaths trying to wizz past pedestrian. This is really dangerous for walking. Also cars are parked in such a way the pedestrian are constantly having to walk on road as the pavement is taken up with parked cars.</p> <p>REMOVE THE BUS LANE. NOT A GOOD IDEA FOR BUSINESSES. As people will put off going to shops which will effect business in the area.</p> <p>Who wants to queue in traffic for hours to use their local shops/leisure facilities? They will find alternative. This is not good for the area.</p> <p>It is easier and quicker for me to travel to work which is 26 miles as it takes 35min max and it takes me this long in traffic to go to leisure centre or Marks on Bath Road. Where is the sense in that?</p>
<p>In simple terms it's been a complete shambles! Badly thought out, complete lack of consultation with road users. Confusing for all that drive on the roads and a sad waste of my tax payer money! During a period where roads are quieter in general due to the global pandemic I find myself stuck on the Bath Road for far longer than needed, improvements were made with set hours of use and narrowing the lane to be mixed use which helped improve the scheme (which wasn't hard considering) but I still can't see the justification for setting it in the first instance. I hope this year's 5% council tax increase isn't used on more wasted road schemes by our amazing council leaders (yes I'm being ironic)</p>
<p>This bus lane is the biggest waste of money. It has caused more congestion and there are hardly any buses on the route using it. Put the money towards helping the homeless and fixing the potholes.</p>
<p>They are usually empty of buses and cyclists, it surprises me that despite these lanes a lot of cyclists are still cycling on the pavement which is quite dangerous for pedestrians.</p>
<p>More traffic. Delays going to work. It is a nuisance.</p>
<p>A shambles which has caused getting from A to B so much longer</p>
<p>The whole section just causes bottle necks for motorists. Buses are often occupied by one or two people ...difficult to turn left on occasions.</p>
<p>Stupid, yet another thing to waste tax payers money on, just like digital roads. Make the bus and trains bta and get cars off the roads</p>
<p>What a crazy idea in the first place and an even more crazy idea to do this during a pandemic!!! Why would you try and encourage people to take the bus when this increases the risk of catching or transmitting covid???</p> <p>The traffic is bad enough from the M4 J7 without you taking away a lane!!! This backs up all the way into Maidenhead and the spur off the motorway. When the car transporters are allowed to block the lane outside the Fiat and other garages it has the same effect.</p> <p>If you want to promote Slough as having a world leading trading estate etc and attract business to the area, you need to improve the infrastructure to enable people to easily commute to these businesses, not make it worse.</p> <p>In addition the traffic was utterly horrendous the day I had to travel into Slough for a covid job at Salt Hill. Absolutely ridiculous delays.</p> <p>Slough BC have done some really good development including removing the old roundabout and replacing it with the new junction by the old library etc but some decisions are not thought out.</p>
<p>They are causing more general congestion for all vehicles except buses, which seem infrequent and seem empty of passengers mostly</p>
<p>Not coming into Slough any more. I will now travel away from Slough to keep my journey times shorter. It is the most ridiculous, short sighted system you have ever tried to introduce, increasing emissions as we all sit in long queues waiting. And to think I pay for this foolishness.</p>

<p>Prior to covid, I used to have to factor in an extra hour to my journey due to both congestion and lack of buses (the bus would be too full for more passengers and miss out stops). Bus lanes and extra buses to entice people out of cars can oy be a good thing for the local area and the environment.</p>
<p>Caused massive problem as my job as a driver and has meant massive delays and making my workday longer meaning i am in the van longer causing more pollution and for what?...2 buses an hour, absolutely one of the worst ideas i have ever known...its not London.....2 buses an hour, why dont you try to stop parents driving their children to school and forcing them to walk by blocking the roads by the schools and stopping the pavement parking and making it a lot better for the many obese children we have in the area</p>
<p>Waste of tax payers money on unreliable experiments and creating more traffic all around slough sort it out!!!!</p>
<p>A ridiculous idea... Slough is not built for bus lanes... I drive buses through there every day and its so scary... its extremely dangerous...</p>
<p>More frustrating even though seeing the bus lanes were hardly used by buses. I don't think we need bus lanes in Langley and Slough.</p>
<p>When in operation it causes more pollution and people cutting into the right hand lane to avoid the bus lane is dangerous ,all this for a lane that's basically empty all the time</p>
<p>Keep the bus lanes 24 hrs and ban all other vehicle off bus lanes unless authorised. Cycles slow the buses down and are a nuisance.</p>
<p>Complete waste of time and excess traffic, hardly ever see any buses in use</p>
<p>Traffic is horrendous</p>
<p>Absolute disaster. Complete chaos attempting to turn right from Farnham road from the M4 into the A4 just to go a few hundred yards ti monten Lane to get to the ice rink. Avoid the whole area whenever possible. Far easier for us to go shopping in West Drayton/ Uxbridge from langley now. Nightmare for me needing to get to the ice rink from langley after school when cycling isn't possible with carrying gear and a seven year old. Its to far for her to ride . We're missing our session we've paid for stuck in your traffic jam. Always avoid slough compleatly if at all possible.</p>
<p>Bus lanes along the A4 have caused more traffic and journey times are 3 times longer. We dont need bus lanes on the A4 and whoever approved this clearly doesnt know our area well enough... its a stupid decision to even think about bus lanes. The bus lanes need to go!!!! As a resident of langley/slough I would say this is probably the worst decision ever made and causes a considerable amount of inconvenience for residents and visitors in our area.</p>
<p>First of all I need to explain that driving a car is my only realistic means of getting around due to my health issues. Other than taxis or mini cabs using a car is my only practical choice.</p> <p>The A4 has always as far back as I can remember had a congestion problem even before the bus lane was introduced. Even then the road need something to ease the problem.</p> <p>When the bus lane was created it instantly made the problem far worse. I do accept that the recent change in the operational times has helped a little. But overall the whole bus lane issue has been a complete disaster and a complete misuse of the money its cost.</p> <p>I can understand the argument to try and encourage people to use their cars less and switch to public transport. But even though that is not an option for me due to my health, the council should have made public transport much more viable FIRST and more in line with there needs before doing this.</p> <p>I also feel that a much deeper and longer consoltation period should have been given to local residents BEFORE going ahead with the scheme. As it is such a big and far reaching project peoples views should have been sought first before going ahead with the implementation, instead of creating it first and then feebly seeking local views afterwards. I shudder to think how much this has cost all council tax payers and more so if by any stroke of luck it is subsequently removed.</p> <p>Why did you do it this way ?</p> <p>Could you not see the congestion problem that was already there to begin with ?</p>

<p>Did you not see that reducing the carriageway from two lanes down to one would only make things worse when no feasible alternative was in place ?</p> <p>Its so wreckless what has happend and now most of us feel that we are going to be browbeaten into accepting it, and apart from being forced to pay for it our quality of life continues to deteriorate while you plan something else that nobody wants.</p>
<p>Waste of time. Should have utilised the roads that run either side of the A4 more. Not looking forward to the end of covid and returning to office as congestion will be a nightmare.</p>
<p>Not a good idea to proceed with and affects drivers, creating more traffic and dangerous at turnings</p>
<p>As along the A4 on London Road, most drivers will not drive in the bus lane even when it is inoperative so it ends up with a single lane operation and additional congestion. May not be right but it is a fact</p>
<p>The experimental bus lane has surely run its course by now? It makes traffic worse than pre-pandemic and that's without traffic volumes having returned to normal yet.</p> <p>We are Slough, not London. We simply just don't have the bus traffic to justify a bus lane on one of the major arterial roads.</p> <p>Despite making the bus lanes only operational peak times the majority of traffic still sticks to just the outer lane causing traffic all day long and bunching at every junction affected by the abomination.</p> <p>Environmentally I can't see how halving the available space to traffic can do anything but worsen the air quality and I'd imagine certainly an air quality study would show despite the lack of traffic air quality has not improved around the Bath Road by a corresponding amount as it would have had traffic just had access to the full road all day long.</p> <p>There's also the safety aspect. I've noticed a high number of accidents reported on the affected section of the Bath Road. As a driver I can understand this as people drive in the outer lane even during the daytime suspension with no consideration to those legally using the marked section often cutting across drivers obviously without even looking.</p> <p>I'm sorry to say that in a town where 75% of residents have access to cars and a town hosting Europe's largest trading estate where goods are highly unlikely to arrive or depart by bus this bus lane was a bad idea, implemented by SBC using public money at a time when government advice was to avoid public transport unless absolutely necessary is nothing short of a bad idea for travel times, for safety, probably for air quality.</p> <p>The only sad thing when the correct outcome is reached is that money will have to be wasted removing the signs of this ill chosen trial that should probably never have been undertaken.</p> <p>And despite the number of petition signatures demanding its removal Cllr Rob Anderson instead claims it a huge success that we've not yet seen the benefits of. Perhaps that's because there are none to see?</p>
<p>It is difficult to tell whether the change to the driving experience is due to the bus/cycle lane or the fact that there has been less traffic due to lockdown measures. I guess time will tell when traffic returns to normal.</p>
<p>Drivers are either ignorant of signs or don't trust the enforcement cameras with regard to the bus lane on the A4 between The King William pub and Upton Court Rd junctions. During off peak times when the bus lane is not operational drivers cut across motorists in the bus lane to turn left into side roads or into their houses. When the bus lane is operational are drivers breaking the law when crossing to access their drives? In both circumstances a dangerous manoeuvre is the result. Also on this stretch of the carriageway there are actually very few buses operating on this stretch of the carriageway so surely it would be better to reduce congestion and therefore pollution by allowing traffic to move more freely. Also on the A4 section through Cippenham up to Junction 7 on the M4 there is total confusion concerning the lane which spans a part of the carriageway which I assume is a cycle lane with a larger car lane. Is there not a cycle lane on the pavement as well? Further adding to the confusion.</p>

<p>As a driver I find the bus lanes are dangerous as drivers use the bus lanes to undertake on the left side as the roads are more congested. As a pedestrian it's harder to cross the road and dangerous. The traffic is so much worse now and it's hard to navigate around Slough roundabouts and not accidentally enter the bus lanes.</p>
<p>I have found that car drivers have been using the bus lane as a place to undertake and break the speed limit. Weaving between the lanes and making the roads less safe. I have seen close calls when people turn off the road through the bus lane and nearly get hit by the people using the bus lane to go fast. Making the lane open to traffic at some times and closed to all but buses at other times makes it difficult to Learner drivers to understand where the legal lane is. I now try to not use the A4 in Slough whenever possible and the increase in traffic on the other roads tells me others are doing the same.</p>
<p>Way more congested Bath Road, often bus is waiting in the traffic to get to bus lane anyway as it is so big congestion. Cars changing lanes in this chaos made me feel more unsafe than before. Buses are late as usual and the journey is too long. There is no quick service between Slough and Heathrow (45 mins by bus and 10 by car) Langley to Cippenham is quicker by motorway. Many people I know do not even go to supermarkets on the other side of the town as it is 1 hour journey now. Cyclists do not use the bus lane but the sidewalk. When I cycle I do not use it as well as do not feel safe. In general since the bus lane is in use, I tend to avoid any journey in Slough unless necessary, prefer to go to Staines or Uxbridge if I need something as it is often quicker and hassle free.</p>
<p>A very good idea. Better for the buses and safer for everyone. As for the change in journey time, there's very little difference - certainly not enough to lose sleep over.</p>
<p>The experimental but Lane is a complete and utter nightmare and has caused considerable delays and cues to the traffic. Drivers take more risks cutting each other up queue jumping and are less courteous. The traffic was never this bad before these bus lanes. Please remove them and revert back to the previous flow of traffic for car drivers. The buses are not sufficiently timely and Slough is too dangerous cars are a safer mode of transport.</p>
<p>In general it has delayed me by causing a lot more congestion. I work opposite Salt Hill park and the traffic queues are considerably longer, with all of the traffic queueing and the bus lanes empty. I have to start and stop more often, probably causing more pollution. Turning into my work place has been made much harder, with me having to indicate left but then stop and wait to turn across a bus lane that may have bikes/buses/scooters/taxis. There are still a large number of boy racers and other idiots that ignore the lane rules and make driving through Slough a lot more dangerous. People tend to jump red lights more. A lot of people don't understand the timed system, and stay out of the bus lanes even when they don't need to.</p>
<p>Another waste of money, just causes more congestion and more vehicles Stationary and polluting more.</p>
<p>The roundabout outside sainsburys is dangerous. It doesn't leave enough room for cars to get in the correct lane</p>
<p>Bus lanes may work in certain areas and populations. Slough is not one of them. As a Community Responder with the Ambulance Service the lane restrictions cause us significant aggravation when attending emergencies.</p>
<p>Ridiculous- there are not enough busses to warrant a bus lane. Cyclists do not use the new cycle lane as they are too dangerous & still use the paths. The e-scooters are driven without wearing helmets, on the pavements and dumped all over the place</p>
<p>Waste of money. More congestion than before. Hardly see many buses in the bus lanes and just causes people to drive dangerous.</p>
<p>An absolute waste of time and not required for the Minimal use of buses, slough requires car lanes not bus lanes. The bus lanes are usually empty and you barely see cyclists, absolute waste of time in Slough</p>

bring back the car lanes to stop the congestion. The bus lanes are also unsafe with motorists trying to squeeze into the car lane last minute. They are causing unnecessary confusion.
I don't mind the bus lanes but it would help if they weren't in use when I have to drive to take my children to school. As I have another school to get to for my youngest child. The times that the public should be able to use both the bus lanes should be moved to 8am. Most parents dropping secondary school children off is earlier than 8am. (I have to drop and collect my children because one is Autistic) plus having to get to another school after that too. Which I try to walk to most days.
The experimental lanes are fine if they have timed limits, ie that they not always in operation and are kept to busy times eg 0700hrs to 1000hrs and 1500hrs to 1700hrs and not in operation at weekends or bank holidays.
dangerous, lots of cars having to slam on breaks from other cars trying to get onto their lane.
dangerous for cars trying to turn right , especially by DFS and the costa drive thru
I have noticed a lot of traffic on the Bath Road since the bus lane was introduced and plus people don't give you way when you approach the bus lanes so you can join the non bus lane and causes traffic and accidents
The bus lanes make the traffic stand still for much longer and this means more pollution and the cycle lanes are far to dangerous to use so i cycle on the pavement or side roads which is much safer.
A waste of money , especially during pandemic due to huge reduction in vehicle movement. Misunderstood by driver that do not use it out of restriction hours. Range you far , unnecessary West of estate , within estate service road should be utilitised. East of 3 Tuns I could see its potential value. Independent Cycle lanes would be useful but excessive signage and light controls seems over managed. Let people develop their own road and route sense.
Awful and absolutely unnecessary. If anything, it adds to higher pollution levels as congestion has been increased. The bus lanes are, for the large part, empty and therefore the minimal benefit that bus passengers get, versus the wider cost for drivers and those walking is disproportionate.
I am not in favour of them they just cause longer car journeys and the bus cycle line are hardly used by cyclists etc. I am not in favour of them and they cause more pollution in my onion are cars journeys are longer.
AS IT STOOD IT WAS A NIGHTMARE.PUTING A TIME ON IT .BETWEEN(BETWEEN 10 AND 15 HELPED.I HAVE DRIVEN DOWN THE WHOLE OF THE A4 AND HAVE TO SAY IT IS A COMPLETE WAST OF TIME AND MONEY ON THE WEST SIDE OF SLOUGH BECAUSE i HAVE HARDLY SEEN A BUS GOING ALONG THERE.
Journeys are taking way longer on A4. I don't see the point of bus lanes when nobody uses buses since they are so expensive and less frequent.
Hardly ever see a bus on them, whilst sitting in queues of non moving traffic. By causing long traffic jams you are hardly helping cut pollution. It is naive to think people will give up their cars to travel on a dirty, overpriced bus which may or may not actually turn up.
Its absolutely shocking increased congestion and longer journey times who ever came up with this idea needs to be sacked
These lanes are unsafe and delay motorists. Very few people are seen walking or using the dreadful scooters and every bus seems to have fewer than half the seats occupied. Travel in Slough is mostly by car.....you are antimotorist in all your policies and do everything you can to delay or inconvenience drivers. I couldn't take a bus if I wanted toI'm disabled with limited ability to walk.....and buses dont even come to my part of langley.....and if I need to travel to where I want to go I have to go into the town centre to change buses to go to my destinations. The journey takes 2 hours with all the faffing about and I can do it in 30mins by car. Why would I want to use a bus in a pandemic and travel with people I don't know to places I don't want to be? Ridiculous planning !

<p>An absolute nightmare! Whoever thought this was a good idea is an idiot. Even during lockdown there were traffic jams through central Slough taking an age to travel from Stoke Road to the Tuns Crossroads. It was equally as bad travelling from Stoke Road to Wexham Road. The environmental impact is huge considering the amount of traffic sitting going nowhere when there is a completely empty lane with NOTHING IN IT for 99% of the time ! Don't even think about using the Bath Road through the Trading Estate at rush hour. The air quality will plummet and affect peoples health. How can you even think about a scheme like this when you have more and more companies moving into the Trading Estate and more houses being built. Slough needs to improve it's traffic flow not restrict it. Also, the traffic light phasing needs to work in favour of clearing the centre out to the motorway and along the A4 , not keep stopping traffic to let nobody out of a side road. Ridiculous.</p>
<p>When I have travelled about Slough city centre the car lanes have been congested and I rarely see a bus in the bus lanes. I think the timing of the bus lanes could be reviewed.</p>
<p>As a driver and cyclist I don't see the benefit. Increased traffic funnelled into one lane increases travel time and pollution. The bus lanes are no safer for cyclists as it is harder to predict when and if an exempt vehicle will come into your lane not to mention the buses themselves. Stop wasting our council tax money on this nonsense and focus on providing an infrastructure for greener transport.</p>
<p>The bus lane along the A4 may have seemed an success, but this is due to lockdown and the prohibition of non essential travel. Now that lockdown has relaxed there are lengthy queues for car drivers. A single lane on a dual carriage way during peak hours leasing to motorway junctions is madness. This also impacts the roads as people are now trying to get on the A4 using side roads to avoid the bus lanes which causes more traffic too. Safety wise I have witnessed drivers using the bus Lane where there are no cameras and then try to cut in where the areas cameras are approaching, often with no regard to the people who are not in the road beside them.</p>
<p>As a driver, i have found the bus lane to be an absolute inconvenience- it slows down everyone journeys who drive. I have avoided going to slough or driving through slough many times and have chosen to go to other shopping areas instead.</p>
<p>It has been a detrimental experiment. At a time when Slough town centre needs rejuvenating, I and a lot of my acquaintances choose to shop elsewhere. It is now quicker for me to go to Yiewsley Tesco rather than Slough and Sainsbury's in Uxbridge because of the impact on the A4. I now actively avoid Slough as drivers do NOT understand the time restrictions and remain in the outside lanes doubling the traffic dynamics. There is also constant 'cutting up' as other drivers panic and elect to move into the outside non-bus lanes. It has as I understand it generated considerable funds whilst penalising motorists to the detriment of both residents and visitors. Yet again, little consultation beforehand. Reputationally damaging decision.</p>
<p>I find myself looking for alternative routes when I need to travel during peak times. I do a lot of volunteering work and again it's very frustrating not knowing how long it will take to travel through Slough so much so that sometimes I turndown the opportunities. There is just anger and frustration each time I travel that this has been imposed on us without any consultation or thought for the locals and that this was done at a time when travel by bus was not recommended due to the virus.</p>
<p>There is so much more pollution now that the cars are at a stand still. Traffic is built up off of the bath road into cippenham and surrounding areas. Huge waste of funds.</p>
<p>I'm a driving instructor & the increased congestion on the A4 and "alternative routes" makes my job impossible at times.</p>
<p>Complete waste of time and money. With all the traffic and congestion it caused it must have made the air pollution worse, while the bus and cycle lanes were empty! I thought the traffic could be bad before but it was nothing like what it was when this was introduced.</p>
<p>Waste of time and resources</p>
<p>Absolutely terrible idea! Has caused traffic and congestion at all busy times - no consultation with local residents!</p>
<p>The whole length of the bus lane it's totally wrong and Farm far more dangerous you have cars coming up in the bus lane at speed and causing accidents</p>
<p>Poorly laid out and dangerous at times when turning left</p>

<p>Limiting the available space for cars at peak traffic does not help the environment, as already congested roads have become more so.- especially coupled with the amount of traffic that is trying to get in/out of the Twinches retail park. There is not enough public transport in place to make this a viable alternative. This will only get worse if they do install a Lidl supermarket on the retail park next to Smyths.</p>
<p>Bus lane on Bath Road A4 is totally unnecessary, it increases congestion & travel time buses are very expensive to travel & unreliable to travel also very slow and time between two buses is too much. Council must scrap this bus lane with immediate effect.</p>
<p>Bus lane on A4 is unnecessary and must be finished with immediate effect.</p>
<p>Think it is really dangerous. The majority of people won't enter it when they are allowed to do so so it ends up being a very empty lane. I have seen cars in front of me panic when they think they are about to enter the lane and then try to move quickly into the other lane. If we have to have it then maybe have a big light up sign saying it's ok to use the bus lane now in green writing so drivers feel confident they won't be penalised for it. Could change the sign to red to tell drivers not to enter during the 'peak' times. It's an absolute joke, dangerous and a waste of time!!! Would be very happy to see it gone!</p>
<p>Reduction of a dual carriageway to a single lane with bus lanes stopping and starting is dangerous with cars trying to get into the right lane. Sat with the engine idling so adding to air pollution. Journey time now increased when there are few buses actually using the bus lanes, I haven't actually seen 1 using them! This is my experience along the A40 by Tescos</p>
<p>I can understand why they were introduced, but with bus lanes and the M4 being closed slot of the time it is causing horrendous traffic jams and causing more dangerous driving as people are late for work or meetings.</p>
<p>Confusing signs as it changes quite quickly within short distances along its length. I feel it is dangerous as drivers are cutting in at the last minute to avoid bus lanes . As there are many turnings from the Bath road having to cross the bus lane to access very dangerous.</p>
<p>congested car lanes empty bus lanes confusion all around</p>
<p>The cycle lane has been an absolute nightmare, they are causing more congestion and more pollution. People aren't just going to stop driving to work. Most of the time the traffic is built up in lane 2 and there aren't even any buses using it. I have had buses then move into lane two even though there is a bus lane. Cyclists still use lane 2 instead of the cycle bus lane. The recent suspensions that were done as part of the m4 diversion were even more of a joke and even more dangerous. People were cutting back into lane 2 at junctions unsure of the suspension was in place the whole way as there was no signs to say suspension ended and the "bus lane suspended " ones just stopped. This not only was dangerous but again caused more congestion.</p>
<p>It's a bad idea. Not thought out properly.</p>
<p>There is now more congestion in parts of the A4 that there didn't used to be. Often have to queue longer on Twinches Lane to join the A4 because traffic is backed up to Tuns Lane. When trying to cross Tuns lane, traffic in the left lane just pulls suddenly into the right hand lane or forces their way through. On several occasions I have have been stuck in the middle of Tuns Lane junction blocking cars trying to turn right onto Farnham Road which then backs up the traffic from Slough on the opposite carriageway. Then have to queue past Salt Hill, most vehicles seem to have their engines running still, so polluting the area. Wonder what the pupils in the school and staff in St Martins Place feel about all of the pollution? Plus makes it difficult to get into and out of the COVID vaccination centre for staff and visitors.</p> <p>I have noticed more traffic using Cippenham lane to avoid the A4 - long queues to Mercedes junction. Also rat runs have sprung up around Cippenham to beat the traffic. When the new Lidl opens on the trading estate with the Range, it will be gridlocked for hours each day.</p> <p>I am now forced to avoid the A4 to and from work and join many others using Wexham and the trading</p>

<p>estate- causing tailbacks there aswell. I don't very often come across a bus in the bus lane. But when I do I notice its empty or not many people using it- Gov guidance is to not use Public Transport if you can avoid it due to COVID 19. Because the service to Uxbridge takes too long, isn't available when I need it and not reliable I can't use the buses so have to drive.</p>
<p>When we eventually can start to get back to normal and can go to shops and cinemas again, I won't be using Slough town centre if I know I'll get caught in traffic so will go to Windsor instead. Its also put me off using the rail station as I can't guarantee I would make my train now. Please return it to how it was so people can be encouraged to use Slough again. Look at the service roads and widening of paths to create cycle lanes instead.</p>
<p>The impact in Slough town centre is considerable when you are trying to come on the the A4 going east bound you have effectively four lanes filtering to one because of the bus lane it's just dangerous.. The signage is not big enough as people still do not follow the rules. The cycle lane going past the Dover road bridge past M and S confuses lots of people and I have been almost run off the road a. Umber of times by cars sticking in the middle of two lanes.</p>
<p>For a town with few buses it doesn't make sense to reduce road capacity by 50% in peak times. Air pollution is increased with vehicles running idle in the traffic. The times the bus lanes can be used be car users is wasted as 90% of drivers can't read the big blue signs and leave the bus lanes redundant!</p>
<p>Horrible, long traffic queue especially in rush hour. Noise and pollution, frustrating people. Make Slough more worst,</p>
<p>You are building so many flat in central slough in coming times traffic will be worse then London in future Average travelling is so bad in slough We are the one suffered on daily basis First option there shouldn't be a bus lane at all on second option timing of bus lane are so long for bus lane It should be 07.30 to 09:30 15.30 to 18.30</p>
<p>It is outrageous. The bus service is too expensive and infrequent. In times of a pandemic there is not the confidence to use public transport, so more people are using cars/taxis. The number of low bus services does not warrant the introduction of the cycle lanes. The number of cars has not increased, it just takes longer to get anywhere. The traffic backs up sometimes as far back as Huntercombe. We should be trying to get traffic moving QUICKER through pinch points, not slow it down. The manner in which these were implemented was unfair. No consultation with the community, no notice, and I would have thought that the money was better spent elsewhere.</p>
<p>Complete waste of tax payers money, you talk about environmentally friendly. Yet with more stopping and more traffic you are causing more fumes. Also I have not seen more than 1 bus in the lane for miles. When lockdown rules are lifted and more people go back to work traffic will be standstill. There is zero benefit of having the lanes and you have wasted my money without consulting me, disappointed</p>
<p>Too much congestion, traffic, more chance of accident. Unsafe. Private hire drivers should be able to use them</p>
<p>You are building so many flat in central slough in coming times traffic will be worse then London in future Average travelling is so bad in slough We are the one suffered on daily basis First option there shouldn't be a bus lane at all on second option</p>
<p>An absolute pain has made travel through slough alot more standing still traffic so pollution will be higher as engine revs inpatient drivers do road rage increase yet another bad desicion on slough borough councils team. I was extremely late for an appointment due to massive amount of traffic at stand still so had to re-book I was extremely angry as had waited a very long time due to covid-19 so to miss it because of no fault of mine this is obviously happening to many people.</p>

<p>It's very dangerous. On London road if your turning left into cedar way, ppl us that bus lane speed down. If your turning you have to be very careful.</p>
<p>Ridiculous idea through an ever busier town. Absolute nightmare that has led to less visits to any shops or facilities off the A4 including Slough high street and Farnham Rd.</p>
<p>I can not predict my journey times so I have to allow extra time to travel which impacts on my working day . Noticed an increase in traffic using Burnham Lane could be people using other routes to avoid A4 bus lanes</p>
<p>The increase in traffic and confusion caused by the new layout has made the journey to work slower and more dangerous. People are driving more aggressively in places as they seem to be frustrated and I have almost had an accident more than once when drivers have undercut me. The bus lane has now been suspended outside our office which is helpful, although many people don't realise that this is the case and so the right turn at the Three Tuns crossroads (travelling from J6 to A4) remains congested and hazardous as people try to merge and turn at the same time, often in a panic as they were presumably not aware of the bus lane. When the bus lane was in operation, it was nearly impossible to turn onto the A4 out of our office as you had to cross the bus lane and no one in the far lane would let you out, particularly in rush hour when the far lane would be static and the bus lane empty except for the occasional fast moving vehicle. The same problem occurs for everyone who is trying to turn onto the road across the bus lane, resulting in some choosing to block the bus lane in a desperate bid to be let in, creating a further hazard and defeating the point of the bus lane. I can only imagine how bad it will be when lockdown is fully eased and traffic returns entirely to normal. It has already had such an impact that it is causing people to consider finding work elsewhere to avoid the journey. Many people who work in Slough do not live in the local area and so cannot take advantage of the bus service, even if it is improved. One of the draws of Slough is its proximity to the M4, if that is to become unworkable then it will be a less attractive place to work and/or live.</p>
<p>If this scheme stays in place then we will be moving our business out of Slough once Covid is over. We would never have moved here if we saw the traffic would be like this. It will be horrendous once everyone is going back into the office.</p>
<p>Longer way to school. Very big traffic. The worst thing ever!</p>
<p>Please continue to make cycling safer - Slough is a brilliant flat landscape for cycle commuting.</p>
<p>Horrid traffic,absolutely ridiculous idea</p>
<p>I think they should be removed. Very disappointed in SBc for putting these in place. It has just added to the traffic in and around Slough as well as my journey time to and from work as well as school drop offs.</p> <p>The whole area is just now congested.</p> <p>It's is no more likely to persuade people to use the bus or scooter so not sure who this is helping.</p> <p>Please listen to the continued requests of the majority of your constituents and residents and remove these unnecessary bus lanes.</p>
<p>Waste of lane which is not being used 80-90 percent of the time and slowing down the other traffic.</p>
<p>Just causes more unnecessary traffic in an already densely congested area. And all this while most people are still working from home. Dread to think how bad it will get when people return to work. Cancel the bus lane.</p>
<p>It adds to the journey time considerably more.</p>
<p>It doesn't work for cars. It's a busy road anyway and this makes it too congested</p>
<p>Frequent merges after corners risk collisions. Two lanes of traffic now into one means longer trails affecting other roads.</p>
<p>Was a busy road before now almost undriveable at rush hour in parts</p>

<p>The A4 slough to Langley 4 times aday The whole of th A4 slough is totally. Messed up. Since these bus lanes traffic is a nightmare. And most of the time I hardly seeing bus lane being used. I hate travelling in Slough now.</p>
<p>I live in Cippenham and the bus lanes are just creating more traffic and congestion down Cippenham Lane and surrounding roads due to drivers trying to avoid the bus lanes</p>
<p>I understand the drive to reduce pollution but this is increasing traffic and therefore pollution in the surrounding residential areas.</p>
<p>At peak times, school and work, longer queues to get through town. At times Bus lanes seem empty and you can drive and rarely see a bus!</p>
<p>The person who designed the experimental bus and cycle lanes was obviously a total fuckwit.</p>
<p>Congestion starts between Mercedes Junction till to the end of high street. The journey time has incredible increased particularly when M4 is closed.</p>
<p>Short sections between side roads cause confusion and have seen and experienced several near misses where drivers suddenly realised the bus lane is restarting and swerve back into the main lane. Congestion is very bad between Three Tons and Sainsbury's Roundabout during morning and evening 'rush hours'. This is causing driver frustration and some very dangerous driving as a result such as jumping red lights and cutting in. Congestion also bad at the Twinchers Lane junction. As drivers are unsure of operation hours they tend to stay out of the bus lane even when not in use just in case they get a ticket (I know I do) and as a result congestion is also worse during non operational hours. This is particularly bad around the Salt Hill park section where there are both signs saying lane has been suspended and is operational. Traffic is now far worse at weekends. The layout of the lane, where it starts, stops and restarts again around junctions is confusing. It is now very unpleasant to journey into Slough and my family now avoid visiting the town centre and business around the A4 as it is such an unpleasant experience. We go and spend our money in the shops in Uxbridge and Reading rather than face the frustration and danger of Slough town centre traffic.</p>
<p>Speaking specifically of the area that goes past Salt Hill Park and towards Wellington Street: It is frankly a disgrace, which has caused added misery to inhabitants, at an already stressful time. It adds extra time to journeys, and causes stress and confusion from drivers not sure which lane to be in considering the time - which also adds to the danger element. In all the time I have driven past I have only seen one bus, and no cyclists at all. It actually causes increased congestion as cars are on that same stretch for longer. I have not come across a single person who approves of the scheme - indeed the consensus is that the council have ruined the area. We don't feel that it really has much to do with congestion at all - the whole thing smacks of a money-making scheme. I have also driven on the area with the retail parks. It's a confusing experience, not one I enjoyed at all.</p>
<p>The best thing the council could do is remove it. I consider it a failed experiment.</p>
<p>Bus lane makes sense if you have busy route, where buses travel every couple of minutes. Not 5 buses in an hour. You cannot pleasure businesses around Bath Road to let them get to work quicker, and ignore residents.</p>
<p>The main problem was initially nobody knew when you could or could not use them; now even with signs up nobody trusts the council. Consequently when other vehicles can use the lanes there is congestion in one lane. Communication regarding the lanes is poor. Secondly when the lanes are in operation there are very few permitted vehicles using them, begging the question why are they needed.</p>
<p>As car are queuing up I am concern about air quality.</p>
<p>In my opinion cycle area should be sepeeate from cycle/bus lane, as it is less safe to mix these vehicles together. There is plenty of space available along A4 to have separate pedestrian, cycling and motor vehicle(cars, bus, motorbike) area.</p>

<p>USELESS, ANNOYING, MORE TRAFFIC, MORE POLLUTION, MORE RESPIRATORY PROBLEMS, MORE NERVES, ANXIETY, STRESS TAKE IT OFF!!!! REMOVE THIS BLOODY BUS LANE AT ONCE START BUILDING NEW , MORE ROADS AND FIX EXISTING HOLES DO NOT CLOSE ROADS THERE ARE NO BUSES IN THIS AREA THAT HELP US TRAVELING TO WORK OR SCHOOLS ANYWAY!!!!</p>
<p>I don't feel it's safe and this has been ill-thoughtout. I try to avoid going into Slough if I can due to traffic. Increase in traffic during rush hour. Have people changing lanes last minute making this unsafe.</p>
<p>I have previously emailed the council about the ridiculous situation causing traffic congestion, increased pollution and doubling my journey times between the junction with the Uxbridge Road/A4 and the A4/Tuns Lane. That was last year when we were in lockdown, not peak travel time with school traffic etc.!!! Slough has an incredible amount of residential property increase and the infrastructure, including the road network simply cannot cope. Yesterday I left Rochfords Gardens at 08.00 and arrived at Tuns Lane at 08.40. The bus I saw was practically empty. Yes there were s handful of people cycling and on scooters but no way was it a justifiable number and they are not on the road, they were on the pavement! I am fortunate to have been working from home for the last year, if I was still commuting to my workplace in Reading, my already long journey time would have been increased by at least one hour per day. Having lived in the area for nearly 50 years I cannot stand it any longer and am currently relocating. That should tell you all you need to know.</p>
<p>Please remove the bus lane as it serves no purpose</p>
<p>I think it is short sighted to think that by making driving experience worse and slower it will encourage more people to use public transport. It takes me 20 minutes to drive to work and would take almost 3 hours on public transport. All it will do is make companies leave Slough and locate elsewhere.</p>
<p>its simply causing more congestion in slough, there is clearly no need for them and all that has been achieved from this is removing a lane on a major A Road in order to allow the occasional bus to come down it!!!</p>
<p>The experimental bus lane has increased congestion and journey time. It is also made the A4 dangerous re changing lanes</p>
<p>I think it is a great idea and wish it was extended/put back in place (ie between Burnham station road to Dover road)</p>
<p>I think they should be removed, they are causing more congestion and fumes. It is not as if we are in London and have buses every few minutes. I hardly see buses using the lanes, but the cars are forced into one lane causing so much more pollution. They are more trouble than they are worth and need to be removed.</p>
<p>The bus lane is adding significant delays to an already heavily congested route to work from Britwell to Langley.</p> <p>My colleagues who travel from Reading , get to Langley quicker than me when I am simply travelling from one side of Slough to the other.</p> <p>When school start times are no longer phased and more people return to work the congestion will only be worse than the already ridiculous amount it is.</p> <p>The cycle lanes take up soo much space that it practically reduces to one lane anyway and cyclists are on the pavements as you can see they don't feel safe.</p> <p>The state of Slough roads is a joke; it's making me seriously consider moving out of the area after been a resident here for near on 30 years.</p>

<p>Implementing this during the 3 lockdowns will give you a false result as traffic during peak times has not been as busy as it would normally be, I've only been using the A4 late afternoons and the lane is lot busier than usual Trying to get to work, dropping the kids to school on already heavily congested roads will not be helped by this scheme as the traffic will have no where to go when people fully return to work, it will just lead to more delays</p>
<p>Very very bad scheme. It's responsible for far more congestion, slowing movement of vehicles, resulting more use of fuel and thus much more pollution. Buses should be banned from A4 and major roads as these are needed by people living in streets and so buses should only run on side roads, which will make it easier for bus users. During peak time, normal lanes are flooded whereas bus lane is sprangly used. It feels that the Council is a big Goonda/Badmash telling the poor car drivers "come near my empty A4 and I give you a Big Thrashing with fines. It's nothing more than to make money for the Council from innocent car Drivers. The major portion for construction of A4 is generated by fuel duties and other fuel taxes. Most of the time I have seen buses with very few passengers. Buses are one of the major air pollutor as ratio of fuel used per passenger mile even by Hybrid buses is far higher as compared with modern cars. The Council gets too much money from the Union Government and so the planning officers at the council. Invent novel ways to waste that money. Old library was a fine building but they wasted lot of money on new horrible shaped library. In modern times please mostly get information on net only and so libraries are not so vital and The Council wasted millions of Tax for which the need is going down by each day. I suggest the officials of these schemes should be sacked and sent to courts for trial of wastage of public money. Bus lanes are not the proper solution. If The Council want to reduce pollution and smooth traffic , they must build overbridges so the thorough traffic can flow on overbridges and Buses, cycles etc. uselower roads. This has been done in China, USA, India and all modern countries. In China, they have constructed overbridges on single span, so the lower roads used by local traffic and buses, overbridges are used for faster inner city traffic and on many overbridges even railway traffic. For this you need economic planning and not waste money on buildings of low importance. I would love to give my views in future also i am a 75 yers old man who needs regular Dialysis with Free Bus Pass but I never use bus as in the enclosed environment of onboard buses, you are more likely to get infections and usually get cold and flu.</p>
<p>I believe it is a waste of money and this will make it difficult for local residents to visit the centre of Slough. There are a lot of commuters driving into Slough and if this bus lane stays people might consider their jobs. It makes more sense to provide a park & ride. The cycle lanes aren't working either as people use pavements to move around on e-scooters instead of the roads. People are moving around too fast and as the e-scooter is so quiet they are an accident waiting to happen.</p>
<p>Slough is not a town where that type of bus lanes should be introduced, very few people travel by bus on Bath Road, we have no students in Slough, traffic is ridiculous! Think of all the cars stuck in traffic and polluting the air! There are more and more block of flats being build in the town and there will be considerably more cars. I absolutely hate now to travel to work now!</p>
<p>I believe that the bus lanes along the A4 Bath Road from Chippenham to Sussex Place are NOT required. Because Slough has a massive industrial estate the traffic use at the restricted times is far more congested causing longer delays getting to destination. Also have restricted lanes running throughout Slough whilst the M4 motorway is being worked on causes more delays & congestion. It is a ridiculous idea at present to implement these Bus Lanes in Slough.</p>
<p>It will not make people take the bus more or start cycling because people will start avoiding the bus lane and the traffic will spill into residential areas which will make it dangerous and unhealthy for school children and residents The bus lane is causing more pollution because of the stationary traffic because the engines are still running and you have all the traffic going into one lane causing congestion plus looking at the buses using the bus lane they are mostly empty and too few to justify the existence of a bus lane for a handful of people. Where on earth do you people think that this is good for Slough and it's residents. Please think about the majority of people who voted for you on to the council and do something to make our lives better. There are so many areas to spend our council tax money on instead of this HAIRBRAIN Scheme.</p>
<p>More traffic than before.</p>

<p>It's absolutely crazy to have just one lane of traffic opened to cars on this stretch of the A4. The congestion in slough is awful as it is due to so many road closures and one way systems and this is just adding to it. Please change this!</p>
<p>For any experiment to work you can only change one variable at a time, this is something my kids learnt in primary school. However you have implemented bus lanes at a time when car traffic levels are lower than normal so you cannot conclude accurately the impact of the experimental bus lanes. These bus lanes have caused congestion where there wouldn't have been any given the current car usage and therefore causing higher than expected pollution levels. During the pandemic you are also not going to get people out of their cars and into buses which again skews your experiment. Council is also short of money so raising taxes whilst wasting money on a scheme the majority of your constituents don't want is ridiculous. I read also more money is being spent on installing cameras so you can fine drivers during this experiment. Its not what residents want and its a failed experiment as you have multiple variables changing at a time due to the pandemic.</p>
<p>It is a really bad idea. It makes Slough a less desirable place to commute to and reduces the attractiveness to businesses and people outside the town to come and work and live here. It is operating on Slough's main artery road and has severely increased congestion on the Bath road, Chalvey, Central Slough and Langley especially. This has a detrimental impact on feeder routes and causes congestion all round. I am against this becoming permanent for the aforementioned points.</p>
<p>Absolute waste of money, causing considerable increase in traffic everyday with more air pollution, increased fuel costs to drivers. Buses are no where to be seen. Ive travelled from Cippenham to Slough, it's taken 50 minutes and 45 minutes home. Not one bus passed us and only a couple of cyclist's.</p> <p>There are far more important facilities needed in Slough that would give residents better value for money. Such as increased local police presence, improved parks and playgrounds, Shops, local small business grants.</p>
<p>Bus lanes have caused massive congestion along the bath road during on peak and off peak time. We are still in lockdown and if you go out and look the bath road during the day time, anyone can see the congestion has been double or tripled due to the bus lane.</p> <p>Now when the lockdown will be over and people will return back to ths offices and life will be normal, the situation on the bath road would be so chaotic.</p> <p>Therefore i support and request to Abolish the bus lane.</p>
<p>Considering the number of people that use public transport this scheme seems absolutely ridiculous! The public are not going to use public transport more, all the bus lanes are doing is creating more congestion. Most people don't understand when they can be used, therefore undertaking is a common occurence. The new scooters make the pavements even more dangerous for pedestrians as the hirers don't use the cycle lanes but scoot on the pavements, they should be banned. People also seem to use them with two people on them at the same time. I'd be interested to know the hire age!</p>
<p>I hate them. The bus lane has caused huge levels of congestion and road rage among Slough drivers. The motorway has been closed for periods of time so everyone is having to use the Bath Road and these have been very badly planned in certain places. Just outside the Kwik Fit near the high street two lanes merge to one and drivers do not give each other way. The drivers in the right hand lane keep getting pushed back because of those who go into the left and then when the bus lane starts they merge into the right. I have lived in Slough for 34 years and this is the worst time for driving in Slough. The increased traffic lights were already causing delays in traffic times now the bus lanes have exacerbated the situation. I understand during COVID you wanted more people to use public transport, but this hasnt worked and people are still using their own vehicles. I drive between cippenham and langley daily twice, it's a nightmare doing it on the motorway because of closures and it's a nightmare travelling along the Bath Road. Get rid of these pointless bus lanes and speed up the motorway works because it's been going on for way too long.</p>

<p>Slough is expanding with large companies coming in and due to this more cars (staff) and heavy lorries we have more schools coaches bringing children in More than ever these lanes are empty where they can be used by public so if you do use these bus lanes and go quickly when you come out of bus lane to ordinary traffic : cars lorries you get a bottle neck people trying to move out & bus/lorries trying to merge and it doesn't work lots of anger & accidents slough is not London it's small but more traffic in single lanes & lots of anger</p>
<p>Completely stupid idea on a already congested road this absurd plan helps no one not public transport not the commuter or the cyclist its a horrendous hazard to all! About time slough council stopped wasting our money on stupid ideas</p>
<p>I find these lanes cause so much congestion especially around the time the schools close. My journey is fairly short from the Trading Estate to my home near Sainsbury's on the Uxbridge Road in Slough. A journey of 5 miles that can take 40 minutes. I find it easier to travel to the North of Slough and then use the A412 to go home. I often see the bus lane empty. Drivers don't really know how to use it correctly. Where there are left turns for motorists and buses can go straight ahead, this is so dangerous. The signage is not always clear and us misunderstood by many. I have seen so many motorists go straight ahead and it is a wonder that there are not more accidents.</p>
<p>Whole of slough is totally more congested with a whole lane empty most of the time my diesel van is standing ideling pumping out fumes along with every one else while in traffic and an empty bus lane I only work in the sl postcode so am an expert on slough congestion problems created worse problems by bad decisions made by councillors who probably do not use slough roads on a regular basis daily I am an emergency gas engineering have trouble getting to jobs and parking once I eventually get there tradesmen around slough are all suffering from incompetent decisions</p>
<p>I have lived in Slough since 2003 and we can all agree that the A4 is one of the busiest roads if not the busiest in Slough. To put a bus lane here with such low numbers of buses in operation and such poor and expensive bus routes is just absurd. Especially in the current climate where most people are avoiding public transport due to Covid, it makes no sense whatsoever. In fact, i have seen more accidents and road rages and dangerous driving on this stretch of the road in the last few months than in the last 10 years. When turning right from tuns lane on to Bath road towards slough town centre, there is always a long queue of traffic with lorries stuck right in the middle of the junction due to cars blocking their way to avoid the bus lane. This causes so much extra congestion and pollution as more people are now stuck in queueing traffic for longer periods of times. My 4 mile journey to work takes me 35 minutes compared to 15 minutes! I am almost always late to work unless I leave an hour before work which is insane! As a result of a lot of people running late, they start driving erratically and behave impatiently causing arguments in the middle of the road and also causing danger to surrounding residents especially school children. You have made an absolutely busy road even worse and decreased the quality of life even more in Slough! My view is shared by thousands of residents of Slough. You only have to go on to social media to see how much of a bad reputation Slough is getting as a result of the bus lanes. I truly hope that these are removed alway before the experimental period.</p>
<p>There is more congestion as the number of vehicles are higher, so walking is not recommended and you will breathe more polluted air</p>
<p>Useless bus lane only thing it has done is slowed traffic down and created more conjection. Would be interested to see what this has done to pollution levels. Has made my commute to work longer and dropping off my son to school more stressful. Have also avoided going into Slough town for shopping / eating out and going to the cinema.</p>

<p>Has not worked well at all. The A4 always seems to be congested... Regularly drivers are confused by the layout and certainly unaware of the timings change... It's difficult to see how this can be seen as a good initiative, however well meaning the intent may have been... Essentially a narrow, busy A-road has half of its footprint left empty for most of the day... Which can only be damaging to the many shops on this section of road, and is a pain when trying to drop off/pick up my child from school... Furthermore given that there has been a clear push to get more of the traffic off smaller 'rat runs' (eg bollards on Northampton Ave) and on to the Farnham Road, to then make the A4 that connects to it significantly more congested is a strange approach. The answer to reducing cars in towns cannot be to take main roads and make half of them unused for most of the day, for all the desired intent, this scheme is making Slough a more unpleasant place to live in.</p>
<p>This is a disaster for Slough. The buses are so infrequent it is not really an alternative and on top of that driving as mode is being targeted where the journeys are slower and pollution higher.</p> <p>This needs to be scrapped and ensure proper bus service which doesnot take 5 times more in journey times with terrible service timings</p>
<p>Between Farnham road and High street is a chaos in the morning and after school time. Very silly decision of the council to restrict the easy flow of the traffic in these busy times. Because of the buslane infront of townhall it has become so challenging to find a place to drop the children to school as the school has no designated parking space available and theMobtem Leisurecentre parking is also taken by covid testing centre. Very poor decision has been made by putting these in to action.</p>
<p>It is absolutely horrendous</p>
<p>Please shut this bus lane down. It's causing much more traffic and 9/10 I haven't seen a bus going down it and just a long line of traffic for the cars all forced to use the right hand lane.</p>
<p>the bus lane has been very annoying as its causes major congestion as soon as a vehicle is turning off the A4 due the long queues in a single lane. it also causes a lot of confusion as people are jumping lanes just after the bus lanes to turn into a left turn. This leads to possible collisions and road rage. many residents have incurred a fine due to confusion signs regarding the bus lane. sometimes they are covered. this congestion is occurring whilst slough is still in pandemic and working from home so once people start to work from the offices, then it is clear that there will be major issues with congestion from all roads including the 3 tunns traffic lights back on the M4 motorway. this views is felt by all residents within slough and people traveling via slough. please cancel this bus lane asap. All residents have shown their anger to this and will organize peaceful protests if it is not cancelled.</p>
<p>As a Local Driving instructor for 34 years. These bus lanes cause major congestion.leading to erratic driving by people frustrated at length of time of journeys. Resulting in road rage and making the roads more dangerous</p>
<p>Absolute waste of money. Rather than make driving jouneys better the council only looks at ways to make journeys hader for motorists. Trying a trial during a pandemic to make it look good will not end well as the trading estate is not running at capacity. Busses run empty. When will the council and James Swindlehurst stop wasting money just for the sake of it!!!!</p>
<p>It is a complete waste of money and has caused so much more congestion and journey time has doubled there is so much more traffic the bath road was fine before the bus lane.</p>

<p>I want to protect the environment as much as possible and think people drive too much in Slough however , no one wants to use an expensive and unreliable bus service where social distancing is not possible.</p> <p>In pandemic this is the time people want to use their cars more than before. The traffic congestion created by reducing road lanes is counter productive.</p>
<p>This has been a complete failure and detrimental to both the quality of life to both residents and business. There is more idle traffic, considerably more pollution, cars having to change lanes more often and make roads less safe. There is not a single good point in relation to this scheme. A bad idea that has been executed even more badly.</p>
<p>Considerable less safe and a hazard to drivers and cyclists alike</p>
<p>The bus service in Slough is so poor that it's not worth having a bus lane. Unnecessary congestion for a service that is non-existent. If the bus service improved and ran more regularly like it did a few years ago I would be more inclined to use it. Really poor service for the elderly. I would put up with the bus lane if there were more buses.</p>
<p>I frequently travel along the entire length of Bath Road and so the bus lane has affected me terribly. The roads are not any safer as people are trying to force their way into the single lane which causes more road rage and congestion as a result.</p> <p>It is pointless having an entire lane closed off simply for buses during peak times as this aids to the congestion. What's more, schools are now open again and everyone is travelling along the Bath Road to get to school or work.</p> <p>Some people are now being forced to make their children get out of the vehicle in the midst of traffic and walk along the Bath Road bus lane which is far worse and causes further risk and danger to everyone travelling along here.</p> <p>Also, at times I have been stuck in the single lane and need to wait for cars to move slightly forward so I can turn into the bus lane to take the turning into Eden Schools. The bus lane is such an inconvenience here as the cars in the single lane do not want to give way to anyone turning out of Eden Girls School thus extending the travel time significantly.</p>
<p>I have young children so it isn't always possible to take alternative modes of transport other than my car. What I do find is that the lanes are causing a lot of congestion with other drivers getting more frustrated on the road and possibly lowering the safety levels of driving, as they are trying to get in front of each other. I don't think it's necessary to have the bus lanes and don't add anything but congestion and inconvenience to journeys by at least doubling the travel time.</p>
<p>This is a waste of everyone's time and money there are more cars on the road than buses and cycling. Please remove the bus lane this also causes accidents as people start to push in at the end of the road where the bus lane begins. I have spent more time in traffic and felt more stress which causes more accidents on the roads for people.</p>
<p>The bus and cycle lanes have been a complete shock and nuisance since they've been put in place. We never needed the bus lane in particular before so why the need now? Much fewer people use a bus for transport compared to cars...the buses are irregular and slower modes of transport, I have 5 young children so travelling by bus anywhere in Slough is nonsensical. My car journeys have along Bath Rd where the bus lanes have been impacted considerably... before it was very smooth efficiency driving now during the day there is always congestion. Only at night is there no change. Please remove these unsightly bus lanes as soon as possible.</p>
<p>They have been an absolute nightmare, causing considerable more traffic and delaying journey times. A terrible idea and needs to be scrapped ASAP!</p> <p>Perhaps consultation should have been done before implementation, to see if there was even a demand. I have not spoken to even one person who has benefitted. Every single person I have spoken to about it, is opposed.</p>
<p>I would like to see a radical overhaul of the bus system in Slough. I don't see how you can expect people to begin using the buses more when they are unreliable, expensive and infrequent. I go to uni in Manchester - a single ticket for the bus is £1.50 and loads of people use it, the bus lanes aren't a problem there. That needs to be the same in Slough.</p>

The following is highly noticeable from a person who drives, walks and uses buses along sections of this A4 "experimental" bus lane route from Langley roundabout direction.

1. The section between the Sainsbury roundabout to Wexham Rd South and North junction, and the section to the B146 intersection.

a. The first section to Wexham Rd junction is dangerous to both drivers and pedestrians. Many vehicles come from the Sainsbury roundabout at speed (> 30mph), come across the "move" to the right sign in the road and move at the last minute to avoid the bus lane. Highly dangerous. This occurs at all times even when the bus lane is not in operation.

The East bound section from north bound Wexham Rd to the roundabout has a problem when traffic is backed up to this junction.

These cars block the turn right to go north up Wexham Rd when the lights are green. There should be a yellow box junction to stop vehicles blocking this right turn.

b. A number of accidents and near misses involving cars and pedestrians has already occurred in this section.

c. There are NO safety barriers down the middle section to stop pedestrians from just walking across this busy section of the A4 between the Sainsbury roundabout.

d. eScooter riders (private and council backed scheme) use the wide open pavements to travel at speed to avoid using the road and bus lanes to get around.

e. The majority of the drivers do not understand how the bus lane operates.

They are not aware of the times of operation and that the lanes can be used outside of these times. This is particularly noticeable during weekend operation and when the M4 has been closed and diversions are in place. Even large signs which advise you can use the bus lane are not adhered to or ignored!!

This is noticeable all the way back to the Marriott hotel junction.

f. The increase in congestion and increase in air pollution is highly noticeable when walking along this section of the A4.

This can be seen in the section from the Tesco entrance towards the Sainsbury's roundabout, especially during times of operation.

The same number of cars are now forced into a single lane and therefore this line of cars now stretches further back towards Tesco, when it did not before the bus lane was introduced.

This was during the covid lockdown, when people return to work in pre covid numbers this issue will get worse not better. Pollution is concentrated more tightly in this area due to vehicles being stationary for longer, along a greater distance. You can smell it from the pavement.

2. The section between the B146 intersection and A355 intersection.

a. Most of the points above in section 1 apply. Congestion, pollution and dangerous driving.

The section at the Stoke Poges Lane intersection is quite bad for pollution due to the vehicles all queued up in a single lane stretching back to the B416. During the school run times in the morning, many kids walk along the west bound pavement and are subjected to this pollution.

b. During the evening lane restrictions the queues of cars are now stretched back to the A355 from the Stoke Poges intersection.

You can walk along the pavement passing the same cars, time after time, as they are stuck in the slow moving traffic.

c. The majority of the drivers do not understand how the bus lane operates.

This causes a problem if you wish to turn left from the right hand lane across the bus lane.

Many drivers are not aware that a vehicle other, than a bus might be using the bus lane outside of normal operation. Before the bus lane most drivers would already be in the correct lane for turning left, now drivers move from the outside lane directly across the bus lane into a left entrance. A good example is the kwik-fit entrance.

3. The section between A355 intersection and Cippenham lane.

As above.

4. In summary, since the "experimental" bus lane introduction:

The average time for a similar journey in both directions has now increased significantly since the introduction of the bus lane. This is before the pre covid traffic returns.

Pollution is more noticeable when walking along the pavement along the A4 during peak times.

Congestion in some places is really quite bad, mainly during peak times and causes pich points.

The bus lane introduces unsafe drivings practices and possibly increases accidents.

While using the buses there has been no change in the journey experience. A difference would be if green lights were available to buses who use the bus lane, but it seems they are not.

The only benefit is for ambulances to move along the A4 without traffic however it's a problem coming out of Slough Town Centre where the traffic joins the A4 from Windsor Road, as everyone is blocking the bus lane when they are joining the single lane just before you reach Kwik Fit. I feel that there are not enough people using e- scooters in the bus lanes as they are still illegal to use on the roads or pavements unless they are provided by the council so there is no incentive for me to change from driving at this stage until the law changes when I might be tempted to buy my own e-scooter. Until then I'll keep fighting my way through the one lane traffic from Cippenham to get to the High Street.

Bus lanes are good, but only where appropriate. The new bus lanes along the A4 in some parts are not only dangerous (Sainsbury's roundabout) but cause severely more congestion (between the Three Tuns and Tesco's), which surely will only get worse once more people return to offices/trading estate as more restrictions are lifted.

Unnecessary, creates more pollution with standstill traffic back to back. A 2 mile a4 drive now takes up to an hour. Ridiculous

It is a terrible idea. More traffic more aggressive people on the roads more accidents. More pollution as people are waiting in traffic. Absolutely ridiculous idea. It should never have been done.

Compared to London, where I used to live, there is a very limited bus service in Slough. Therefore, I can not see the need to create a separate lane for such a few number of buses, compared to the scores of cars etc. which need the extra lane. It's a complete waste of a lane and resources that could be put to good use elsewhere. On top of that the stress of getting to work/school on time has increased considerably due to the significant and unnecessary increase in traffic.

<p>A bus "PRIORITY " lane would be better than the car exclusion that is a bus lane. The concept is punitive in so many ways and is actually self defeating . When I cycle or walk I am more at risk to cars bunching up, using the lane erroneously and those terrible escooters are lethal, silent, quick and predominantly badly ridden. In my car, progress is so slow, one lane of use only, polluting and so frustratingly dangerous.</p> <p>Implementation was so bad, I suspect it was planned in the pub before lockdown. WASTE OF MONEY, TIME, EFFORT and EFFECTIVENESS.</p>
<p>The whole idea of using buses has caused more journey time, more cost to fuel, more headache. Travelling with family on buses is not safer, convenient or practical. We don't live in London where you have solid underground, buses and train network. Leave this town without bus lanes.</p>
<p>Get rid of them, more traffic, longer commutes. Totally unnecessary.</p>
<p>The Council is choking slough to death. There is not enough infrastructure being built but more housing and more congestion is being introduced. Anything people say goes on deaf ears.</p>
<p>My commute and general travel is much more dangerous, polluted, unpleasant and slow. I have lost all respect for the council in how they treat us by installing this bus lane, causing us so much grief and slowing us for little benefit (the buses still seem empty).</p>
<p>It's created havoc along the A4. There are not enough bike riders, e-scooter users And buses using the bus lane to justify the amount of near misses I have seen and experienced, accidents and dangerous driving witnessed. This town is not big enough to have such a scheme.</p> <p>This bus lane has caused me such misery For me and probably many others trying to do the school run that I feel like moving out of the area. I used to take pride living in Slough because the traffic was no way as bad as some nearby areas. You've turned this town into a hell hole on the back of covid and 'trying to get people to use more public transport', sharing the same enclosed space during a pandemic?!!!</p> <p>Have you had that many people using the buses? Have you seen a revenue hike?</p> <p>Shame on you SBC.</p>
<p>There is always an issue when try to join Bath road from Stockpoges Lane due to bus lane added. It is adding unnecessary traffic of having a bus lane during school time.</p>
<p>Please remove it.</p>

<p>What an absolutely ridiculous idea on a road that's only 2 lanes normally as it is. The 2 lanes caused horrendous traffic backlog and this just makes it worse. And now when I'm walking it's full of car fumes from everyone sat with their engines on not going anywhere. Whoever thought this up should be fired! Obviously a money making scheme wanting people to be fined for going on the bus Lane. Slough town centre is already losing people and now I won't go into the centre if it's going to take me twice as long. I'll take my business to Maidenhead or Reading, quicker to get there!</p>
<p>I can only imagine what the traffic will be like when more and more people return to work. It was terribly congested before the bus/cycle lane was introduced. Pollution, increased stress, people blocking the roads, road rage just to name a few are what's to come. I think it's ridiculous and am glad i have moved out the area and hopefully will only have to return to the office a few days a week.</p>
<p>It is terrible. It causes so much traffic and difficulties all along Bath Road. It has doubled my commute time. With the greatest respect, it does not make sense.</p>
<p>It is an absolute shambles. At peak times, it causes quite a lot of ques and the funny thing is that there are no buses using the bus lane. One day I must have been sitting in traffic for 20 mins and not 1 bus passed me in the bus lane.</p> <p>Not only this, some of the bus lane signs are covered in a black bin bag or have a sign saying bus line not in operation and some where there is neither. All in a short stretch of the same road.</p> <p>Furthermore, I have seen more accidents occur as people new to the area end up noticing the bus lane as the last min and switch lanes. This is extremely unsafe and is causing unnecessary accident. No wonder our insurance premiums increase.</p> <p>The whole bus lane experiment is a joke and should be removed. Its such a waste of much which could have been utilised in benefiting other parts of Slough.</p>
<p>I'm happy about bus line</p>
<p>They should be removed. Waste of my tax. Cars are waiting in queues longer, burning more toxic fumes. Kids are seeing road annoyance and longer time to go to school. Employers will see more latecomers. You are causing late children to school, late parents to work and more fumes on the road. You are affecting peoples mental health. Dangerous and costly to drive. Folk would rather stay at home and bother with stress of life. will you pay all my bills then?</p>
<p>Complete waste of council tax money which could & SHOULD be helped people with severe disabilities & those suffering with other health issues caused due to covid.</p>
<p>I'm referring to central Slough.</p> <p>I would understand if more buses were Running but there are not bug the scheme had led to congestion on the main route but also has a detrimental affect on roads joining the main road. Unfortunately people need to use the car as a mode of transport in Slough , The bus lane does not influence people using their cars less but increases congestion for no real measurable benefit to the town.</p>
<p>The bus lanes are dangerous as numerous times drivers have cut across in front of me to avoid going into the bus lane. With the continual motorway closures the already congested bath road is even worse. Trying to implement the use of public transport during a pandemic, increasing exposure to the virus is also utterly ridiculous. Although the bus lanes may eventually change people's driving habits, I think it was implemented at the wrong time due to the pandemic and the ongoing motorway closures, and has done nothing but make the busiest road in Slough much more dangerous</p>

<p>Junction timings are out Bus ans scooters Fares too high During peak time junctions are congested and many need yellow hatch boxes</p>
<p>A complete waste of time and money, cause more congestion, makes travelling less safe due to all the que of traffic, not good for the environment due to all the cars stuck in que, more cars are now using the side roads in residential areas to avoid causing more risk</p>
<p>Total waste of tax payers money many of the buses using these lanes have less passengers than the cars crammed into the only other lane. Buses too expensive to use for most non-driving residents of the town and don't go where they are needed. Bus through Wexham to the hospital has been taken off route now, so you get bus from Wexham estate to Wexham Road, opposite Borderside, change buses which means you have to cross the busy Wexham Road to get to the hospital, total nightmare for elderly people who relied on that service.</p>
<p>It has caused more problems,more traffic,cars just standing idle and causing more pollution,drivers getting angry and hardly any buses and if there is a bus there's hardly anyone in them. Please remove Bus Lanes</p>
<p>Unsafe and causes more pollution for people walking and waiting in extra traffic, waste of tax payers money</p>
<p>I think its ridiculous there's hardly ever lots of buses seen on journeys. All the other bus lanes have made traffic worse and the roads are alot more congested. Short journeys are taking longer than they used to and you need to stop ruining our roads for buses that are rarely used!!!</p>
<p>I like them and I think especially for Slough as a town that has been so dominated by cars it is important to invest in alternative modes of transport. The A4 is constantly congested, but that will never be resolved by trying to increase capacity for cars - there are already more cars than the parking can cope with and trying to increase road capacity will only make both parking and congestion worse.</p> <p>My only criticisms are that o find the road markings unclear - the cycle lanes that overlap a regular lane don't make sense. If you are going to out cycle lanes they should be protected and not overlapped by a car lane or they may as well not be there. Other drivers don't treat them any different to a regular lane so it would seem quite dangerous for cyclists. Also, the bus lanes are unclear - I think a better visual representation of when the bus lane is open to regular traffic or only to public transport would be good, maybe a light up sign or something on the supports that these bus lane cameras are on?</p>
<p>Overall the bus lanes have been a nightmare, Slough was already very congested and now its even more so.</p> <p>Due to the travel times to get around slough we have already been contemplating leaving slough and this bus lane has not helped.</p> <p>If more businesses and trade is to come to slough, the roads need to be far less congested not more</p>
<p>They are a complete nuisance and causing a lot more delays.</p> <p>Hardly any buses are seen in the bus lane and the cars are at a standstill for long periods of time.</p> <p>Doesn't make sense</p>
<p>Completely pointless, waste of money. Its just created more congestion</p>
<p>Abandon bus lane from Farnham road westbound to Huntercombe roundabout as the slip road/ parallel to A4 (on both sides) of the trading estate should be used for cycles abuses and taxis</p>
<p>Waste of taxpayer money and before the bus lane was introduced I hardly saw a bus stuck in the traffic queue</p>
<p>Waste of public MONEY Could spend it fixing POTHoles AND ROAD MARKINGS🙄</p>

<p>A complete waste of time. Buses are infrequent and mostly empty and so cannot see the benefits of this as most people drive anyway so it has just caused inconvenience to the majority road users by restricting to single lane on a major road network making our journey experience unpleasant, longer and less safe as a result. On the whole it feels like another means of generating income by penalising motorist who may end up on the empty bus lane as hence get penalised. In terms of e-scooters then another wasteful exercise which benefits only a very small group of users. Mostly these scooters are littered all over the place and not being utilised. For cycle users cycle lanes are sufficient but reserving a lane for buses which majority of public do not use is a complete waste of time. Me and my family are so annoyed that we did not partake in the voting this time but if such decisions are made by the council and our views are stubbornly ignored then our future votes will go to parties that do listen to its constituents. This is not only our feeling but a similar feeling amongst the wider community.</p>
<p>Ridiculous</p>
<p>Slough is congested enough with the international roads layout and trading estate traffic. Sometimes it takes me 30mins to get to motorway from my childminder house. Bus lane causes delays, traffic jam and increased pollution not only on Bath Rd but also many adjacent and connected roads. There are hardly any buses and those operating cost double comparing to London, I would rather use Uber. Horrible, horrible idea with bus lane.</p> <p>Scooters are dangerous, young people not paying attention, some driving on pavements, some not respecting basic road code. Since these scooters were introduced, there is much more privately owned escorted on the roads.</p>
<p>The bus lane is pointless and is creating traffic congestion at all times as people are unaware of the times</p>
<p>It's visible, it causes more traffic.</p> <p>There is no logical reason for these bus lanes. Drivers cutting in late, speeding to over take, lanes merging on junctions.... its unsafe and causes more traffic, more pollution, more accidents (just look at the incidents in the last 12 months) and drivers are more irate.</p> <p>Please rethink this, you have successfully "utilised" your budget for that year now please undo this ridiculous scheme.</p> <p>You're clearly not local residents or users of the road if you cannot see the the negative and dangerous impact this is having.</p>
<p>No need of Bus in Slough because fare is very high and the frequency of buses are not well enough</p>
<p>It's cause nothing but havoc in slough, queue have increased now- you cannot encourage people with cars to use another mode of transport.</p> <p>Instead of making new lanes to help traffic flow restricting current lanes is not helping more people rely on cars now, you need to do something to help.</p> <p>Not make an entire bus lane where a bus goes only once or twice</p> <p>I've been driving a car all my life I wouldn't choose a bus and sell my car - as my car is my hobby and passion, and it's always there wet snow or dry I sit and drive and go as I please</p>
<p>Waste of money causes more congestion and reckless driving</p>
<p>The bus lane has caused massive congestion not just on the A4 but surrounding roads & is making those roads less safe for cyclists as motorists are now frustrated with the delays they have experienced & use any rat run they can find to get away from the A4.</p> <p>The lanes are confusing as many don't know they can drive fully in the cycle lanes (broken white lines) so seem to straddle both lanes instead. The road marking on the bus lanes is incorrect causing confusion at junctions. Why when the A4 slip roads have been made unusable for motorists are the busses not</p>

<p>travelling along those instead of increasing congestion on the main carriageway? Makes no sense! Make cycling a safer option & take us away from the snarled up carriageways What a waste of time. People do not want bus lanes especially in a pandemic! How have you not worked that out? People want to either drive on their own or Cycle in the fresh air! Put the bus lanes in the slip roads along the side of the A4 like the original plan or open them back up for car traffic. As a cyclist for many years , I do not want to mix with ANY traffic be that bus, car anything , why not give one of the foot paths over to cyclists for both directions, the other can be just pedestrians. The cycle lane aspect has not made me feel safer to cycle down the A4 at all, I will still ride the slip road with caution or avoid the A4 if I can help it. As a father of a learner driver the current signage on the bus lane is very confusing & wrong, (sign says you must turn left at each junction if you are in the bus lane in permitted hours & cannot go straight even though you can!) Por & dangerous</p>
<p>The bus lane is a waste, when i am travelling in my car the bus lane is always empty and the normal lane is fully of traffic and due to this we get stupid drivers trying to overtake or cut in nearly causing accidents. Also the build up of traffic is causing more pollution and noise pollution.</p>
<p>Since the bus lane has been put in on the bath road at the beginning it was fine but I think this was due to people not going to work or school because of covid but since returning to work my god the traffic is unbearable/horrendous my stress level is going through the roof waiting in traffic which now starts from Tuns lane as previously it would only be half way the bath road. I already travel from reading which has now added 15-25 mins extra and on a bad day even longer! The worst thing about sitting in the traffic on the bath road the bus lane is hardly being used I don't understand who thought this was a good idea!!! Slough is not part of london so we dont have frequent buses going up and down so it is pointless I have even seen drivers get so annoyed that they have just gone into the bus lane and other car users follow them due to the frustration.</p> <p>Please remove this bus lane! I even walk sometimes in salt hill park and the amount of traffic I see and the bus lane empty just ruins my walk and peace of mind. All these cars waiting and pollution just piling up!</p>
<p>The buses hardly ever run. It has caused so much pollution and traffic so unnecessarily. Moreover people are being even more risky with their driving leading to an increase in accidents.</p>
<p>It's absolutely ridiculous. There are a lot more cars on the roads in Slough compared to other towns as it is an important business hub. However, it worries me that with increased congestion on the A4, people will be put off by coming into Slough. I use the A4 daily at peak times and all I see is empty bus lanes or taxis using the lane. They won't change transport habits; we all do that which is convenient for us and our families. Total waste of time and money; well done SBC!</p>
<p>New Bus lane must be removed. It's causing traffic jams and increasing stress on our health. Even though most people are still working from home it's causing so much traffic issues. It will be worse once offices start to open.</p>
<p>Either make the lanes wider on the Bath road to 3 lanes each side to accommodate a dedicated bus route. Otherwise this needs to immediately be reversed. The extra traffic and congestion will cause further pollution and disruption to our beloved communities</p>
<p>Its utterly useless bus lane, creates more congestion leading to more pollution.</p>
<p>Get rid of the bus lanes, and less traffic lights for a better flow of the traffic and get less pollution.</p>
<p>It's a very unsatisfying an unpleasant experience. There seems to be a lot more frustrated road users due to the time scales and congestion en route</p> <p>Furthermore lanes should be increased and not decreased to ease congestion, especially as Slough is becoming a major hub and the traffic and housing is getting considerably greater and greater in the area. It takes longer to travel through Slough than it takes most people to complete their journeys to work if they</p>

<p>work 20 miles out. This is new the safe no reliable so please remove the bus lane.</p>
<p>This is the most ridiculous and not helpful planning. Cars will still use the road, people do not want to use busses as they don't drop you off door to door at the right times. As a cycle way you are surrounded by frustrated drivers. Two lanes allows more traffic. Cycle paths could be better created along the jubilee with more bridges creating a safer cycle travel route. Pavements could be shrunk and some of the side roads used by buses along the trading estate area, the person that thought this through should be sacked.</p>
<p>It's a total nightmare. My journey time to get to emergencies has got so much worse. Please can we at least agree that community first responders can use the bus lane when on active 999 calls.</p>
<p>The reserved time for cycles and bus is too long. In the majority of the case the line stay empty. I can see when all restrictions will be removed, a more congested area for the car to go through the town.</p>
<p>Congested during my hours of travel. People driving more erratically cutting in before bus lanes. It's been a horrible experience so far and has added a considerable amount of time to my journey</p>
<p>Adds congestion, more pollution as travel density is higher in the single lanes. Doesn't create sustainability and removes common sense. The A4 is the heart of Slough and with more traffic reducing it by a lane cannot create a positive experience for drivers nor provide a positive image of coming into a town that's congested.</p>
<p>It should be extended more areas make less cars and more buses and cyclists and scooters</p>
<p>More dangerous to drive and more chance of accident when u change lane</p>
<p>This Is really rubbish idea for business Area in Slough.I'm a trade person I have to come to Slough every day.but if is bus lane caused so much traffic I would go different area to pick daily Need.</p>
<p>There is more traffic at peak times because of the bus lanes and therefore it takes longer to get to my destination. Also when people realise there is a bus lane they try and get into the normal traffic lane (sometimes not realising there are times when the bus lane can be used) which has nearly caused an accident on two separate occasions that I have seen.</p>
<p>So much traffic , road are very congested during the bus lane operational hours.</p>
<p>Worst idea ever specially from new library to three tunes i have seen school time traffic before bus lane imagine now what i face after your bus lane idea and it's stupid to think people will change their habit to walk o any other option specially if you have a child and walk 2 to 3 miles one side drop school.</p>
<p>Scrap the cycle/bus lanes on A4. Hardly have I seen a bus using it. But on the other side there's a long line of cars in traffic. Not fair.</p>
<p>It is slowing down the whole of Slough. Not required. Stop wasting money, invest in better projects.</p>
<p>The bus lanes on the A4 have only managed to increase traffic and cause tail backs. I believe this is more a money making exercise for the council by trying to catch motorists out.</p>
<p>I travel every day on bath road since council introduced bus lane it is become more congested and dangerous I am a driving Instructor 15mins journey takes about more than 30mins now and confusing cycle lane by cippenham where people driving in both lane and cause problem I hope slough council will reconsider this decision and change decision and change back to normal 2 lane bath road</p>
<p>It's an inconvenience and highly unnecessary causing more traffic. The public transport costs in Slough are unreasonably high so very unlikely to encourage anyone to use public transport. Your experiment failed to bring about positive change.</p>

<p>Absolutely useless , in London it's works bcoz there are more routes , slough has not enough buses so we do not need bus lane , please be logical I am sure you know this very well but you guys are failing to acknowledge this and doing this I guess coz government wants you do this , please just look outside the window during rush hours traffic from Sainsbury's to Maidenhead roundabout it ridiculous, we don't need bus lane we need better traffic management, less traffic lights , smooth traffic flow , 1 way systems to improve journey time Than you</p>
<p>cars change lanes in an unsafe way. 90% of time there's no bus in the bus lane! we pay more in council tax and you truly don't care about us, just money.</p>
<p>I frequently travel to the area as my close friends live there and it wasn't a good experience driving with experimental bus and cycle lane. This has congested road a lot more and slows the whole traffic. This results in longer travel time and causes more pollution.</p>
<p>Jusy makes more traffic then before, dont see why after all these year we need them now makes more traffic on the other roots around cippenham and slough as people advide using bath road .</p>
<p>This lane causes congestion for cars which is unpleasant when walking along here you have to breath in all the fumes from stationary cars.</p>
<p>If you going to put a bus lane in make a new lane don't take away a driving lane to do it as there is way to much traffic for a single lane on the bath road</p>
<p>In the peak time, it just creates more congestion...</p>
<p>From High st. Roundabout to three tun Lights there should be no bus Lane It is always empty.</p> <p>To: _Transport for Slough Subject: Bus Lane Bath Road Slough</p> <p>Dear sir The our business has been hit badly. In able to do any deliveries from 3pm Onwards, the bus Lane is empty. Badly see a bus in a hour. There is no need.</p>
<p>So much more traffic on the roads when it is on use. My journey takes me so much longer.</p>
<p>It is absolutely awful, the roads are grid locked all the time. Buses are stuck behind lines of traffic it is making everyone's lives miserable. Pollution is no doubt at an all time high now with cars queuing for miles!</p>
<p>The introduction of the bus lanes appears to have been driven from a financial need to spend a pot of money rather than an actual need for a bus Lane. I travel on the A4 route everyday, I rarely see a bus in the bus lane and generally have to queue in the one lane available. The scheme was made better by having restrictions only at certain times therefore allowing the bus lane to be used. However, most people still use the one lane so it's not clear to all. The cost of the bus would not make me take the bus, nor would the frequency of buses entice me. A bus lane in London makes sense, higher number of buses, increased traffic to get through, population that dont own cars therefore needing buses. Slough is not London and does not experience this to the same extent. Recommendation would be to revert the road to car use and remove the congestion generated.</p>
<p>You can not put that amount of volume in one pipe. It will break, and thinga will move slower. Why not consider moving soke traffic lights. Allow a free flow. People speed will loose there licemces.</p>

<p>Very confusing and at times dangerous as one doesn't know when and from where any bus will emerge. Also ver inconvenient during rush hour with length queues hiking local pollution due to sedentary running cars. I drop my child to school and only thing I can smell is burning fuel. It's a totally bad move. It used to take me 10 mins drive to my hospital before, now it takes 30 mins. I'm burning more fuel on the way mostly waiting in queues.</p>
<p>It has caused more traffic hold ups especially During peak hours. Areas I am aware of Bath Road three tuns to Tesco. Farnham Road as traffic tries to avoid going down the Bath Road there is long hold ups. Bath Road Cippenham From B&Q Junction to Huntercombe roundabout M4 Junction traffic is a nightmare</p>
<p>It considerably adds to traffic congestion and makes it really difficult to get to patients in a timely fashion</p>
<p>In my opinion it created more congestion in all places where the bus lane has been put into place. It doesn't make any sense as there are only few buses regularly getting through Slough. Drivers are significantly more frustrated as they spend more time on road than before. It creates very dangerous situations, especially just before the places the bus lanes begin and end. During the operation of the lanes time of travel is significantly longer than before. More pollution is being created.</p>
<p>Have diminished the space on road, very confusing . I had an accident once and one day reached maidenhead in 3 hours stuck in traffic. Its a horrendous change</p>
<p>An absolute disaster in the making. An increase in accidents, traffic, driver frustration and anger at seeing empty bus lanes for miles whilst all the other traffic is pushed into one lane.</p>
<p>I look forward to seeing the "must be a rental" restriction lifted on e-scooters. All this does is increase costs for frequent riders.</p>
<p>The bus lane is ridiculous it just causes more traffic with people cutting in at the last minute and more likely to cause accidents and congestion The experimental lanes just cause idiots to use the lanes to the detriment of everyone else and causes road rage incidents where people are trying to jump queues</p>
<p>It is a good concept and I support green life but I am concerned that it will create havoc during peak hours. It creates a long line of traffic. My suggestion would be to create a new route for bus lane rather reducing the double lane to single lane for the already busy traffic on the road. This is creating more traffic during peak hours. I have cycle but don't want to use it as the lines found to be narrow and is not there on all the roads apart from A4 bath road. There are people coming down to Industrial estate to work from far away places and they will all be using cars. Why not take a statistics in terms of people coming from M4 in daya against other A4 drivers or some better statistics before taking such drastic decisions? Thanks&Regards,</p>
<p>Adds congestion, pollution and I feel unsafe driving</p>
<p>It was horrid experience to have the bus lanes on A4. Both lanes are full at prak hours and with bus lanes it is now more difficult and pollution and late to work or reach destination. Its a complete waste of tax payers money. Both side the kerb was too big so cyclists are more safe that way than using a bus lane. Please remove the bus lanes. Bus doesnt take us direct to my work place ot to destination and I cannot walk miles after getting down from bus to reach my destination. Bus fare are so bloody expensive and it will cost less than half and save more than 50% time.</p> <p>Thank you</p>
<p>This will make bath road even more conjuncted. Buses are only in every 30 min unlike London. So not worth it</p>
<p>The bus lanes have caused a tremendous amount of extra unecessary traffic and also confusion, drivers are unclear on the lanes and there is constant last second lane changes. I hardly ever see buses in the lanes but huge amounts of queues and traffic in bath road. Whoever approved this does not live in slough. Please return the roads as they were .</p>

Terrible traffic,always kids late to school because of heavy traffic. Took extra 30minutes ,from weesdrive to Langley schools.
One lane is empty,a few cyclist,couple of buses,,once lock down restrictions take out, its going to be more worse,even thinking about to move out of slough.

This is an ill thought out scheme that nobody from Slough asked for. There are barely any buses that use the route and the ones that do are mostly empty. Conversely the traffic jams have increased as you have packed 2 lanes of traffic into a single lane.

This has the net effect of INCREASING pollution as more vehicles are idling for longer and congestion is increased. The location of the the start of the bus lanes is also very dangerous. For example the one starting from near the library side is right next to a junction so vehicles pull in as they join the A4.

The bus lane near the Sainsburys roundabout is also dangerous as once again people are pulling in sharply to try to get into lane before the bus lane.

Lastly the junction to Stoke Poges Lane forces all vehicles into a single lane to cross the junction as the left lane for some reason is now a Turn Left only one, so it actually creates a traffic jam.

The fact is this scheme does not in any way represent the wishes of most Slough citizens. Why has it been forced upon us? With more and more flats and apartments going up near the A4 what do you think will happen? There are going to be even more vehicles on the roads and even more traffic jam. There has been no major uptake of buses and the lane remains empty most of the time. All that's been achieved is to artificially force 2 lanes of traffic into one lane, with tailbacks forming at all the junctions. Is it just to make more money from the new cameras to fine people?!

Very hefty traffic and lots of delays.

Considerably more congestion as a result of the new bus lanes and increased journey time, not enough buses for people to take advantage of these lanes and almost all the times they are empty with the other car running lane full of cars stuck behind one another which I'm sure will cause more pollution as they are standing still with engines running

Cycle lane from St. Andrews way to Huntercombe roundabout is totally unnecessary as there is a slip road next to it which is much safer for cyclists to use. With the continual closures of the M4, narrowing of the A4 is causing increasing congestion and that causes an increase in pollution. My son lives in Langley and has commented that the journey to his grandmother in Cippenham now takes considerably longer.

Stupid decision to put this in Slough it is just for money no other reason at all. You are ruining our town and wasting are hard earned money to make yourselves more money how about you use my council tax to actually help this town be better not worse.

Whilst driving on a daily basis past this route at all times of day, the infrequent use of buses, in and out of peak times, makes it to illogical for the lane to exist. All it's done is cause further congestion in the single lanes during peak times whilst I've seen very few buses go by. It has to go.

Traffic is a nuisance since the introduction of this bus/cycle lane. Other users don't give way when the lanes merge and therefore can be abit dangerous. Hardly see many buses and therefore think the bus/cycle lane is a waste of money. Why don't you spend it on improvements and re-tarmacing the roads. During peak hours (school runs) traffic is a nightmare. If you are coming from the trading estate onto the A4 it takes longer (what used to take 3 mins now is double or triple the time).

It's very tedious for people who are healthcare workers to drive through the slow lanes at peak hours. It seem to be that the existing experimental bus lanes are more accident prone and seems to be risky driving at peak hours.

Who ever made this bus lane is not right in the head and needs to be sacked, they are clearly blind and need to see what it has done to slough. If you want a bus lane build another lane into slough. You are letting 1000s of flats being built in slough (surely by taking money under the table) and you expect everyone to take a bus, Are you feeling alright ? If not please let me know I can arrange a mental clinic appointment.

A nightmare. Any accidents on other major roads particularly during rush hour (eg on M4) severely impact our driving. It is often gridlocked at the end of our road meaning it takes a long time to leave. Also during gridlock drivers shortcut down our one-way road (the WRONG way) making our road very dangerous

We play 'spot the bus' when we are driving at any time, I think the most we have seen is 3. Madness to give a bus a whole lane when cars are still queuing and polluting as they are stationary. The majority of the buses we have seen are no where near capacity but I accept that this would be impacted by Covid regulations

I think.its a waste of time and resource. Rather use that money for facilities disabled children

They have caused a lot of accidents and have absolutely congested the traffic

Bath Road is highly congested because drivers dont read signs and dont use the bus lane when permitted so it takes more time to go from one place to another. AndWhen it was not permitted at all it was a nightmare to go to B&Q from Slough centre. In my opinion experimental bus lanes should be eliminated.

This has caused grid lock to the area. The one lane each way are jammed & the bus lane is empty apart from the occasional vehicle. If you want a bus lane you need to add a lane.

<p>They are creating havoc on the A4, massive increase in congestion for cars sat next to empty bus lanes, many with engines still running so causing more environmental damage</p> <p>Having restricted times is creating a lot of confusion, if I drive on the lane when not active I often get beeps from other cars unaware they too can use it and this lane is often empty I have repeatedly seen cars undertake at speed.</p> <p>The stretch of A4 where there is a service road already has two options for cyclists/scooter users (bike lane on path & service road) so the bus lane serves them no purpose.</p>
<p>There is bus after 30 minutes and cars are all the time, more cars than buses in slough it's means slough need more roads NOT more restrictions on roads like bus lane or cyclist line even the cyclists don't know how to ride on Asphalt Roads, so cycle line is more dangerous for the cyclists and bus lane means more traffic jam, I know my words are not going to change the mind of Council but we pay Council Tax we pay Road Tax for service in this country and we have right as well. Thanks</p>
<p>There is a large amount of issues with the bus lanes, with the two biggest factors being safety orientated:</p> <ol style="list-style-type: none"> 1) Drivers are racing up to the beginning of the bus lane, and slamming on their brakes before squeezing into a gap causing drivers who have already moved into the other lane to have to slam on. 2) Drivers are cutting across the bus lane to turn into side roads - even when the bus lane is not in operation, this has caused many near misses. <p>On top of the safety implications, traffic during rush hour has not changed. 99% of cyclists are using the pavements still as they clearly do not feel comfortable cycling alongside buses, which are coming roughly every 10-15 minutes, and are almost always nowhere near capacity as people that are required to travel to work are all being told to avoid public transport due to covid.</p> <p>Ambulance vehicles heading to/from Wexham for non-emergency transfers are now also included in the traffic, as nowhere has emergency vehicles been placed into the authorised vehicles list (considering a bus lane can only be used when driving emergency conditions according to the blue light exemptions).</p> <p>Further thought needs to be put into the bus lanes, and if they are to remain in place, for further vehicles to be added to the authorisation list.</p>
<p>Rubbish pointless useless waste of tax payers hard earned money ridiculous made traffic worse causing congestion making slough worse than it already is</p>
<p>Too busy and congestion and time-consuming</p>
<p>I experienced a lot more congestion. Where the traffic was split into two lanes it has all come into one so it's obvious that it's going to be congested. That adds to your journey time as well. I live near the three tons traffic lights junction and that is mostly very very congested.</p>
<p>The experiment bus lane has created congestion on Wexham Road exit from Wellesley Road in the Morning and Afternoon due to only one lane of the A4 being operational. It has also increased CO2 emissions with stationary traffic.</p> <p>The Commute from Sabar Brothers to Richmond Crescent was approximately 5 to 7 minutes during rush hour the traffic goes back to the old ICI factor with the new traffic lights and take anywhere from 15 minutes to 30 minutes.</p> <p>Slough is not Transport for London with a large bus network, before July 2019 I used the bus service due to parking issues at the company office on the Slough Trading Estate using the number 12 bus which was never on time and this was not due to traffic but the failure of bus driver to run the bus at set starting time from the bus station from a punctuality point.</p> <p>The commute time from Tesco to Richmond Crescent was approximately 5 minutes from a weekly groceries shop. It's currently 15 minutes due to the new bus lane.</p> <p>I am someone who works in the Clinical Drugs Trial sector who is working on COVID-19 and have spent the whole time travelling to work during the pandemic on public transport and have seen less people using bus in Slough and London plus all forms of public transport including trains due to confined space and ventilation issues on public transport plus capacity constraints at peak times on bus routes in London.</p>

I feel that these have changed the dynamics of driving down the A4. Drivers try their utmost to avoid driving in the bus lane, so much so that they don't pay attention to how close they are to other vehicles or even pedestrians.

I feel it is very dangerous and a very pointless endeavour as it was introduced during the lockdown when very few people were out and about and even fewer were travelling on public transport.

Putting a bus lane through the center of Slough, on possibly the busiest road in Slough is just asking for trouble. This is the situation now, when people are still working from home and still furloughed..what will happen when everything returns to normal?

I genuinely hope that the bus lane is removed and driving goes back to the way it was.

It's a waste of tax payers money, should be scrapped.

The whole project has blocked the vein through slough. It has contributed more time, more accidents and more road rage. Slough is largely a commuter town where people come to work, as such we must have contributed more to pollution by having vehicles stationary in traffic. Also it would have been good to consult the people of slough before starting and paying for such an ill thought out scheme. Please think of the people who have to live through these pie in the sky ideas!!!!

Its one of the stupid decision you ever made

Ive lived in slough over 16 years, and I feel as though the traffic is now appaling considering there are barely as many buses as there are cars going through slough.

I understand the point, to reduce co2 and reduce cars on the road, but having your own car is just more convenient, your not at the mercy of the bus schedule, you can maintain social distance, and your free to go where you want when you want.

I work at a car dealership along bath road, and so I have a company car, and I need the car as it is a demonstration vehicle used to test drive customers.

The Bath Road is a primary artery serving businesses on Slough Trading Estate and various retail parks. The volume of traffic vs buses does not justify dedicated bus lanes. The number of lorries and commercial vehicles forced to share one lane with private cars causes gridlock at peak times, whilst bus lanes remain largely empty. The number of bus routes which traverse the A4 and the frequency of those services are in no way an attractive alternative. In fact, sitting in traffic for an additional 20 its proven that using public transport wouldn't help the situation as not ONE SINGLE BUS goes past!

You have created traffic mayhem by further closing access routes to the A4 from Burnham. On some days a journey from central Slough to central Maidenhead can take 90 minutes instead of the 20 minutes it used to take. There is ONE bus which travels from Slough to Maidenhead along the most congested part of the A4 which runs once every 30 minutes. How can this possibly justify a bus lane on a major A road? Slough is not London where buses are regulated to every 12 minutes or so. The bus lanes serve zero purpose and will drive business away from Slough

Traffic is horrendous outside salt hill park and 3 three tuns. A tonne of congestion. Highly confusing cycle markings by b&q!!!

The problem with the bus lanes is, that there are only 2 lanes and now 1 of the lanes has vanished to accommodate the bus lane. This has made travel slower than before and it was already slow. Another thing the bus lane does wrong is: more pollution because, cars are stopping more often which is bad for the environment.
We dont need a bus lane otherwise add a 3rd lane.

From the Three Tuns towards Cippenham.

As a parent dropping off a child to school, I use the A4 every day. I have personally witnessed three car crashes (and many near misses) as a result of the road being reduced to effectively one lane.

Turning left off the A4 is needlessly confusing as you cross the bus lane. I have yet to even see a bus in the lane in all this time.

Traffic is backed up causing distress to many commuters and parents trying to drop off their children to multiple schools on time.

I honestly feel the council enjoys making life difficult for people with these hairbrain ideas that appear without consulting residents and service users. Which are then removed at a later date because it's proven to be useless or dangerous. Taxpayers money should be used extremely carefully with full consideration before initiatives are started. Please remove these bus lanes immediately. They are causing havoc.

The bus lane is ridiculous. The proposed benefits for the bus lane make no sense either. There are hardly any cyclists who use this road and I have seen no increase of cyclists using it. Therefore the idea this will help social distancing between pedestrians and cyclists is nonsense. Also is it fine for every other road, but this road is special and some kind of covid hotspot???

If you want to increase social distancing then encouraging people to cram into buses is ludicrous. By the way every bus I have seen since the scheme has taken place has been practically empty.

The bus lane needs to be removed and two normal lanes reintroduced.
By creating the bus lane you have made the lives of commuters, parents dropping children off and the lives of every day citizens a lot worse. You have also caused more traffic to go onto alternative back routes where there are way more pedestrians and therefore have made things more dangerous.
A message to the people who introduced this bus lane.... Stop living in your own little Dreamworld bubble. Get a grip and realise the bus lane does not achieve any of your objectives and has angered all the residents of Slough. How you feel you can unilaterally put in this bus lane without prior consultation, and hope that once it is done there is no going back, is beyond me? Absolute dictators. Get rid of the bus lane.

The experimental bus lanes have caused more congestion during peak hours, it was causing more problems when it was a 24hrs bus lane but considering it to make it time-bound is a relief. Having a Bus lane is a good idea if more people are benefiting from it, all the time I have seen, buses carry a few passengers sometimes just 1 or 2, while 100s of cars are stuck in the traffic jam.

Area is more congested, the pollution is increased as the vehicles stay on the road longer and time for journey is considerably increased

Very slow traffic moving
After 3pm till 6 pm.
Bus lanes are empty.
All traffic to M4 causing a very
Bad jam. Near three Tuns.

Bad idea, not enough buses to warrants its use.

This is a horrendous idea with a waste of time and money spent on this experimental bus lane. It has caused more congestion at Three tuns junction/Bath Road to Uxbridge Road Junction. With all the traffic stuck there must be more pollution.
I have noticed that roads ie Oatnds Drive & Elliman Ave for example are busier during the congestion times.

I am 47 years old and have lived and worked in Slough for the last nearly 20 years. I have to drive to work due to the nature of my job for home visits. As a working parent I also have to drop off my children to school on time and be able to get to work on time.
Compared to other local authorities, Slough does not have a reliable bus service on which people like myself can depend on, on a daily basis for work or for my children to use
The bus lane is the worst decision of the so many bad decisions we have seen over the years which only serves to cause unnecessary congestion throughout the town.

They are putting more pressure and frustration when driving in and around Slough.

Not worth it for the bus traffic levels, this is not Oxford Street. Congestion causes much more contamination now.

When driving there is so much more congestion. Very rarely do buses go all the way down the A4. In particular from Salt Hill Park to the Sainsburys near Langley. Not much bus traffic but a lot more congestion. Feels less safe as cars are crammed and get so close to one another. The vehicle movement in slough was far efficient prior to the bus lanes. As there was less car congestion, the buses did not get held up anyway. Please could this be reverted back for everyone's sanity.

The new bus lanes are dangerous as they stop/start and they are just forcing more traffic on to the surrounding roads in order to avoid the congestion on the A4

I work next to the old Town Hall, opposite Salt Hill Park and in the afternoon it's already impossible to get out of work onto Bath road

Section 5.2

This road is considerably more congested while the lane is in operation.
One lane is supposed to be efficient for 3 directions of travel (right, straight on, or left at the traffic lights).

It is absolutely absurd that someone thinks this is sufficient. It really slows down the flow of traffic.

It has an adverse affect on safety too. Cars are forced to pull out into different lanes to try get to get to their destination (I.e being in the right hand lane and having to turn left so crossing an entire lane of

<p>traffic).</p> <p>I appreciate what the council are trying to do in having these lane but it has so many negative consequences.</p>
<p>Bus lanes have made the roads a lot more congested in Slough. Cycle lanes have made it unsafe and uncomfortable when driving along cyclists. Especially for example when turning into roads. More serious accidents are possible this way.</p>
<p>I find that the area surrounding Matlan and The Range is nearly always busy compared to the rest of the A4. However, I only use it to drop-off and pick-up my daughter for work. However, this can vary during the day from 07:00 - 21:00. There is a lot more traffic around 9:00am and 3:00pm.</p> <p>the bus lanes, have congested the traffic on the A4 and its noticeable that other roads have more traffic..trying to avoid A4 congestion..therefore more pollution and less safe. A4 is a lot slower prolonging my driving times..this increases my pollution contribution on and around slough. Not seen many buses ect in the bus lane. When you see the buses they are empty. I think the A4 bus lane policy is flawed and causing higher pollution overall because my journey times have doubled therefore not good for my health. It will be a nightmare town to drive through when people fully return to work in Slough.</p> <p>Traffic was flowing much better without the bus lanes.</p>
<p>They are not a good idea who ever recommended this should face the consequences as it they are so dangerous i have myself nearly got hit twice by bus and other cars due to turning on to the other lane or moving away from the lane that becomes a bus lane .. specially the cycle lanes on bath road are more dangerous and cause accidents having cycle lanes marking and car markings confuses everyone how xan you have a cycle lane and also have cars drive on it and then accept to call it a cycle lane.. please change things the way they were waste of council resources and funding and please make chalvey back to the way it was it costs more now to get around slough then it did before these changes.</p>
<p>Bus lane between twinches lane to Farnham road does not help car drivers</p>
<p>It is hard comprehend why any sane planning would result into this?</p>
<p>Very badly planned and makes no sense at all nto enoyfg buses in the area to warrant bus lanes for taxi cyclists caused too much congestion and travel time to work and schoo Run has increased and too much traffic has been created</p>
<p>The e scooters don't use the bus lanes they use the footpath all the time I'm on the road. Really busy at peak times when the bus lane was introduced.</p>

<p>Considerably more congestion for local residents. Buses are usually dirty and slow modes of transport. Dedicated cycle lanes and road safety is key. More buses is probably not the answer.</p>
<p>They are causing lots more congestion and time consuming for car drivers. Also the cyclists are a nuisance and a danger to the motorists</p>
<p>bath rd ,stoke poges, and farnham rd are areas in my local area at the times mentioned it is absolute chaos with heavy build up of traffic, bus drivers having no consideration to pedestrians,cyclists or cars it has become dangerous</p>
<p>I feel this is nothing to do with safety or environment responsibility or sustainability of the Environment of Slough. But everything to do with money making political stunt without anything like using the sensible ULEZ zones like in nearby London so maybe a ULEZ for Slough would have been much better than this hair-brain idea dreamt by Slough council that I strongly feel against the best interest of both slough motorists and sloughs non-motorists ie public transport and cyclists users alike. Please make things better in slough not worse thank you.</p>
<p>After installing these experimental lanes, most roads are not practical in size to accommodate all users and is causing major congestion in busy periods. This is not helping to commute to work especially when using the newly flawed not so smart M4 which is another issue.</p>
<p>Bus lane must abolish ASAP</p>
<p>My advice would be to hire more experienced and people with some brain before making such decisions. This decision has been made without realising the impact it is going to have on local community.</p>
<p>Escooters are a pain. I've reported so many for not using correct places mainly seen them on pavements!</p>
<p>Idea is good but during active hours there is more congestion and other time when you can drive through these lanes, hardly any body uses them so you still have congestion. People are reluctant to drive through bus lanes even during unrestricted hours. Consequently, the ones who do drive in bus lanes would do so at a higher speed or overtake from the left side to show their frustration. I have seen this in other towns as well. Maybe some kind of Digital signage can be used to highlight the operational hours or vice versa.</p>
<p>The Bus lanes have caused havoc on the A4 from Maidenhead to Slough. Many people were stuck in the traffic jam as a result of Bus lanes in operation I have spoken to many people who couldn't keep their appointment since they were stuck on the A4 Bath Road all the way from Taplow to Langley. I have personally experienced this issue on many occasions. There were hardly any Buses or Taxis in Bus lanes while other motorists sat down in their vehicles standing still due to the Bus Lanes in operation. For left turning motorists who also were queuing for miles from the Junctions because they could use the left hand side lane as it was a Bus lane.</p>
<p>One of the worst experiences by Slough local GOVT I've ever witnessed! Only to help few bus users, council have created a mass level distribution for all the other users. Every single road linked to bath road in Slough did get choked most of the days... especially in rush hours. And if some from the Chippenham, Windsor or Chalvey are would want to commute to Wexham hospital during these he would be going to waste his 45 min to 1hrs... and I saying this based on personal experience.</p> <p>Please rethink about this pointless idea, which might help council to earn more money but will definitely cause and already get causing huge issue to local travellers/visitors.</p>

<p>Many thanks Shaf</p>
<p>Good in theory but the huge number of vehicles using the road means any lane restrictions will simply increase congestion.</p>
<p>Worst results</p>
<p>The cycle lane takes up half the road near m&s. Its confusing for motorists and I have seen people veering out of lane. How does it make sense to have a cycle lane covering half of a motor lane?? If you need a cycle path make an extra lane for it, not use up an existing lane. People are cutting in from the left lane to avoid driving in the bus lanes its just ridiculous, confusing and completely unnecessary. Its making the Road horrible to use and journey times are so much longer...and to make way for what...a sparse bus service that no one uses.</p>
<p>It's congested, and due to the tailbacks when joining the experimental lane, hazardous. It's also near impossible to move out of the way of emergency vehicles. It's very difficult to join the lanes from most B roads.</p>
<p>Get rid of the bus lanes, they are useless and less effective</p>
<p>No happy at all. There is always traanf it's very unsafe.</p>
<p>It's more unsafe for drivers, it's causing a lot more traffic and angry drivers and leading more accidents. The bus lane is also causing a lot of traffic especially as the bus lane is also empty and there are more cars on the road than there is buses, it's really bad and unfair. Busses should NOT be prioritised. Also many people have reduced the use of public transport due to the pandemic. Therefore the bus lanes are a downgrade for slough, unfair and unnecessary.</p>
<p>I am disappointed that the council has decided to put the bus lane in place without, what appears to be, any forethought to what effect this would have on traffic, business and residents.</p> <p>I appreciate that the council may have put in bus lane in place to encourage use of public transport. However, if this is the case the implementation of this is completely flawed for numerous reasons.</p> <p>1. With covid-19 and social distancing, people feel safer travelling in their cars and especially given the rhetoric passed on by the government at the start of / prior to lockdown</p>

2. To encourage the use of bus lane surely means there should be more buses running on more routes, so people can socially distance themselves, but that is not the case

3. If you are introducing the bus lane to reduce carbon footprint, again point 2 needs to be addressed.

Unfortunately none of these points have been consulted on. This has lead to the inevitable problem of traffic (especially with workers being encouraged to go back to work and schools back on), higher air pollution and a negative affect on local businesses and residents.

Surely, the council could have sent the money on schemes that would have improved air quality, congestion, health with a consultation with local residents, instead of putting a bus lane in place in such an underhanded way.

I request the council to revert the A4 back to a two/three lane traffic lane by removing the bus lane

I am not interested in bus lanes as more congestion during the rush hour, specially over the weekend. People don't read the signs and they don't use the bus lanes. Thanks.

I've only experienced more congestion and subsequent delay to my journey. Also, often the bus and cycle lane is empty. This is very frustrating and increases stress levels.

First of all there is no need for bus lane as it causes lot of traffic waste of money spent on the the scheme which isn't required traffic was running smoothly before and will still run smoothly you want to earn money from innocent people why don't you spend our tax money for better cause waste waste nothing but waste of money

Waste of financial resources by the council it has created more congestion and pollution in the area. Bright heads needs to be sacked.

Bus lane is dangerous especially where are families llive in SL13TH and SL13TR area.Cars drive very fast in bus lane we have had so many near misses trying to turn in into the road .

The bus lane is causing more congestion. One lane for cars is not enough for this road. By adding the bus lane you have made it worse for people who rely on there own transport(car). As always Slough authorities are wasting money on useless projects. Spend the money to sort the road conditions potholes. Add speed breakers if u want to help. Not alot people use bus service. Also u have again wasted money on scooters. These scooters are dangerous, people who use them donot wear helmets and they leave the scooters where ever they want to. If u r goin to allow the bus lane for scooter user it will be dangerous. Overall a useless project...bus lane.

Complete waste of time. Yes bus pollution is reduced BUT pollution resulting from the increased congested traffic is much more . So no overall improvement . The quicker this scheme is cancelled the better. The additional delays are costing local businesses alot. The safety is also compromised, just look at the accidents occurring when motorists are turning right across the bus lanes. Eg London road Langley junctions with drake ave, cedar way and Haines close. Please come to you senses SBC and stop this detrimental scheme.

It's causing too much traffic and congestion. Without these bus lanes traffic would flow. But now everyone are waiting hours and hours in traffic and trying to get to there destination. More accidents have been caused by this too. Conflicts are caused by people for giving way so the vehicles can get through when the bus Lane approaches. Please, I request you to remove the bus lanes, congestion is increasing when people are waiting in there vehicles for long hours in traffic. It's causing more chaos. It's really depressing.

Utter waste of money and extremely unsafe as drivers are going in and out not sure where they should be. The congestion is unbearable traffic crawls at a snails pace causing a lot more pollution. The cost of bus journeys is ridiculous compared to other countries that actually want to reduce pollution and car use.

I would rather see a full bus with a 50p fare than an empty one with £2-4 for a local journey .

I believe people more hesitant even in no restricted time and some time change the lane suddenly chances of accident is more than before.

Absolutely atrocious so busy and taking longer in journey times

<p>Worst decision made in slough since I have was born in years 30 years ago . Madness</p>
<p>The road from the 3 Tuns roundabout to the Tesco roundabout has severe congestion which is not helped by this bus lane. There are not many buses being used due to the Pandemic and there is clearly a lack of buses travelling..even during peak hours. The Congestion has resulted in more pollution due to standstill traffic.</p>
<p>Hate it</p>
<p>Total madness...</p>
<p>I use the A4 at least 5 times a week at peak times, I am yet to even see a bus using the bus lanes?? The trouble and congestion these lanes are causing is beyond belief! EVERY SINGLE journey is now at LEAST 3 times longer. All the money spent for a couple of busses every hour, I cant see the logic if I'm honest?!</p>
<p>I think the volume of queuing traffic has not only increased congestion & length of time travelling in cars, it has also made the area less appealing due to the increased car fumes & noise of idling engines, car radios etc lingering especially adjacent to Salt Hill Park. I have witnessed an increase in inconsiderate & potentially dangerous driving as cars use bus lanes illegally & due to the need to change lanes in a short distance as the bus lanes end very close to junctions on the dial carriageways. All in all, I would say the bus lanes have made the area less appealing to walk in & more dangerous to drive in. I hope the bus lanes are removed as soon as possible.</p>
<p>It is a terrible idea. This has made surrounding area extremely busy and unsafe. Traffic now moves at very slow pace. My family and friends now avoid going shopping on outlets on Bath road because of the congestion around Bath road. If this becomes permanent then surely businesses on Bath road and Farnham road will suffer</p>
<p>On paper a great idea BUT in practice dangerous. I mostly walk from home to and from Slough centre. Crossing the Tuns is more dangerous. Cars from M4 direction cannot turn right as the single lane in use along A4 stops the 2 lanes flowing freely from A355 before cutting into one lane. Even though the bus Lane is suspended this is not clear. The signs have black plastic on them and it's falling off. Then the little yellow signs are saying bus Lane suspended. This causes conflicting info. Council has been saying Lane cameras are live so fines will be issued. Walked to vaccine centre this evening. Chaos. I hear there may have been an accident. I think however this should not have affected flow on A4. Only saw one bus heading into Slough during my walk from near Dover Road. Like I say, a good idea but until buses are affordable and reliable I won't be using them. Why try to get folk onto a bus during a pandemic?</p>
<p>Lack of signage meant no one knew if the lanes could be used. Confusion on lane swapping leading to dangerous manoeuvres and potential accidents. Changing of priorities has left everyone confused and everyone sticks to one lane . Complete shambles from start to finish. Dotted cycle lane towards junction 7 people didn't know they could drive in lane . Congestion was worse . Stopped me travelling into town centre .</p>
<p>During covid19 this experiment wasted funds & resources, bus services are very unreliable, very expensive to use even for a single journey or using a pass. SBC should fund this for at least local residents who are commuters not OAPs, on benefits, or school children.</p>

<p>How can a scheme work if it doesn't meet the needs of the local residents.</p> <p>If you want the switch to public transport then consider increasing bus services on the main A4 bath road route (only 2 buses per hour this is appalling), it's needs to reliable (sometimes only 1 bus per hour I can't wait for another before I hop on it its better to get in the car), cost effective(subsidising would help the conversion) and attractive to use.</p> <p>Would I consider using public transport maybe if cost and reliability were on point otherwise happy to continue using my car..</p> <p>Even during experimental end clearly mark when bus lanes can be used. A cheap way to catch car users without clear markings. If you have funds to out it there have the funds to clearly state its not in use...</p> <p>Piss take SBC...I've raised the running of this with my local MP Tan Desi</p>
<p>They are unnecessary all along the Bath Road and the links off The Three Tuns and Farnham Road and will, in my view cause more accidents, frayed tempers and unpleasant journey experiences.</p>
<p>ALL IT DOES FOR DRIVERS IS CAUSE TRAFFIC, CONGESTION AND POLLUTION FOR PEOPLE WALKING NEARBY. IT INCREASES MY COMMUTE TIME AND ITS JUST PLAIN WASTE OF TIME. Awful.</p>
<p>I work in Lansdowne Ave and it is a complete nightmare to try and get from the big Tesco to Sainsbury's roundabout in the evening rush hour. I hardly see any buses at this time.</p>
<p>More congestion if driving and more pollution with stuck traffic if walking, especially with Motorway closures and diversions. There's not a good bus service in Slough and with current pandemic even less likely to use.</p> <p>Please stop wasting my tax money with your experiments, including the dangerous Neuron scooters and remove bus lanes?</p>
<p>As a gas safe engineer we serve local community, Due to bus lanes in slough we have experienced heavy traffic in the Peak hours ,long delays & more pollution,</p>
<p>I live in Langley so am not affected by the new bus lanes on A4; however since Lockdown was partly lifted I have driven more and have noticed that the bus lanes are creating some bottle-necks of traffic, particularly at the bridge before Ledgers Road (just pass the old Library) and particularly on the 'Sainsbury' roundabout on Sussex Place/Uxbridge Road, which is particularly bad at school commute times (there are at least 4 schools in the vicinity). The A4 London Road towards Slough is also very slow.</p> <p>I think it would be helpful to have clearer signs about use of bus lanes - e.g. highlight or put in red the times that cars cannot use the bus line and highlight the times that cars can use, e.g. after 10am but before 3pm and after 7pm and all weekend. I've been caught out!</p> <p>Also can you post more info about e-scooters, and how to drive them, etc. ?</p>

Rubbish and Worst planning i have ever observed.

Cause significantly more congestion, making It difficult to drive and uncomfortable to wall alongside given the extra pollution

It is an absolutely a fail idea in terms of when the explanation given is that it will improve the environment. Bus lane has caused more congestion and more delays for no reason. It has become difficult to leave town to join M4 and stressful (a put off) when wants to visit high street. With Baby it is easier and convenient to go for shopping then taking bus. Use of service roads to convert them in to bus lane would have been the solution.

I feel there is so much traffic everywhere and people are taking short cuts which causes accidents. I think this bus lane was a bad idea I'm very unhappy with the traffic etc

Introduction of the bus lanes has created more congestion which in turn has increased pollution and damages community health and dangerous driving

The traffic congestion and pollution levels along the A4 Bath Road along with the increase in traffic journey due to the bus and cycle lane have created a negative effect for me as a Slough resident. This will get worse once the new housing developments around Slough are complete and more people move into the Borough.

Where there are bus stops on bus lanes close to turnings buses are not negotiating but just pulling away causing near misses. Especially noticed by Sainsbury's and Dolphin Rd. This wasn't an issue previously. Wellington Street has backed up single file traffic due to bus lane. Salt Hill traffic is worse since bus lane introduced. Bath Road by DFS near any of the left turnings are heavily congested. Drivers are slow to

turn left, the road is single file those wanting to go straight are frustrated as the delay means lights change. Overall travel time has increased.
On the weekend however people do not know to use the bus lane so this is advantageous to those that do.

Waste of money
Creating traffic problem
e scooters dangerous only kids playing with them

In one word " awful"
Bath rd from tuns lane to slough central is considerably congested when 1 lane is in operation..and is a nightmare when there are issues with m4 which brings the whole area to a grinding halt. Ultimately leads to drivers seeking other rat run routes, which ultimately causes more issues

Whilst the part time operation is welcome, meaning the full capacity of the A4 can be used at certain times, I question whether 10am is too late for the restriction, when this would appear to outside of the peak traffic times, and perhaps 9am is a better time for the lane restriction to be in place. Assessing the impact of congestion during a period of lockdown/remote working will probably produce artificially low journey data, however I have not noticed an increase in congestion during the restricted times.

USELESS, ANNOYING, PISSING OFF, STRESSFUL, CAUSING ANXIETY, SEVERE POLLUTION, SEVERE TRAFFIC, ANGER, MORE ACCIDENTS, MORE CONGESTION
WHOEVER DECIDED TO OPEN BUS LANE IN A MIDDLE OF CONSTANTLY BLOCKED ROADS IS VERY STUPID PERSON
START OPENING ROADS, BUILD MORE NEW ONES
STOP CLOSING ROADS!!!!

From: Brygida P [mailto:brygidap@hotmail.co.uk]
Sent: 25 May 2021 09:31
To: _Transport for Slough
Subject: Re: Bus lane in Slough

Thank you for your email, but unfortunately it doesn't change anything. Traffic is still there.
Can you please stop pretending that what you have done so far wasn't the stupidest thing you've ever done in Slough !
Can you just stop polluting air, cause stress and anxiety and more traffic and accidents, and finally close that bloody bus lanes?
Sorry for swearing, but this is how this bus lanes upsetting all of us drivers
Please start making wise decisions

From: Brygida P [mailto:BrygidaP@hotmail.co.uk]
Sent: 22 April 2021 18:13
To: _Transport for Slough
Subject: Bus lane in Slough

Dear Sir/Madam, to whom it may concern

I just wanted to make a complaint regarding that stupid bus lane that was opened not that long ago I've been wondering how soon are you going to take it off, and realise how much traffic and pollution and trouble you have caused by opening it ?
Even changes to it's "opening hours" didn't make any difference, as you did it during the busiest , work and school, rush hours!
This afternoon, for instance , me and many, many other cars were stuck in traffic, for half an hour, on that short road between Tesco and Sainsbury alone!!!!
Openig that bus lanes was the most ridiculous decision you (transport department) ever made.!
Instead of opening roads, building new roads, repairing holes in existing roads!, you waste your time and our tax money to build such an idiotic thing like bus lane in a middle of already chock-a-block roads!
Could I talk to someone smart enough to notice that this has to go?!

<p>And please focus on repairing roads and opening roads, don't waste our tax money! Kind regards</p>
<p>Initially accidents were caused due to traffic unexpectedly merging into one lane. The congestion is very bad, especially with the work on the M4 and pollution has been increased due to idling cars with slough being reported as the slowest town to drive in. The frequency of busses is low considering a lane of traffic is lost and most of the scooters and cycles still ride on the pavement rather than the bus lane. Only positive is that emergency vehicles can move slightly quicker than if both lanes had traffic.</p>
<p>Has created more unnecessary traffic, journey times are slower and times that vehicles are idle has increased. Makes the road more prone to accidents as drivers will rush to try and get into correct lane when bus lane is in operation. Traffic is horrendous when M4 closure diverts through local roads. Nightmare.</p>
<p>Waste of time and money and causing no end of misery to motorists especially when M4 shut for accidents</p>
<p>These bus lanes are needed as we don't have many buses operating in this area and during peak hours they cause more congestion. I would also like to comment on the road markings on each traffic light junction the bus lane is marked with left turn only which is wrong it should be marked with straight and a left arrow,</p>
<p>When first installed it was seemingly done in haste and even in quieter times lead to bottlenecks. The time in operation that is running helps...but you still see drivers unsure when they can and can't use the lane. Moreover when you pass the Three Tuns and heading away from the centre of town..the road has a kink in it. So when buses are running you have to be aware that the road is not a straight one and narrows on the bus lane side momentarily. Think Slough has generally not thought through road strategy as does not match the high explosion in residential dwellings being developed. And it is painfully clear no meaningful account of the excess traffic taken into account. The road I live on is a classic example.</p>
<p>Honestly I think it is absolutely ridiculous that you've put in a bus lane in the middle of the busiest road in Slough, as you think that the mass of people are now suddenly going to stop using their private cars to travel around. The buses aren't exactly cheap (even if they were and people have cars, I think they're still going to use their own cars), you've done this in the middle of a pandemic for social distancing reasons, which makes zero sense, we're in a pandemic so we should all catch buses? Or what hire your private e scooters? Which again we're in a pandemic people are just abandoning these things in the streets, I can almost guarantee they aren't being cleaned after every use. Goes back to my point in regards to having a private car, some people have spent considerable amount of money on their cars and they're not about to start using buses or whatever the council has to recommend. Not only has this caused a lot of traffic on those roads and all roads leading to those roads and you need to realise the roads are not at fully capacity because people are not driving to and from work. When people go back to work you will see this problem will increase exponentially. I don't understand why this has happened, well I do because I've read in the papers that the Slough transport minister want to increase the bus capacity to every 10 minutes to go from here to Maidenhead and hey good way to start right? It's been in the works for a while from what I've read. I mean you really think you can justify that capacity? I'm sure you'll find a way to force us out of our cars. You know I've lived in this town my entire life, 15 years ago the motto was Slough means family, now its Slough means business, that speaks volumes about the way Slough has been run! Complete and utter money generating scheme.</p>

Between the A412 and the M4 the width of useable road is so reduced in places that large vehicles like HGV and busses cross the centre line and lane discipline in general is very poor. The solid white lines of the bus lanes are often crossed by busses and taxis or when the restriction times allow any type of vehicle with many drivers overtaking on the left. This is very dangerous as the highway code specifically prohibits it apart from in traffic queues. As the restriction times come and go it seems very hard for some to understand that the left hand lanes are open and they do not use them at all at any time of the day. This compounds frustration and undertaking.

Electric scooter users - and by that I mean legal users - are very rarely seen using the scooters on the roadway and there is no physical enforcement. Of course it can be argued that it is harder to stop a few young adults than registered owners of cars or vans, but not even trying is dereliction of duty.

Finally putting this restriction in place during the lockdown has very probably distorted and use-factor surveys as the usual traffic load will have been so low. Where in usual times traffic time from Sainsbury's to the M4 junction would be very high when using a dual lane road there has been a very low usage rate which will badly skew any results making them near to meaningless. Similarly usage by bike users will be poorly represented - or not - due to lockdown.

Please stop this destruction of the A4 and reopen all lanes to all users.

People don't drive for fun. They drive because they need to.

rubbish

It has caused terrible traffic problems
 Far too dangerous for bike users
 Creates too much air pollution
 Causes delays getting around in Slough
 Too many bottle necks causing accidents
 Not good for residents well being
 Too many unnecessary fines

The bus lanes have left Slough and Langley extremely congested especially during peak times. Car journey times have in some cases more than doubled. I am acutely aware that whilst sitting in the traffic, my vehicle is generating a lot more carbon monoxide. I have seen increased road rage both in frequency and level of aggressiveness having witnessed threats of violence. I have also seen a lot of dangerous driving due to the bus lanes with people driving in higher speeds in the bus lanes which are closer to the pavements - witnessing a number of near misses to motorists cyclists and pedestrians. As a person who likes to walk, I now avoid the routes the bus lanes have impacted which is predominantly most of Slough and Langley. Motorists avoiding the London Road use residential roads which are now either congested or motorists drive at speed. The level of pollution feels like it has increased and this is prevalent when I am walking my infant, I worry about the air he breathes. Adding to this the dangerous speeds that motorists travel - a number of roads are not safe.

It's a total waste of time, causes issues for ambulance/emergency police trying to get through. I get confused and just sometimes am sitting in traffic for much much longer than I should be!

Unfortunately they have not had a positive affect on my travels. People are unsure of them and as a result hesitate and make the road less safe. Journey times are much longer and congestion in Slough therefore continues for longer periods of time.

A simple pick up and drop off to school can take hours. I myself pick my son up from the other side of Slough and have to be on the road for a considerable length of time due to this.

On my travels I have seen little busses use the lane which is very frustrating. Not only this but much less people use the buses.

In all honestly the lanes as they were before the bus lanes was always fast moving traffic which went for the buses too who could quickly get moving. Overall I don't think this area of Slough benefitted residence or commuters and infect has a negative effect on people coming to the area for retail etc. It's much easier to get a delivery than to travel for longer in traffic to go to the retail parks, therefore driving down footfall in many businesses.

Since the introduction of bus lane, Slough has become a kind of hell in turns of driving. Long queues, drivers cutting corners, losing temprant and wasting more time sitting in car stationary while watching empty bus lane. Of course high level of pollution noise and air.

Why didn't Slough Borough Council give more thought to using the existing bus lanes on the service roads on the north & south sides of the Bath Road on the Trading Estate that they spent considerable funding in promoting a smart bus travelling in a circular route from Slough Station along the Bath Road to 02 Telefonica Head Office in 2016?

Why didn't Slough Borough Council explore the possible option for increasing the number of buses using the routes along the A4 Bath Road at peak morning & evening rush hours before consulting on installing bus lanes?

Why didn't Slough Borough Council properly think through how their experimental bus lane scheme would impact on other roads, including increased congestion & pollution; & problems reported by some residents of Thirkleby Close for example.

Slough Lib Dems have consulted with numerous voters within Slough and have discovered a large amount of resentment to the bus lane and how it has been implemented.

1. We understand (and agree with) the need to reduce car journeys as part of a sustainable transport strategy - but people need to have other options available in order to do this.
2. While the current way in which the bus lane operates is a marked improvement on how it was first

installed, many problems still remain.

3. On parts of the route to the west of Slough bus station, busses are relatively infrequent. Is a continuous bus lane really the best solutions in such circumstances? Were other options considered?

4. There were recent previous proposals by Slough Council that were widely publicised and included CGI visualisations, for bus routes on the service roads to either side of the A4 through much of the trading estate. Better utilisation of these relatively underused roads seems a far better strategy - why was it abandoned?

5. The lanes were brought in with no public consultation and little obvious demand for them - at a time when people were avoiding public transport due to Covid restrictions.

6. The fact that the mode and hours of operation were significantly altered shortly after the lanes were first introduced indicates that perhaps more thought should have gone into the planning stage before they were implemented.

7. Many Slough residents indicate that it is now much harder to pull out of junctions when traffic is backed up because of the bus lane.

8. Many Slough residents report that their journey times are significantly increased as a result of the bus lanes - leading to more pollution due to cars stuck in traffic.

9. Were other smarter options considered such as allowing zero emissions vehicles in the lanes or making them 2+ vehicle occupant lanes etc?

10. Many Slough residents are confused by the areas where bike lanes take up half of the bus lane. When the bus lane is not in use, are cars allowed to drive in the bike lane? The road width is insufficient to drive in the lane adjacent to the bike lane.

11. Approaching the Tuns traffic lights from the West, there areas where two bus lanes merge (one from the A4 and one from the Trading Estate service road). If the proposals in item 4 had been adopted, this confusing configuration would have been avoided.

12. In many areas, the zone allowed for entering the bus lane to turn left at junctions seems too short for cars to safely leave the flow of traffic.

13. The hours of operation are confusing to many people, as not all areas of bus lane in Slough have the same hours.

14. There are many areas, where the lanes start and stop suddenly, leading cars to either slam on their brakes, or pull quickly into the main flow of traffic - both things which could lead to an increase in accident rates. The area by Royal Mail at the bottom end of Wexham Road is one of many such examples. Cars have to pul out, then quickly change lanes again once they realise they are coming up to another segment of bus lane - at the same time as the traffic approaching them is already forced around a chicane by the new right turning zone in the middle of the road. The more diferent things that are going on in a stretch of road, the more people are forced to change lane (when they otherwise wouldn't) and themore likely accidents are to occur.

15. Overall, there is a sentiment among residents that having the consultation once the lanes are in place means that things are unlikely to change - and that the consultation should have taken place prior to implementation.

16. Sustainability / pollution reduction in Slough could be better achieved by more measures to encourage use of zero / low emission vehicles in the town (more charging points, separate parking zones etc). If this was a primary aim of the bus lane, then it is hard to see it as a clear success.

17 . It is unclear at present (to ourselves and residents we speak to), what measures will be used to assess whether the bus lane has been a success, Measured against itsfirst iteration, it is undoubtedly now less problematic - but the issues it solves seem to be far outweighed by the issues that it causes,

At present, it feels like the bus lane was a quick response in order to get grant money from central government, rather than part of a coherent joined up sustainable transport policy for the town.

Return it to two Lanes for cars. No wonder you went Bankrupt! If you keep the bus lane don't ask why no one go 's to Slough shopping any more on a survey !

Think the idea behind it is commendable but the implementation is impractical. I understand the reasons why it is being done but it impacts much too severely on other drivers and results in much longer journey times. The A4 in the main is not wide enough to fully integrate bus lanes without disproportionately affecting other drivers. The rigid employment of fines for minor infractions by other drivers does nothing to endear the project to people and just perpetuates the feeling that it is another council money making scheme. The present proliferation of roadworks in Langley/Slough which has adversely affected me greatly (A4 widening from Junction 5 of M4 towards the Colnbrook Bypass/the smart motorway 'improvements' to the M4/the road widening in Langley Village and so it goes on!) does nothing to help with the bus lane scheme as it can not be a true reflection of its worth anyway.

This experiment has caused more congestion and it has made driving more hazardous because people are changing lanes too often as they get near to the bus lane. There are not many buses and it feels as if it is a waste of a lot of space for very few buses.

Complete waste of time and taxpayers' money! Rarely/ never see a bus in the bus lane. Usually empty! The single lane for cars is always congested, or at a standstill, thereby contributing further to CO2 emissions and climate changes! Journey time twice as long!
Whoever thought of this idea needs immediate dismissal!

These lanes are a nightmare, particularly when in operation during roadworks - thinking the single lane/3-way lights outside St Bernards School/A4 last week. It took me 30minutes to get my daughter to work in The Harrow Market, Langley. Madness. Every alternative route I could take either had road works or was equally congested as people tried to avoid the traffic.

The bus lanes are also dangerous. Think next to Sainsbury's where the customers have to cut across the bus lane - not too bad when the lane is a bus lane but when it's not in use on a weekend for example, cars speed down the bus lane cutting off those who are trying to turn left. Same issue at the entrance to Dolphin Road.

And at the lights on the A4 (heading to Langley) just before the Fire Station, there is a bus-lane that turns into a left turn (for Trelawney Ave). Cars ignore the left turn at weekends and go straight on, often cutting into the right lane when they realise there is a bus lane and are not sure if it's operational.

Having to make regular journeys to Wexham hospital from cippenham, I have noticed considerable congestion now there is only 1 lane available for use. The peak time information is not widely available, not knowing whether you can drive in the bus lane or not, makeshift and very small posters along the road are not particularly helpful. Never see a bus use the lane whilst sitting in traffic either. What with the M4 roadworks and now these bus lanes, being a shift worker at Heathrow airport has been very challenging

They slow the traffic down because drivers stay out of them when they are not in force leading to queues at traffic lights.
Drivers have to constantly change lanes where the bus lanes come on again after roundabouts and junctions.
The approach to the Sainsbury's roundabout for traffic travelling along London Road in the direction of the airport is especially confusing.
Some cars use the bus lane to "undertake" - usually at high speed.

The bus lanes cause maximum inconvenience to car drivers with minimum effect on buses which are really not that frequent.

Rush hours to and from the trading estate are very congested, it seems that a low percentage of workers actually live locally
Air pollution is becoming noticeable in the rush hours as cars queue to join the non-bus lane

For the small number of buses which travel along those sections of the A4 I consider the overall benefits to be non-existent, quite the opposite because the delay and disruption (resulting increase in noxious fumes) to other traffic far outweighs any tiny benefit to bus users.
GET RID OF THOSE BUS LANES COMPLETELY!

It was much easier driving on the A4 before the bus lane was introduced however introduction of off peak times allowing cars to drive in the bus lane has improved the situation a little. As the council is now bankrupt they cannot possibly afford any further costly changes. In fact I am amazed that money was found to create the bus lane in the first place.

There are not too many buses in Slough like London. And they are not on time or reliable. Most of them are out of service anyway and expensive. Don't arrive on time. Unless it's London bus no point in bus lanes. This will increase traffic and pollution.

Traffic is all bunched up into one lane. Even after operation hours the traffic still builds up into one lane.

Fed up with all of bus lane on bath rd. Can't wait to see the end of the stupid bus lane. Another fine example of a waste of money by slough borough council. Council destroying our town. Shame on you.

Creating

- lot of unnecessary traffic.
- delays in reaching destinations.
- panic if getting late.

Have rarely seen a bus or a cyclist in the specified lanes.

Terrible waste of taxpayer money by a bankrupt council.

Additional Traffic congestion will have an environmental impact and potentially cause accidents.

The worst idea from Slough council. Horrendous traffic. Dangerous driving. I no longer feel safe to walk with my 2 year old son on the A4 as the pockets of traffic make me feel uneasy.

There are only a handful of buses that use the lanes and rest of the time the lanes are empty but the right lane is chocked full of vehicles. Other users cut into lanes and I've witnessed a collision when not given way from the left lane to the right lane. The covid restrictions have been lifted so this it is no longer viable

<p>to have such a restrictive scheme on a major road like the A4. This needs to be abolished as soon as possible so normal levels of traffic and free flowing traffic returns.</p>
<p>I don't believe the bus lane is a good idea in slough as the town is very congested during these hours with the school run and people going about their daily business. Since the bus lane has been in slough the roads are so busy and we can only use one of the two lanes and the amount of road rage has gone up significantly. Please get rid of this bus lane asap</p>
<p>Simply put, its absolutely horrendous that this bus lane was even thought to be a trial scheme in already heavy traffic environment. Its just caused more congestion not only on Bath Road but drivers taking inner roads just to avoid Bath Road. I'm all for helping emission and saving the environment but this really takes the Micheal ever since its been implemented. Wastes everyone's time due to increased amount of time spent trying to get through Slough during peak hours. I will never take a bus so total waste for me. Complete waste of funds i my opinion!</p>
<p>It has added a considerable amount of congestion to an already congested area making journeys to and from the area much more unpleasant.</p>
<p>All you have done is cause considerably more congestion (and thus emissions) and far longer commute times for everyone, especially with the ongoing M4 works...</p>
<p>Bus routes are not available for my daily commute so car is only option. Traffic, congestion is horrific my journey time has doubled!!! . There have been lots of accidents and read rage incidents. To the point I feel unsafe. Air feels more polluted.</p> <p>It makes the area unpleasant to live in. I am considering moving away from the area.</p>
<p>Bus lane between three tuns heading towards Tesco. The congestion has doubled travel time, which in turn means people don't leave the house to spend money for the economy. Bus lane between three tuns and B&Q. The traffic sits at 30 rather than the 40 as stipulated which causes more traffic. Most cars don't realise that the bus lane has set times and clog up 1 lane which causes more traffic. Without the bus lanes traffic flows more freely. The report may say that the air quality is better and yes it would be as due to the pandemic most people have not gone back to the office. If things were normal, during peak times Slough would come to a standstill due to the bus lane. I thought all the widening of roads was to ease the congestion not add to it.</p> <p>Who wins here.</p>
<p>Hi,I would like to tell you about bus lane at A4 bath road slough causing more traffic than before it is causing more delay for office workers to reach slough trading estate and school runs.so can you please remove this bus lan it's not helping at all.if more car stuck in one lane they cause more damage to air pollution.if people able to drive in both lane as before it takes less to to reach there destination. Make sense.</p>
<p>In my experience, the bus lanes have caused much congestion and confusion amongst drivers. Most don't use the bus lanes when allowed to during the day for fear of getting a ticket, and the lanes becoming left turn only unless going ahead in the bus lane is frankly a terrible idea. I have seen many near misses because of this. SBC for many years has worked to keep the traffic moving, but worst things SBC ever did was to fill in the bus stops, add the bus lanes and have Tuns Lane as a 30mph zone all the way to the junction 6 of the motorway. If you'd put speed cameras up and fined people, the council would be going broke 😊</p>
<p>It is nonsense, waste of money project,confusing,total chaos.Bus lanes are empty when travelling,and other side over congested!!! Please do something about this frustration for all drivers,local people... Thanks</p>

<p>We feel bus lane should be used by bicycle, motorbike e scooter , buses and hackney carriage taxis only. Not private hire companies as that increases the traffic in the bus lane.</p>
<p>Not well thought out at all, e.g. the confusing implementation next to the Sainsbury's. High volume of traffic meaning more people are road raging. Surely it's better for environment for cars to be kept moving rather than standing idle for long periods of time. Absolute waste of money but I guess after recent news something the council is in the habit of doing!</p>
<p>Please remove the bus lanes in Slough. There are not enough buses using the bus lanes to justify one lane for buses. The bus Lane creates severe traffic congestion causing even more pollution. xxxxxxx (A4 user and resident)</p>
<p>This was a horrendous experiment with no consultation from the local public whom will be most impacted.</p> <p>Money completely wasted for a council that's already going or has gone bankrupt.</p> <p>The amount of CO2 emissions coming out of cars sitting in congestion while the bus lane is completely empty it's totally unacceptable and by no means helping the environment.</p>
<p>There is inordinate congestion from Sussex Place all the way up to Maidenhead as a result of these appalling bus lanes. Journey times have increased greatly as a result of the lanes. To cover a short distance takes a very, very long time. Cars are only ever used by people who have a reason for their journey. By instituting bus lanes, you have increased the demand for unnecessary travel. It's dangerous to walk along the A4 as a pedestrian, because in practice when you are trying to cross a road (as is necessary when walking along the A4) the buses obscure the view of what's behind or around them, while at the same time electric scooters are riding on that same pavement in both directions without any kind of lane discipline. The bus lanes have been an environmental disaster, because they result in car traffic idling for long periods as cars sit in long traffic jams along a single lane of the A4.</p>
<p>Absolutely rubbish idea to have a bus lane in a 2 lane road . It has caused lots of traffic jams and delays to journeys and have noticed higher road rage incidents. Also it has caused more pollution due to slow vehicles. I have hardly seen more cycles on the road Please scrap this experimental bus lane idea. If bus lane needs to be done road needs to be widened first to 3 lanes each.</p>
<p>Traffic is very congested, drivers manoeuvring dangerously to go faster and making the situation very dangerous. Queues of cars making the air pollution worst while the bus lane is empty. It's worst from Tesco to Cippenham lane.</p>
<p>It's alot more time consuming because one lane is always congested and the other isn't, what makes it considerably even more worse is when you can't use the other lane to switch when you get caught under a learner or slow drivers. I personally use the Wellington Road and London Road everyday, I also go Bath Road often and on that route, personally I've never had issues before with buses in the trading estate, my question is, is there even a need for an only bus lane in the first place?</p>

Waste of time and money, the traffic moved far quicker and much better, never had congestions, this has caused more pain for everybody, takes longer getting every where and causes more pollution
Stuck in traffic.

Another of slough councils hair brained ideas and total waste of money

It makes my travel even more slower, I have a motability car for my disabled son and we cant even drive in bus lane,

We have to leave 1 hour before to reach our destination now, it is very upsetting and this bus lanes have made me & my wife on depression

From:
Sent: 12 May 2021 11:39
To: _Transport for Slough
Subject: RE: Slough bus lanes

Hi xxx,

Sorry, disability motability vehicles are not exempt.

Kind Regards,

Principal Parking Officer
Slough Borough Council

P Please consider the environment before printing this e-mail

Data Protection:

Under the Data Protection Act 2018, we are required to gain your permission to keep personal details for you. Slough Borough Council and its agents may share this information with government and local authority departments and other authorised organisations for administrative, statistical and research purposes. For further information please see Your privacy.

Emailing personal details to this email address gives us your informed consent. If you have a query in relation to fair processing, please email DataProtectionOfficer@slough.gov.uk

From: On Behalf Of _Transport for Slough
Sent: 12 May 2021 11:36
To:
Subject: RE: Slough bus lanes

Thanks xxx

Just to clarify, please:

The question asked about "disabled motability cars"

Is it the case that all such cars will display blue badges by default? And that there is no other exemption given for such cars?

I'd prefer to give an answer which includes the phrase "disabled motability cars" for clarity if possible.

Thanks

Stephen

From:
Sent: 12 May 2021 11:32
To: _Transport for Slough
Subject: RE: Slough bus lanes

Hi xxx,

Apologies for the delay in responding.

I can confirm blue badge holders are not permitted to use the bus lanes during the operational times.

Kind Regards,

Principal Parking Officer
Slough Borough Council

P Please consider the environment before printing this e-mail

Data Protection:

Under the Data Protection Act 2018, we are required to gain your permission to keep personal details for you. Slough Borough Council and its agents may share this information with government and local authority departments and other authorised organisations for administrative, statistical and research purposes. For further information please see Your privacy.

Emailing personal details to this email address gives us your informed consent. If you have a query in relation to fair processing, please email DataProtectionOfficer@slough.gov.uk

From: _Transport for Slough
Sent: 11 May 2021 09:44
To:
Cc: _Transport for Slough
Subject: FW: Slough bus lanes

Hi Manjinder

Would you please advise so I can reply to this question.

Thank you

Sent: 11 May 2021 02:08
To: _Transport for Slough
Subject: Slough bus lanes

Hi I was wondering if you can help me.

I wanted to know if disabled motability cars can also use the bus lane.

Kind regards

<p>The bus lanes are operational during peak times, but there are so few buses using them it's not viable. For outside peak times they have left turn arrows on the road at the ends which renders them useless for making the road 2 lane again. Cars getting in the wrong lanes is also a hazard.</p>
<p>Congestion has increased, the roads are dangerous because of the frustrations the congestion is causing, journeys are unnecessarily taking longer. The bus lanes are empty and not used due to reduction in bus services</p> <p>Council taxpayer money has been wasted on this project, it has not brought any value to the residents of Slough, the money could have been put to better use to encourage people to come into the town rather than encouraging them to stay away due to the congestion caused on the roads by this project. WAKE UP SLOUGH B C AND MAKE POSITIVE CHANGES FOR THE TOWN AND STOP DESTROYING IT.</p>
<p>since the bath road bus lane introduction especially starting from farnham road all the way to Langley its been badly congested, the traffic was good before the bus lane. i can imagine the pollution in the area has increased alot</p>
<p>Slough bathroad from fiat roundabout towards Tesco in high street.</p> <p>Left turnings trickier and confusing Bus lanes mostly empty and traffic all in one lane.. makes no sense, waste of space.</p> <p>I've seen empty buses or with a handful of passengers whilst other lanes are being congested with traffic .. how is that more environmentally friendly</p>
<p>Very few buses go along the route. Makes no sense to close off an entire lane for the odd bus. Better if there is a smart system of closing the lane in advance of a bus. Much more congested.. Not safe for cycling because the bus has to wait and take over a cycle on the lane. Plenty of space on side of A4 for cycle and bus lane. Use that instead of narrowing the main bath road. Crazy idea</p>
<p>Silly idea. Not safe for cyclist. Limited buses use the lanes yet cars have to use half the normal lanes.</p>
<p>Bus lanes are creating more congestion for other road users which can be accident prone as well.</p>
<p>Hello. Since the bus lane was introduced I noticed a lot more traffic on the A4 Bath Lane. For me is no point to have bus lane if there is only two buses per hour. It is just bringing more traffic on the road No one is using this bus lane no cycling no busses like in london</p>
<p>I live in Cippenham. I would travel by bus in the area more often if there were better connections and more frequent services.</p> <p>There is absolutely no point for a bus lane on Bath Road if that is not improved.</p> <p>Public transport in Slough is expensive and time consuming due to poor connections.</p>

There is a significant proportion of the population that commutes and therefore a bus journey in and around slough is not beneficial.
 One of the metrics that should be taken into account is the quality of life. For example many parents have to drop off children makes the journey more difficult.
 I have found during the period that the bus lane is in operation it has pushed more traffic to local roads endangering cyclists and pedestrian.
 Bus journeys to my area (wexham) have not increased nor has the number of destinations. We used to have several routes (No "1" which went directly to slough and "3" which went around the area and then to slough) now we have an infrequent service.
 The right hand lane turn onto Wexham road has improved traffic and journey times.
 I am concerned that the increase in population such as the horlicks development has not been taken into consideration to understand future impacts.
 I am very passionate about this issue and want to see the A4 to be returned to before the bus lane.

Slough has no ring road and too few roads to give up more for buses that are 75% empty. Cars unable to use both lanes are queuing for longer and pollute more having to start and stop in traffic. Electric cars are too expensive and not yet efficient enough to be solution for high emissions.

Since the council introduced a new bus line it made it very difficult to travel in the town. Majority of slough residents use private transport to travel to work and this bus line is creating extra long queues and making it difficult to live in this town. Lot of people are working from home at the moment, after pandemic it will be even more difficult for us to use the road.
 A longer queue means more pollution. I'm not sure how it will help the residents of this town?
 Kindly remove this bus lane as soon as possible.

Since the council introduced a new bus line it made it very difficult to travel in the town. Majority of slough residents use private transport to travel to work and this bus line is creating extra long queues and making it difficult to live in this town. Lot of people are working from home at the moment, after pandemic it will be even more difficult for us to use the road.
 A longer queue means more pollution. I'm not sure how it will help the residents of this town?
 Kindly remove this bus lane as soon as possible.

Awful in rush hour. It will not encourage people to use buses. It will just make them angrier about having to drive and potentially people will look to work out of Slough!

The journey times in Slough have more than doubled during the operating hours of the bus lane. I avoid travelling in to Slough as much as possible now as it is quicker and easier to go to Windsor instead.

As a car driver the lanes are just another thing that are trying to catch you out when you are looking for hazards such as pedestrians.

What is particularly irritating isn't that some modes of transport have priority over one that you are using at the time, but rather that whilst you are stuck in traffic the alternate lane is massively under-utilised. Starting the obvious, this lowers efficiency rather than raises it.

As a motorcyclist, it's great, but I could live without it. Scooter riders don't care because they scoot on the pavement and it's the same with cyclists.

You can't fix a dog's breakfast by only looking at one thing at a time. You have to look at the whole thing. The road needs to be wider as it is carrying through traffic as well as local traffic.

Getting rid of the bus lanes is also important for all traffic. Bus lanes are the canary in the mine. If buses are delayed, everyone works to fix it, but putting down bus lanes is like giving the Canary an oxygen cylinder. The Canary is ok, so no-one bother to fix the situation for the rest of the poor motorists.

Congestion has increased, travel time has increased, therefore pollution is increasing.

The bus lanes now mean turning out of the roads from the trading estate onto the bath road takes longer, therefore adding to the congestion in the area.

I have noticed that the driving styles of some drivers has become more aggressive as a result. People are more inclined to run red lights as their journeys appear to be taking longer. People appear less likely to give way to other motorists.

The bus lanes need to be there to help relieve the traffic flowing from the M4. These will provide a faster and more reliable service for the Slough area.

With the introduction of new bus lanes, bus services have become more reliable and there is a lot less fuel emission do to reduction in traffic jams and idling. Its a cleaner way to travel going forward and more people are now using buses or bikes.

On behalf of Thames Valley Buses, I would like to add my voice of support for the placing of the bus lanes along the A4 corridor. I am sure it hasn't been met with unqualified backing from all quarters, but it is reassuring to see the foresight of the local authority in investing in a future which focuses on more use of public transport, and less reliance on private cars.

It will inevitably take some time to measure the success of the project, particularly in the current circumstances where bus patronage is depressed, and it is fair to say there has to be some pain to reach that point, but I wanted you know that the opening of the bus lanes has prompted us to revise our timetables and reduce our running time between Slough and Langley on services 702 and 703 by two minutes in each direction since the scheme went in. Whilst modest, this is a benefit of over two hours each day, and with average patronage of 30 passengers, this becomes some considerable benefit in total.

We need to ensure that public transport journeys are as attractive as possible to help encourage people to switch from less sustainable means, leading to the ideal outcome of reduced congestion and pollution.

We remain supportive of the vision behind the original introduction of the bus lanes, to make better utilisation of road space by dedicating a proportion to public transport. Given the large amount of space available, and strategic importance of the corridor, the problem with congestion and pollution generated by private motoring, actions such as this to support enhanced public transport are essential. If the Council does not invest in such measures, there will be nothing to stimulate improved bus services.

The changes to the bus lane hours of operation were disappointing for bus users, as bus lanes are most effective when there are no grey areas surrounding their use. We appreciate that the removal of the lanes during the off-peak times was to help ensure the lanes are more politically acceptable, however we cannot see what practical benefit the change brought given that congestion is fairly low during off-peak periods. It could only lead to increased abuse during the times the lane is in operation, that undermined their entire existence. The same applies to allowing minicabs and electric vehicles to use the lane, as it will give the impression of the lane being available to general traffic, and will reduce many of the benefits that it is aiming to achieve.

I would like to suggest that a different measure might be to make the bus lane available to HGV's, as has been done quite extensively in Devon, given that goods do not have public transport alternatives, and lorries are more polluting when running slowly or idling than when allowed to move freely. This would have a much more positive impact on the environment than allowing electric vehicles to use the lane.

Those making sustainable choices need support to tackle the challenges faced on the corridor. There is still plenty of capacity for private vehicles, and if all private motorists claim to have no alternative, we collectively need to understand where demand isn't being met and develop additional services can be developed to meet it. Continuing the previous situation was not sustainable for the environment or economically.

Unfortunately, people will rarely comment when something good happens, but quickly complain about something that they feel is bad. The motor lobby also have a loud voice and the bus user's voice is often not heard. It is the number of people (not vehicles) using the corridor that needs to be kept in mind.

Similarly, the data relating to journey times rather than perceptions.

It would be a massive loss to remove the bus lanes now, having made so much progress. The Council should restore the bus lanes to 24 hour operation, and extend them further.

I use buses in Slough from time to time and strongly support measures to provide more reliable consistent and faster bus journey times.

The bus lanes during periods of operation in sections 3 and 4 serves no purpose other than to cause increased journey times and increased congestion for the majority of commercial and private road users and consequently increased levels of pollution, stop start systems are overwhelmed with the wait times and constant stop start of the increased congestion.

And for what benefit? So 5 busses can travel east to west and 6 busses can travel west to east during the morning period and 7 busses can travel in either direction during the evening period.

That is approximately 1 buss every half hour, assuming the bus is full to capacity and depending on the configuration of the bus a maximum of 46 people, that's a maximum of just 92 people per hour, however

during the pandemic that reduced to just 24.

The O2 trading estate bus service doesn't use the A4 section 3 and 4 bus lanes.

Your argument of an improvement to bus journey time does not hold up.

You are at best improving the journey time for a maximum of (5 x 46) 230 individuals travelling east to west and 276 travelling west to east during the morning period and 322 in either direction during the evening period. That's 60, 72 and 84 respectively during the pandemic.

But what you are guaranteeing is vastly increased journey times for 1000's of other road users. This is just another example of Slough councils ill conceived ideas driven by their systemic toxic attitudes towards both commercial and private road users, with a clear desire to continually strangle the flow of traffic in and out of Slough, the majority of which are the economic life blood of Slough, lest you forget that.

What you need to be doing is encouraging economic growth and facilitating an increased traffic flow capacity for all road users, not constantly finding new ways to restrict it and deter economic growth, after all, it is the incompetence of the Labour Council that has resulted in the Councils bankruptcy.

As for improved cycle safety and social distancing between cyclists and pedestrians as a justification for bus lanes along section 3 and 4, both arguments are flawed from every conceivable angle.

The cycle lanes in section 4 result in both commercial and private vehicles driving along the middle of the road, effectively reducing this section to a single carriageway.

There are service roads and plentiful areas of real estate that can be used to facilitate cyclists along these stretches of the A4 without the need for a bus lane or cycle lane.

The bus and cycle lanes in sections 3 and 4 must be scraped immediately.

Can you please consider relaxing bus lane rules on bank holidays
As you have done on weekends
Thanks

I live in Slough Highstreet on A4 bath road apartments,

I have been using A4 for last 10 years Slough , from the time we had new bus lanes in place it is more chaotic in our area every day we are having lot of smoke due to single lane traffic and congestion and I am afraid this is getting more worse as lockdown is opened and more people coming back to roads

I air quality has dropped considerably and noise pollution is increased during business hours... there were some relaxation during on busy hours but why is these relaxation not applied on bank holidays not sure how can you miss this small point

As a resident of Slough we are already suffering poor Highstreet and on top of it this bus lanes causing new sense or mayhem

I would request at least remove bus lanes on a 2 lane road and relaxing it over bank holidays too

There are very regularly long lines of traffic when the bus lanes are completely empty. Not sure whose idea this is but I think it is complete waste of money and lot of inconvenience to drivers and pedestrians as well. The sooner this closes the better as it will improve traffic flow, less congestion, less pollution and in the interest of local residents.

Slough is always a Business town, so most of the people are business owners or commmting for some business. So they cant rely on Public transport. Its Non-sense to think that bus lane will reduce traffic rather its increased due to this stupidity of introducing buslane along Major road. Motorway closure, Buslane and covid social distancing, its has all made life hell to already congested slough rooads. If its for

slough council debt's because some fools in council mishandled public money. They must go on trial. Out council taxes are handled by bunch of fools .Pathetic council!

As an experienced, professional driving instructor, I spend a lot of time travelling on the A4 in Slough (Bath Road, Wellington Street, Sussex Place and London Road).

I believe a sensible and COST-EFFECTIVE compromise to deal with the local concern over the new bus lanes in the area would be to remove the requirement for compulsory left turns at the end of some sections of bus lane. This would allow traffic to use the bus lanes outside of the designated operating hours. Drivers are currently avoiding the bus lanes at all times, as most of them don't want to turn left off the A4 into one of the minor roads.

The simplest AND CHEAPEST way to achieve this would be to add an "ahead" arrowhead to the existing left-turn arrows (road markings).

The following sections/junctions of the A4 would benefit from allowing traffic to use the left lane to go ahead:

Heading east:

Cippenham Lane to Farnham Road
Stoke Poges Lane.

Heading west:

Ledgers Road
Farnham Road to Cippenham Lane.

I also think it would be beneficial - mainly on safety grounds - if the bus lane on Sussex Place heading east (outside Sainsbury's) was returned to permanent, 24/7 operation, as there are already sufficient suitable lanes there for normal traffic.

As a group of professional drivers with a great deal of knowledge regarding local traffic conditions and driver behaviour, Slough and District Driving Instructors Association would be keen to consult with Slough Borough Council, on a free-of-charge basis, to assist in the planning of the above changes.

Please contact me for further details.

Implementing bus lane Bus Without increasing the bus frequency is an utter waste of taxpayer money. I feel very frustrated during peak time travel, going to the office, nursery pick up and returning home on time is getting difficult(given how early you plan your journey). Post bus lane implementation, I am spending too much time in traffic during weekdays than before. Quite a lot of people are not respecting the signals, and this increases the chance of accidents.

Overall I think Bus lanes suit a major city like London where there are busses frequently and lot of commuters are depending on them. However in Slough the bus frequencies are very less and on some routes there are not manu commuters using them. Moreover there is almost a gap of an hour between on week days and Saturdays. On Sunday it is even bad. So what is happening as a result is that there are long lines of traffic on non-bus routes while the other lane is idle. This is causing lot of pollution to the environment and is having an impact on public health.

with my multiple-journey experience on Bath road with this experimental bus lane I can confirm that this plan is resulting in highly congested roads and only marginally benefits the people taking bus. I suggest to setup bus lane with new lane added but not to use existing lane.

I don't consider myself to be a nervous driver but the A4 now fills me with dread because I am constantly frightened of straying into the bus lane and getting fined, or of being cut up by people who are in the wrong lane. Braver souls are probably using correctly but it does mean a lot of people passing on the inside which is always nerve wracking. The number of side turnings off the A4 mean the bus lane stops and starts and the risk of a bus whizzing down the bus lane and colliding with a car which is turning left seems all too likely. If everyone drove carefully and safely and courteously at all times there would be no issue but we all know that they don't and won't. I try to do as much of my journey off of the A4 as possible which means using smaller roads more than is ideal. I really want to support the bus lane as a step to greener travel but I find I have too many reservations about the details at the moment. More buses would seem to be necessary too before the bus lane will fulfil its purpose.

Subject: RE: Traffic Light timing - A4/Dover Road/Cippenham Lane junction

We have now made temporary timing changes to the Cippenham Lane northbound and right turn movements which should improve things until all the detection is fixed and re-configured.

They managed to replace most of the faulty units, so we are just awaiting for these to be configured. In the meantime I am looking to see if we can make any temporary adjustments to the green time.

There are a number of faulty detectors at this site which are due to be replaced this evening. Once they have been installed and re-configured we will check the performance over the next few days to ensure the site is running as expected or if further action is required.

The green cycle from Cippenham Lane to Dover Road/the A4 definitely seems to be running short, so it only allows a small number of vehicles through the junction. This morning the queuing traffic stretched back to the junction with Avebury/Cippenham Lane Post Office, which was worse than pre-covid rush hour, so something is going a bit awry there.

Any feedback (and corrective action) would be much appreciated, as I've now got a few more enquiries from residents stacking up in my inbox - particularly from folk in Bower Way and the Avebury estate, saying they can't get out of their roads because of the queue on Cippenham Lane...

See the below - the queue stretching in front of my house has got markedly worse recently (I'd assumed some of the delays were due to roadworks and the temporary works lights up Dover Road, but I think the timings of the main junction lights may have been adjusted); the queue definitely seems longer. I know the M4 was closed over the weekend, and the schools have returned but the lunchtime queue seems significantly worse now than previously.

Is your dept responsible for traffic light timings, or can you please pass this to the appropriate dept?
Thanks.

The timing on the lights at the Cippenham Lane / Bath Road junction have been changed to only allow maybe 3 to 4 cars through per cycle for anyone heading northbound up Cippenham Lane.

Because the A4 bus lane has now forced people who may have prev gone up to Three Tuns then eastbound along the A4 to instead use Cippenham Lane, then this altered timing is creating tailbacks.

For instance today around ~12:15 I went to the Cippenham Post Office on foot from Bower Way.. the tailback was creeping back across the Spring Lane/Cippenham Lane junction (maybe 50+ cars idling?), with a couple of idiots blocking right turns from Spring Lane into Cippenham Lane eastbound too.

I used my car to get to the dentist in Burnham the other day, and got stopped as the 1st car before the Keep Clear box outside Mercedes.. a frustrated and entitled idiot BMW (surprise!!) even went as far as driving in the opposing lane up from back beyond Bower Way to sneak into the Mercedes Keep Clear box ahead of me, not actually caring he was causing issues for southbound traffic.

I suspect this may be deliberate timing change to discourage people using Cippenham Lane over the longer term, which is fair enough, but it may be time to state this overtly so people actually know to stop using Cippenham Lane rather than this "nudge" style.
I think this is also causing more traffic to use Bower Way as a Rat Run (including Police, Ambulance and Fire as I'm seeing a lot more blue lights going by at night!!).

If it is deliberate and you are going to keep the timing as-is:

.....Can you at least refresh the "Keep Clear" surface sign/paint at the Bower Way/Cippenham Lane junction, as what is happening is that people see the lights change, think that 10 or so cars are going to get through the lights, move into the Keep Clear box then some get stranded in the Keep Clear, and before you know it:

Cippenham Lane southbound traffic can't turn right into Bower Way and Bower Way can't turn right into Cippenham Lane (especially the Bus service)and voila, occasional Gridlock.

ALSO INCLUDES A REPORT WITH MAPS AND DIAGRAMS AND TEXT - SEE ORIGINAL EMAIL

Nature of defect Other New Bus Lane Policy/Trial causing dangerous outcomes to drivers and potentially to pedestrians

Address/location Wellington Street Near Royal Mail sorting office.

Incomplete changes to monitor out comes re-educate drivers.

Defect on Carriageway

Location on map

Description Please see letter attached.

Photos uploaded: sandbox-files://5fda96636f728420183718, sandbox-files://5fda96629de1c962371142
Slough Borough Council Highways Department

16 November 2020

Dear Sir/Madam

I'd like to report an incident in which I was involved Wednesday 9th December 2020 and for which I believe that your

newly implemented incomplete New Bus Lane highways policy bear responsibility.

As I was turning to my workplace of Royal Mail in Wellington Street on Wednesday 9th December at 1pm, a car sped

on the bus lane and crashed into me with such force that it made my car spin around and end on the pavement

facing the opposite direction I sustained concussion and whiplash symptoms.

The reasons why I believe your newly implemented bus lane policy bears some responsibility are as follows:

1. The peak and off peak hours for car users are not prominent enough to grab the attention of the motorist

(i.e. use led indicating Bus only use/off peak Traffic use), to re-educate the road users, as I regularly observe

the majority of the drivers are opting to use the outer lane regardless of the time "to be on the safe side". I can provide recorded evidence of this statement.

2. When implementing the policy insufficient thought has been given to entry/exit ways for businesses, including public service providers such as Royal Mail, which is in constant use throughout the day (i.e. Royal

Mail van/lorry drivers that will access the depot at different and multiple times during their working day) resulting in most workers to opt to use the outer lane regardless of the time "to be on the safe side".

3. There are no cameras to enforce/monitored the new policy.

The crash I was involved in could have been a tragedy, if a pedestrian had been walking along the pavement at

that moment a speeding car crashed into me as I was already turning left. I am extremely grateful to God that

there were no personal tragedies (there is regular foot fall on that stretch of road). I have been left with physical

and psychological after-effects and financial losses. There was a witness to the crash, another Royal Mail

worker
in a work lorry behind me on the outer lane that was accessing the depot in the same manner. He testifies to the other vehicle undertaking him in the bus lane at a very high speed. In fact, the speed was such that though I was hit when I was nearly stationary the car is a write off due to the damage caused (over £6,000 to fix it). The absence of enforcement cameras robs me of the chance to provide extra evidence to confirm the speed of the driver by recorded footage. Moreover to monitor the trends of the traffic flow. I have a report which I will be submitted to my legal team.
I would like to be able to discuss this matter with a Council representative to see what the Council is doing to review the safety of the bus lane policy/experiment and what you can do to rectify my personal losses before I consider taking this further.

Dear Sirs,

I write regarding the experimental bus Lane at A4. Now more people are returning to work the bus Lane is causing awful traffic jams from the town centre back to the Three Tuns junction and this is with the Lane currently being suspended part of the way. When more people go back to work this will get worse. Given the limited number of buses that use it it does not make sense to make commuters suffer. It will put people off working in Slough if it gets much worse at rush hour.

Yours faithfully

ALSO INCLUDES MAP EXTRACT - SEE ORIGINAL EMAIL

Freedom of Information Act 2000 - Information Request

Your freedom of information request has now been considered and the information you have requested is attached / below

1. How much money was spent last year to turn a normal lane in to bus lane.

The Council has spent approximately £90,000 on the Experimental A4 Bus and Cycle Lane.

2. What kind of research and consultation was carried out before implementing the bus lane.

The experimental bus and cycle lane was introduced mainly;

- As part of the Council's response to Covid 19 Lockdown and Social distancing requirements.
- To lock in the benefits that have been realised during the lockdown period.
- To develop extra deliverables during the consultation period.
- To identify/investigate wider benefits such as safety, regeneration, development and social inclusion.

The experimental bus and cycle lane scheme was introduced under an experimental traffic regulation order (ETRO) in August 2020 for a period of not more than 18 months with an initial 6-month consultation /objection period. This is in line with the Government's statutory guidance - Section 18 Traffic Management Act 2004 and Network Management duty guidance in response to COVID-19.

The ETRO allows the Council to introduce a scheme before undertaking a consultation and once the scheme has been implemented the consultation/objection period commences.

Following the introduction of the ETRO in August 2020 further reviews were undertaken by the Council to allow other vehicles such as Hackney carriages, e-scooters, motorbikes, private hire vehicles, any other authorised vehicles to use the bus lane and introduce a Monday to Friday peak time bus lane between 07:00hrs – 10:00hrs and 15:00hrs – 19:00hrs. The ETRO was reviewed in December 2020 to reflect these changes and this meant that the 6-month consultation /objection period was reset and expires in June 2021. Once the 6 months objection period has lapsed, we will then analyse all the comments received and decide whether to make the scheme permanent or remove it.

If you would like to add your comments to the Experimental A4 Bus and Cycle Lane consultation please follow the link below.

<https://slough.citizenspace.com/transport/experimental-a4-bus-and-cycle-lanes/>

3. What is the long term plan on these bus lanes - are they likely to be turned off for good or is it only a temporary measure?

The scheme is under an 18-month experimental scheme and data including cycle counts, traffic counts and journey time monitoring is being collected and analysed in order to identify whether the scheme will be made permanent or removed.

4. If it is temporary measure, do you have any data to show what impact it is making to the traffic situation, environment, and the in/convenience to road users?

Yes, data is currently being collected for this scheme. Unfortunately, we cannot share the latest data with you as this is being analysed. However, for August and September monitoring data you can view the report submitted to the Overview & Scrutiny Committee and Neighbourhood & Community Services Scrutiny meeting on 29th October.

<http://democracy.slough.gov.uk/documents/s61983/A4%20Bus%20and%20Cycle%20Lane%202020%20-%20incl.%20comments%20from%20joint%20committee.pdf>

Regards

If you are dissatisfied with the handling of your request you can ask for a review of your reply. To request a review please contact the Freedom of Information Officer at Slough Borough Council, Observatory House, 25 Windsor Road, Slough, Berks, SL1 2EL, email foi@slough.gov.uk

For further information you can also contact the Information Commissioner at:

Information Commissioner's Office

Wycliffe House

Water Lane

Wilmslow

Cheshire

SK9 5AF

Telephone: 0303 123 1113 or visit: www.ico.org.uk

Could we also add a line that we will also treat the request as a response to the consultation, and put a

link to the consultation? Or alternatively ask him to make a separate response to the consultation (noting that his FOI request doesn't count as a response)?

Freedom of Information Act 2000 - Information Request

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For further information you can also contact the Information Commissioner at:

Information Commissioner's Office

Wycliffe House

From: _Transport for Slough Cc: _Transport for Slough
Subject: RE: Experimental A4 bus and cycle lane

Thank you for your feedback regarding the A4 Bus Lane / Cycle Lane Scheme. Your email will be recorded as part of the formal consultation period for this scheme. Information on the outcome of the consultation will be made available online at the end of the 6-month consultation period.

The A4 bus lane scheme has been introduced to the borough under an experimental order in response to Covid 19, lockdown and social distancing requirements, the scheme has been introduced on the ground to respond quickly to the immediate issues.

This means that for a period following the introduction of the experimental TRO, those who live and work in the borough will be able to comment. During this period we will be accepting representations which will be formally logged and after the 6 month period has elapsed, we will be analysing all the comments received and then have a further 12 months to make a decision on our next steps. I can confirm I have logged the below comments as a formal representation to this scheme and your comments will be taken into consideration when making any future decisions. Also any queries will be responded to once the consultation period has ended.

The Bath Road/ A4 trial scheme includes the provision of a bus and cycle lane, replacing a single east and westbound traffic lane along most of the route. It has been designed and implemented in response to the government's initiative to get people to actively travel in the wake of the coronavirus crisis and to

prepare for the Borough's recovery as lockdown is eased. This is just one, of a series of temporary changes, proposed to bring about a green restart to local travel with the Department for Transport providing funding to fast track measures.

The main short-term focus of the scheme is the reduction of journey times for bus passengers and to facilitate cycling, not a reduction in traffic flows. It is hoped that in the longer term the increased attractiveness of the bus service will help to encourage transfer of travel to buses from the private car.

The general traffic lanes on the bus lanes are reduced in sections than previously, but the increased care and reduced speeds which motorists need to observe has been viewed as a benefit rather than a disadvantage in transport terms.

To: _Transport for Slough
Subject: Experimental A4 bus and cycle lane

Hi,

I would like to provide feedback for the Experimental A4 bus and cycle lane.

The lane provides far too much disruption, traffic and even safety concerns. It is more difficult to get out at peak times onto the main road.

This leaves to drivers making unsafe merging onto the road. The experimental bus and cycle lane is also hardly used. In the few months it's been running and the times I've been on the road, I have seen a handful of bikes and few buses.

This communication and its attachments, if any, may contain confidential and privileged information the use of which by other persons or entities than the intended recipient is prohibited. If you receive this transmission in error, please contact the sender immediately and delete the material from your system.

From:
Sent: 11 May 2021 07:21
To: _Transport for Slough
Subject: A4 consultation response

Hello

I am writing to you regarding the Experimental A4 bus lane in Slough. The bus lane is a bad idea because in places the A4 is the main artery road through the town and in places it is narrowing into just 1 lane because 1 lane has been taken by the bus lane which is causing a huge amount of traffic throughout the town and at rush hours the A4 is becoming gridlocked. Also bikes and scooters can use the bus lane which is dangerous because bike cut in and out of the traffic. It is a silly idea to close a busy main arterial lane and make it a bus lane when the traffic is queuing up there is a lane sitting there doing nothing apart from a bus or a bike using it every so often which is ridiculous when the town is gridlocked. In my opinion the experimental bus lane is not working and it should be put back to 2 lanes like it was before because 2 lanes are needed to handle the amount of traffic through the town which is making journeys longer which is causing more pollution when vehicles are sitting idling in the traffic. The town wasn't at gridlock before the bus lanes were made please remove the bus lane and put the A4 back to how it was because the road traffic was moving without gridlock

Kind regards

From: _Transport for Slough
Sent: 28 April 2021 14:15
To: _Transport for Slough;
Cc:
Subject: RE: Traffic signal sequence updating around Shaggy calf, Stoke Road and further leading to Bath Road junction Ref;311951

Hello Councillor xxx.

There is a detector fault at the Elliman Av / Shaggy Calf Ln junction that has been raised with the maintenance company to fix, there are also detector faults on Stoke Rd / Stanley Cottages which we are awaiting repair quotes for; I also had a look at the available traffic counters within the Ward and noticed that the average flow numbers on Stoke Rd and Wexham Rd are still slightly lower when compared to April 2019 and traffic on Stoke Poges Ln is quite a bit lower than the comparable period.

When the detectors have been fixed there should be an improvement in the flows around those junctions and once traffic flows have settled down we can revisit to see if changes need to be made to the timings.

Dear Team,

Below is a casework from Councillor xxx.

The request is to review the traffic sequencing.

Please copy me into the response.

Due date is 29th April.

Kind Regards,

Dear Cllr

I will ask the officers to look into this. I know there has been problems on a few junctions along the A4 as a result of detector faults which has led to traffic build up and/or re-routing to other areas.

As part of the joint Scrutiny meeting last year officers under the recommendations have been looking at the surrounding area so will ask them to respond to you.

Kind regards,

:

Subject: Traffic signal sequence updating around Shaggy calf, Stoke Road and further leading to Bath Road junction

Dear officers

Traffic has increased many fold on Shaggy Calf Lane, Elliman Avenue, Stoke Road and wexham Road area during the morning and evening rush hours virtually it is stand still, since the new bus lane on Bath Road has been introduced it has made conditions quite bad. This has been brought to my attention up residents who live on these roads, because traffic becomes stand still residents have to keep the windows closed because of nitro oxide and carbon dioxide fumes, to ease the problem traffic signal sequences synchronisation around the whole area and traffic flow monitoring needs urgently to be performed.

If any more information required feel free to contact me.

Regards

Goo day

I run two farms one at iver one at cookham and we have to drive slow tractors through Slough down the A 4 on a regular basis . Being a slow vehicle these bus lanes have made our drivers very conscious that motorists around us get very angry and impatient as we now have to take the one and only traffic Lane through Slough . This does nothing to improve traffic , pedestrian or cyclist safety . I would appreciate your comments ASAP before there is an accident .

From:
Sent: 19 May 2021 11:48
To: _Transport for Slough
Subject:

Bus lanes

Please remove the new bus lines they are big problems for the traffic flow in slough
Thanks

From: _Transport for Slough
Sent: 07 January 2021 16:29

Thank you for your feedback regarding the A4 Bus Lane / Cycle Lane Scheme.
Your email will be recorded as part of the formal consultation period for this scheme.
Information on the outcome of the consultation will be made available online at the end of the 6-month consultation period.

The A4 bus lane scheme has been introduced to the borough under an experimental order in response to Covid 19, lockdown and social distancing requirements, the scheme has been introduced on the ground to respond quickly to the immediate issues.

This means that for a period following the introduction of the experimental TRO, those who live and work in the borough will be able to comment. During this period we will be accepting representations which will be formally logged and after the 6 month period has elapsed, we will be analysing all the comments received and then have a further 12 months to make a decision on our next steps. I can confirm I have logged the below comments as a formal representation to this scheme and your comments will be taken into consideration when making any future decisions. Also any queries will be responded to once the consultation period has ended.

The Bath Road/ A4 trial scheme includes the provision of a bus and cycle lane, replacing a single east and westbound traffic lane along most of the route. It has been designed and implemented in response to the government's initiative to get people to actively travel in the wake of the coronavirus crisis and to prepare for the Borough's recovery as lockdown is eased. This is just one, of a series of temporary changes, proposed to bring about a green restart to local travel with the Department for Transport providing funding to fast track measures.

The main short-term focus of the scheme is the reduction of journey times for bus passengers and to facilitate cycling, not a reduction in traffic flows. It is hoped that in the longer term the increased attractiveness of the bus service will help to encourage transfer of travel to buses from the private car.

The general traffic lanes on the bus lanes are reduced in sections than previously, but the increased care and reduced speeds which motorists need to observe has been viewed as a benefit rather than a disadvantage in transport terms.

Sent: 08 December 2020 14:57
To: _Transport for Slough
Subject: Experimental A4 Bus and Cycle Lanes

I would like to express my opinions in relation to the above scheme which I vehemently oppose. Having been a Slough resident all of my life and an employee of a number of companies on Slough Trading Estate, I believe that I am in a good enough position to explain why this will not work for this town.

The vast number of colleagues who I have worked with over the past 20 years do not live in Slough or anywhere near to Slough, they travel from as far afield as Birmingham, Northampton, Milton Keynes, Bristol, Bath, Southampton to name but a handful. These commuters CANNOT cycle to work neither can they ride public transport at their own expense and inconvenience.

As a council, you should be immensely proud of Slough Trading Estate and the business it provides to our town, not to mention the donations these large organisations bring to our communities.

I often cycled to work using the designated cycle lane on the path which ran alongside the Bath Road, it felt safe and was perfectly sufficient for my commute, I did not desire a need to have a full lane of the Bath road to cycle in. I have also experienced the dreaded tailbacks into Maidenhead along the Bath road for years now purely because the road bottle necks into one lane, its a nightmare and I know for a fact that it has put many businesses off of Maidenhead altogether.

As a resident I am also aware of a number of friends and family who travel to outlets such as B&Q, The Range, Dunelm, PC World etc. from other towns such as Maidenhead, Windsor, Uxbridge, again it's not practical to cycle to these stores when you intend to purchase household goods!

I have seen the issues this scheme has caused to traffic already and how the congested roads are giving off surplus emissions (completely defeating the intentions of this environmental scheme). This is at a time when most people are working from home too, so who knows what chaos this will bring when offices are back up and running to full capacity causing gridlock on our main through road. I dare not imagine it.

I really do hope that you will rethink this scheme and put an end to it before you force businesses to up and leave Slough, the town centre is already a ghost town and this will be the ultimate nail in the coffin.

I cannot believe that anyone thinks this experiment is a good idea. During Covid restrictions we were all discouraged from using public transport so the council decided to make a dedicated bus lane is sheer stupidity. As someone who lives in Burnham and is a regular user of the A4 between Maidenhead and the Tuns crossroads I have been so frustrated by the regular traffic jams along this stretch of the A4. I never drive anywhere near Slough anymore as too much time would be spent sitting in traffic jams whilst there is an empty bus lane. If I want to go to Datchet or Eton I now drive there via Dorney.

I rarely see cyclists on this part of the A4 and I would never use a bus service so there are only negatives on this scheme for me and my family.

When this scheme is coupled with the permanent queues to get into the Next / B&Q retail park and cars trying to access the Marks and Spencers' food shop this stretch of road is becoming increasingly congested and dangerous.

Please kill the bus lane scheme as soon as possible to get the traffic moving again especially as we come out of lockdown and life and traffic volumes get back to normal.

Hi,

I have been advised to passed on the below complaint to your team to log and respond to whilst we are still in the consultation period for the A4 bus lanes.

Thanks very much for your reply which confirms what I thought.

I'm not sure if you are the person who would deal with this grievance; if not please can you pass it to the correct person/team?

The reason for my enquiry as to whether SBC allows vehicles licensed by other authorities to use our bus lanes is that I took a call from a Mr xxx who is a hackney carriage (taxi) driver licensed by Windsor and Maidenhead.

Mr xxx said he is chair of the hackney association for Windsor and he was calling to ask if Windsor licensed taxis would be fined for driving in bus lanes in Slough. I advised I understood that bus lane authorisation was for SBC licensed hackneys only and any other vehicle would be fined for using them. Mr xxxx thinks this is unfair and that our signs are misleading because they only say 'taxi' not 'Slough licensed taxi' or similar. After a long call during which xxxxx aired his grievances particularly the fact that London signs say 'taxi' and that means any licensed hackney not just TfL licensed ones, I agreed to confirm my understanding and call him once I had an answer.

I rang xxxx this afternoon to let him know bus lane authorisation within Slough borough is for SBC licensed hackneys only. xxxxxx is now asking for SBC to change the signs to SBC taxis only or he and other Windsor licensed taxis will use the bus lanes and will not pay any fines because they are taxis. HE also said he may take this to the press who he believes will find this story to be of great interest.

I advised xxxx a number of times yesterday and today that Licensing does not have any say on what signs are put up or who is authorised to use the bus lanes but that I would pass his comments on and ask that someone from Highways contact him directly to discuss this matter further.

– Regulatory Services
Slough Borough Council

Subject: Licensed Taxis out of Borough

We do not allow taxis out of the Slough Borough to drive through our bus lanes.

Let me know if you need any further details.

Yes, assuming it's the roundabout at the junction of Stoke Road, Stoke Green and Grays Park Road, that would definitely be Bucks. The roundabout near the hospital is half-and-half!

Please report both matters here <https://www.buckscc.gov.uk/services/transport-and-roads/report-a-highways-problem/> .

Subject: RE: A4 bus lane consultation

Hi

Yes as mentioned it is past the original failed road surface I had originally remarked on and therefore from your comments it would also be Bucks (roundabout before the roundabout leading to Wexham Park Hospital)

Regards

Subject: RE: A4 bus lane consultation

Thanks for the clarification.

As you turn left out of the Crematorium you are immediately into Buckinghamshire, so it looks like you will need to report this to them – you can do this here <https://www.buckscc.gov.uk/services/transport-and-roads/report-a-highways-problem/> .

I'm not sure of the location of the mini-roundabout to which you refer – if that's also a short distance after turning left out of the Crematorium that would also be Buckinghamshire, but if you're referring to the mini-roundabout after you turn right out of the Crematorium (the one at the junction of the road called Lismore Park) that would be us – perhaps you could also clarify this, please!

Subject: RE: A4 bus lane consultation

Sorry my fault I had not replied I think it is probably Bucks I had assumed as this road went to Wexham it would come under Slough

As you come out of the Crematorium and turn left it is not far from here going up to near the next turning on the left, there is also a crater on the mini roundabout past this turning (which must have been there for at least 2 years)

Sent: 27 September 2021 16:38

To:n

Subject: AWAITING FEEDBACK FROM RESPONDENT, THEN ACTION IF NEEDED Road Surface
Stoke Road Near Crematorium

From: H

Sent: 27 September 2021 16:20

Subject: RE: A4 bus lane consultation

I'm just following up on the point you made in your consultation response about the road surface on Stoke Road by the Crematorium, I'd like to refer this to the relevant Highways team.

As the crematorium is adjacent to the Slough Borough Council / Buckinghamshire Council boundary I'm not actually sure which authority is responsible. Would you please let me know as precisely as possible the location of the issue, as I may need to refer you to Buckinghamshire Council.

I'm sorry if you replied earlier and I missed it.

Kind regards

Subject: RE: A4 bus lane consultation

Further to your comment about the road surface on Stoke Road by the Crematorium, I'd like to refer this to the relevant Highways team.

As the crematorium is adjacent to the Slough Borough Council / Buckinghamshire Council boundary I'm not actually sure which authority is responsible. Would you please let me know as precisely as possible the location of the issue, as I may need to refer you to Buckinghamshire Council.

Sent: 23 August 2021 09:02

To: 'v'

Subject: RE: A4 bus lane consultation

Thank you for your email.

We are currently running a consultation on the Experimental A4 Bus and Cycle Lanes scheme. Full details are shown here <https://slough.citizenspace.com/transport/experimental-a4-bus-and-cycle-lanes/>.

Your email will be included as a response to this consultation, but you can respond further if you wish, once you have read further details.

From: _Transport for Slough

Sent: 23 August 2021 08:58

: _Transport for Slough

Subject: A4 bus lane consultation

Hi

I understand the consultation on the A4 cycle and bus lanes does not close till the end of this month and would like to comment as follows.

Really do not have any issues on the cycle lane it is the bus lanes when we lose a lane at what are obviously the busiest times for traffic

This causes even more congestion, noise and pollution on the A4 (at the times the lane cannot be used) as traffic is down to one lane instead of 2. Not to mention people using more of the minor roads as an alternative to get out the queue and therefore polluting other areas.

Currently I would assume traffic is still not back to normal and therefore does not give a true view of how it would be especially with more houses being built and even more cars but should previous times return I hate to think of the congestion and pollution this will cause, this is not just my opinion but that of neighbours and friends

Whilst the cycle lanes were probably used more in the first lockdown along with more walkers having travelled along the A4 recently on a few occasions I did not see one bus or cycle – don't get me started on electric scooters being ridden illegally

In the current times people generally are not going to use the bus instead of the car to go to the town centre or going to the airport, even going forward to do a big shop or by air with suitcases the bus will not be the option with heavy bags. Looking at travelling to the town centre shops where there are hardly any big name stores these days and for what is planned with the town centre I guess there will be even less. We tend to go to Windsor or Bracknell instead of Slough for several years now where there is a better choice. How many people in reality would take the bus instead of the car to go to work, many people are travelling a fair distance to go to work as not everyone works in Slough or lives in Slough where they work I hate to think of all the money this has cost especially when there are so many roads in the borough with potholes, cracks and drains/manhole covers that have either sunk or are above the road that the money would have been better spent on – example ***** and ***** and many many more as well as B roads From what I also hear the price of the bus fare would put people off and therefore would rather use the car anyway

Regards

Subject: RE: A4 bus lane & zero emissions cars

Dear xxxxxx

Thank you for your feedback regarding the A4 Bus Lane / Cycle Lane Scheme. Please allow me to apologise for the late response. This is due to limited resource during the busy period. Your email will be recorded as part of the formal consultation period for this scheme.

Information on the outcome of the consultation will be made available online at the end of the 6-month consultation period.

Following a review of the responses during the initial consultation, councillors would now like some operational changes to the bus and cycle lanes. We have therefore introduced the following changes from Friday 4 December 2020:

The bus and cycle lanes now operate peak time only, from Monday to Friday during 7am-10am and 3pm-7pm (previously at all times). The following vehicles are now permitted to use the experimental A4 bus and cycle lanes during those times (previously buses and pedal cycles only):

- buses
- pedal cycles
- solo motorcycles
- taxis
- private hire vehicles (“minicabs”) operated under licences issued by Slough Borough Council
- zero emission vehicles displaying green number plates under a forthcoming scheme
- electric scooters hired from Neuron Mobility under a government trial scheme

If a ‘Green Number’ plate is not displayed, you will not be permitted to use the bus lane. ‘Green Number’ plate can now legally be fitted to new or existing 100% zero-emission vehicles.

The A4 bus lane scheme has been introduced to the borough under an experimental order in response to Covid 19, lockdown and social distancing requirements, the scheme has been introduced on the ground to respond quickly to the immediate issues.

This means that for a period following the introduction of the experimental TRO, those who live and work in the borough will be able to comment. During this period we will be accepting representations which will be formally logged and after the 6 month period has elapsed, we will be analysing all the comments received and then have a further 12 months to make a decision on our next steps. I can confirm I have logged the below comments as a formal representation to this scheme and your comments will be taken into consideration when making any future decisions. Also any queries will be responded to once the consultation period has ended.

Kind Regards

Sent: 04 December 2020 10:30

To: _Transport for Slough

Subject: A4 bus lane & zero emissions cars

Hi,

Thank you for including zero emissions vehicles in the permitted list for the A4 bus lane. Can you confirm whether these cars are allowed immediately without a 'green' number plate, as these are not legal yet?

Thanks.

Regards,

ALSO INCLUDES TWO PHOTOS - SEE ORIGINAL EMAIL

From: xxxxxxxx
Sent: 29 January 2021 13:00
To: Highways
Subject: RE: E-scooters, bus lanes and obstructed pavements

Good Afternoon,

If the signs are no longer of use because the routes have changed then it should be Transport's responsibility to have them removed.

We would only replace signs as part of maintenance i.e. damaged, missing signs etc.

Regards,

Planning and Transportation
Slough Borough Council
Tel:
Observatory House, 25 Windsor Road, Slough, Berkshire, SL1 2EL.

To: _Transport for Slough
Subject: E-scooters, bus lanes and obstructed pavements

Good afternoon

I would like to report that, once again, e-scooters are being ridden on the pavement instead of the road. I will make a report to Neuron but want you to be aware as well. This happened on the Bath Road today,

In addition, I would like to draw your attention to old signage still on display on the Bath Road regarding the bus lanes which is confusing to drivers, cyclists, taxis and motorcyclists. See attached photographs.

You only need to walk down the Bath Road to see that drivers are not using the bus lanes when they can. This could be because the bus lanes were initially for buses only 24/7. I know this changed but it is clear many people don't seem to be aware of this or are confused by bus lane signage. I know there are now new signs on display showing the hours in which the bus lanes are operational but perhaps a higher profile communication of the change would have been helpful (and I am sure would still be). However, as nobody has thought to remove the old signage, there are mixed messages being given to the public and this could be another reason for them not wanting to use the bus lane.

I really do think the addition of bus lanes on the Bath Road needs to be seriously reconsidered. While I understand the environmental arguments for them, they are causing huge tailbacks of traffic resulting in journeys taking even longer than normal, vehicles are frequently unable to join the Bath Road from the many side roads road due to the sheer volume of traffic and vehicles are slow moving or stationary, all of which must result in an increase in air pollution.

The volume of traffic in Slough has increased noticeably over the years and it does seem somewhat contradictory when Slough Trading Estate is being developed to attract more businesses and more properties being converted/built for residential purposes to introduce bus lanes that slow down traffic coming into/going out of Slough.

The only positive I have noticed is that emergency vehicles are not being held up in traffic.

Having taken to walking more in recent times, you really do notice different things as a pedestrian. Vehicles parking on pavements so that it is impossible for pedestrians to walk on them is commonplace in some residential streets in Slough, cars being driven over pavements where there are not dropped kerbs and parking on grass verges is another and now pedestrians also have to encounter the authorised e-scooters being illegally ridden on pavements or parked on them also causing an obstruction. Years ago,

there was an advertising campaign with the strapline 'Pavements Are For People'. Someone needs to bring it back.

Kind regards,

From: Sent: 07 January 2021 15:15
To: _Transport for Slough
Subject: E-scooters, bus lanes and obstructed pavements

Good afternoon

I would like to report that, once again, e-scooters are being ridden on the pavement instead of the road. I will make a report to Neuron but want you to be aware as well. This happened on the Bath Road today,

In addition, I would like to draw your attention to old signage still on display on the Bath Road regarding the bus lanes which is confusing to drivers, cyclists, taxis and motorcyclists. See attached photographs.

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Kind regards,

Dear xxxxx

Thank you for your enquiry about exemptions for fully electric vehicles in the A4 bus lanes.

Green number plate vehicles (those with zero emissions) have been included in our legal order, but our signs do not yet permit these vehicles to use the bus lanes. This is something that will be considered going forward, but as yet these types of vehicles are not permitted to enter the bus lanes during the operational times.

I am sorry that we cannot help you at this stage.

Kind regards

xxxxx

ubject: RE: A4 Bus Lane Zero Emissions Exemption

Green number plate vehicles (those with zero emissions) have been included in our legal order but our signs do not yet permit these vehicles to use the bus lanes. This is something that will be considered going forward but as yet, these types of vehicles are not permitted to enter the bus lanes during the operational times.

Kind Regards

Sent: 30 April 2021 08:06

To: _Transport for Slough

Subject: A4 Bus Lane Zero Emissions Exemption

Hi,

I have a fully electric vehicle. Could you please tell me what I need to do to be exempt from the A4 bus lanes please?

Thank you in advance.

To: _Transport for Slough
Subject: A4 consultation response

Why is this even in a consultation period?

Car traffic has increased as have journey times for residents like myself.

I have stated it before and will state it again - this bus lane is the stupidest thing SBC have come up with in a long time (cant wait to see what happens when all the flats you are building left, right and centre come asking for parking spaces but, that's one for the future I guess).

Just get rid of it. Simple.

6

To: _Transport for Slough
Subject: Bus lanes

Great idea for electric vehicles to have an advantage and buses and ambulances getting through so easy. Good move.

Hello,

With regards to the A4 bus lane, I share the same view as pretty much every single other person living in this town which is that it is the worst idea that the council has come up with in decades, definitely in the 34 years living here.

I use this road every day to get to work from Langley to cippenham and all it has done is create more congestion and pollution not less with a bigger line of cars sitting in traffic for longer.

A huge waste of taxpayers money they everyone will tell you needs to be reversed.

Kind Regards,

From: _Transport for Slough
Sent: 24 March 2021 16:52
To: '
Cc: _Transport for Slough
Subject: FW: Suspended bus lanes

Dear

.The new bus lanes are not actually enforced yet but this is something that is being worked on and which will be happening in the next month or 2.

The Communications team will be making sure that the public are aware in advance of any enforcement being undertaken

I hope this helps

P Please consider the environment before printing this e-mail

Data Protection:

Under the Data Protection Act 2018, we are required to gain your permission to keep personal details for you. Slough Borough Council and its agents may share this information with government and local authority departments and other authorised organisations for administrative, statistical and research purposes. For further information please see Your privacy.

Emailing personal details to this email address gives us your informed consent. If you have a query in relation to fair processing, please email DataProtectionOfficer@slough.gov.uk

From: _Enquiries
Sent: 17 March 2021 15:27
To: _Transport for Slough
Subject: FW: Suspended bus lanes

Hi

Please see email OR attached for you to look into and respond

Sent: 17 March 2021 09:48
To: _Enquiries
Subject: Suspended bus lanes

Hello,
I have seen signs outside Bath Road(salt hill) that bus lanes are suspended and to use both lanes.
Please can you confirm if that means it is ok to drive in those lanes any time and no fines will be incurred.

Thank you

From: _Transport for Slough
Sent: 07 January 2021 16:30
To:
Cc: _Transport for Slough
Subject: RE: Experimental A4 bus and cycle lane

Thank you for your feedback regarding the A4 Bus Lane / Cycle Lane Scheme. Your email will be recorded as part of the formal consultation period for this scheme. Information on the outcome of the consultation will be made available online at the end of the 6-month consultation period.

The A4 bus lane scheme has been introduced to the borough under an experimental order in response to Covid 19, lockdown and social distancing requirements, the scheme has been introduced on the ground to respond quickly to the immediate issues.

This means that for a period following the introduction of the experimental TRO, those who live and work in the borough will be able to comment. During this period we will be accepting representations which will be formally logged and after the 6 month period has elapsed, we will be analysing all the comments received and then have a further 12 months to make a decision on our next steps. I can confirm I have logged the below comments as a formal representation to this scheme and your comments will be taken into consideration when making any future decisions. Also any queries will be responded to once the consultation period has ended.

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The main short-term focus of the scheme is the reduction of journey times for bus passengers and to facilitate cycling, not a reduction in traffic flows. It is hoped that in the longer term the increased attractiveness of the bus service will help to encourage transfer of travel to buses from the private car.

The general traffic lanes on the bus lanes are reduced in sections than previously, but the increased care and reduced speeds which motorists need to observe has been viewed as a benefit rather than a disadvantage in transport terms.

Sent: 07 December 2020 12:12
To: _Transport for Slough
Subject: Experimental A4 bus and cycle lane

Dear Sirs,

First of all, let me thank you for the opportunity to share my opinion about the topic. I work for Lonza and use a relatively small section of the A4 road to get to my workplace from London.

Last time I drove to work on the 4th of December out of peak hours. The bus lane was absolutely empty, while another lane was full of cars and lorries. What to expect during peak hours?

From another point of view, living in London, I am obviously can't use a bicycle to get to my work. Using public transport is much more expensive (I drive a PHEV car) and not safe enough in the current COVID situation. Thus, I have no choice but to use my car.

One more interesting point is that my PHEV is considered 'green' enough to drive in the centre of London, but not so much 'green' to use bus lanes.

In general, the new bus and bicycle lanes make your glorious city face the same problems as London is

having now: huge traffic jams and more polluted air since the slowly-moving cars produce more pollutants.

Best regards,

Senior Automation and Controls Engineer

Dear xxxx

Thank you for your complaint.

As we are currently running a consultation on our Experimental A4 Bus and Cycle Lanes scheme, we are treating your complaint as a response to that consultation.

You can find out more about the scheme and the consultation, including what happens next, here <https://slough.citizenspace.com/transport/experimental-a4-bus-and-cycle-lanes/> .

Kind regards

Sent: 11 May 2021 11:53
To: _Transport for Slough
Subject: FW: Corporate complaints - 14059 Ref; 312396

Dear All,

The dissatisfaction is with the changes along Bath Road/Wellington Road/London Rd.

Please copy me into the relevant response t

I've logged this as a stage 1 complaint and attached the template.

Due date is 21st May.

Kind regards,

From: noreply@slough.gov.uk [mailto:noreply@slough.gov.uk]
Sent: 10 May 2021 21:42
To: Complaints
Subject: Corporate complaints - 14059
• Please give details of your complaint

I am writing in regards to the Bath Road/Wellington Road/London Rd stretch of road and the conversion from a 2 lane dual carriage way to a single lane due to one lane now being a bus lane in peak work travel times. This change has resulted in my commute change from about 30 minutes to almost an hour. The traffic is now atrocious and it is clear that the introduction of these bus lanes has not resulted in increased use of public transport.

Date Department:
Contact Name:
Contact No:
Email:

Thank you for your email dated 10th May addressed to Complaints.

I have investigated the content and will respond to the points under Stage 1 of the councils complaint procedure.

Breakdown the complaint points and reply in detail
Explain what action can be/has been taken
Apologize for any inconvenience if applicable
Include any Learning

If you are dissatisfied with this Stage 1 response, you can ask for the department Director or Head of Service to review your complaint.

Your Stage 2 complaint needs to be in writing, stating which aspects of the previous reply you are not happy with and what more you think we should do.

This must be received no later than one calendar month from the date of the Stage 1 reply and can be sent to complaints@slough.gov.uk or by post to;

Corporate Complaints team,
Slough Borough Council
Observatory house
25 Windsor Road
Slough, Berkshire
SL1 2EL

Yours sincerely

Sent: 31 August 2021 08:03
To: _Transport for Slough
Subject: A4 consultation enquiry

Thank you fir giving me this opportunity

Please consider my response and stop bus lanes .

Thank you

From:
Sent: 18 May 2021 11:00
To: _Transport for Slough
Subject: A4 consultation response

Nobody likes the bus lane.

Get rid of it.

IMAGE(S) MISSING FROM ORIGINAL EMAIL

From: _Transport for Slough
Sent: 13 January 2021 18:27
To: '
Cc: _Transport for Slough
Subject: RE: Bus lane driving

D

Thank you for your comments. Unfortunately, the team are unable to grant 'Vehicle Exemption' for any vehicle other than the prescribed vehicles and emergency service. If a response unit is responding to an emergency during the operational hours and use the bus lane, they can challenge the PCN on these grounds. When challenging the PCN you could supply a job sheet detailing the incident and then the team would consider this before making a decision regarding the outcome of the PCN.

k

Sent: 18 December 2020 06:15
To: _Transport for Slough
Subject: RE: Bus lane driving

Thank you for getting back to me so soon & yes I have noticed the new peak time signs that are now out there.

But its during the peak time as well that we would like to use them as well but only when we have a danger to life or train stopping issue. Obviously we cannot predict when this will occur.

We only have a handful of vehicles that we would need permission for which I am quite happy to give you full details off other than the main types of incidents I have mentioned there would be no other issues that we would need to use the bus lane.

All our vehicles are marked up with response vehicle on them & other details as shown in above images this is one of the actual vehicles we would be using.

Many Thanks
Mobile Operations Manager

From: _Transport for Slough <_TransportforSlough@slough.gov.uk>
Sent: 17 December 2020 13:45

The bus lane's operational times have changed and it is no longer a 24 hour bus lane, but instead is peak time only 7:00 – 10:00 and 15:00 – 19:00.

Hopefully this will address most issues.

More information on the changes can be found by following this link -
<https://www.slough.gov.uk/consultations-petitions/temporary-a4-bus-lane-scheme?documentId=688&categoryId=20150>

Sent: 16 December 2020 07:08
To: _Enquiries
Subject: Bus lane driving

To whom it may concern

Good morning I emailed a few months ago in regards to getting permission for our response vehicles to go in the bus lanes while responding to incidents & was told to email back in a couple of months hence the email today.

Would it be possible to speak to whoever it is that deals with this please my details are below if they could email me as the contact number is pool phone used 24/7 so they may not get me on shift

Many thanks

Sent: 02 January 2021 12:23
To: _Transport for Slough
Subject: Re: Neighbourhood Services complaints and comments form NSC282116730

Thank you for your reply, I would like to add comments and responses to your replies:

1. If this was a formal consultation than it should have been clearly advertised with notice boards to non-public transport drivers through digital boards at the key junctions of the A4 bath road where you plan to dedicated (block) a full lane for privately owned bus companies (public transport). This proposal should have been made more transparent, as this will have a major impact to daily commuters at the peak times. It has certainly added another 20 minutes daily to my commute from Slough to exit/enter A4 Bath road. Daily 20 minutes x 5 days = 100 minutes, almost an hour and half weekly out of my life.
2. You state that A4 bus lane was introduced under an experimental order in response to Covid-19, lockdown and social distancing requirements, I fail to understand the grounds to quickly respond to immediate issues? Which grounds? What immediate response? What immediate issues?. As the matter-of-fact A4 bus lane scheme in fact encourages people to travel more and contribute to spreading Covid-19 more through public transport. I do get the point of fast lane travel through buses in order to avoid being clustered together for longer than required, but why would this be the problem passed on to the regular drivers/commuters, and why this will be a permanent A4 bus lane (post Covid-19)?. In fact, the use of private vehicle with the people from the same household is safer than a same household using the public transport and risk either receiving or spreading the received virus to his/her own family members and other public transport users.
3. You state that the main short-term focus of the scheme is the reduction of journey times for bus passengers (so what about the daily private vehicle commuters from home to work, like myself, why are we victims of your trial scheme? despite contributing to revenue of road taxes and insurances? Nevertheless, public transport in UK costs more than owning your vehicles.
4. You state that is "hoped" that in the longer term the increased "attractiveness" of the bus service will help to encourage transfer of travel to buses from the private car. I am not sure that the road infrastructure be planned on "hope", and I am very concerned that these schemes are not on solid facts and numbers but on hope. I can certainly assure that as a road user for last 25 years in Slough, I will never use public transport even if it's free, because of people not adhering to hygiene, sneezing, spreading flu (for which there is no medical cure), spreading disease (example is Covid-19), inconvenience of times, filthy and dirty bus stops with drunks urinating at nights, vomits thrown in the bus stops, cold, depressing bus stops, broken glasses and drug used syringes in and near bus stops, risk of getting mugged or beaten during nights or even day light sometimes, in fact I would prefer to get a taxi as my second option if not my private car. The fact is that fewer people nowadays are seen using the public transports due to the list of issues I mentioned above and I am sure there are other reasons which I have not experienced.
5. Private vehicles have gone green already, with hybrid, all electric vehicles and huge choices available on the market, and these are extremely cost effective and eco-friendly with modern features and advance technologies, safer for my family and super comfortable. Private vehicles can transport my shopping

without lugging these at the bus stops and make lives much better, safer, greener which in turn contributes to the economy.

6. I appreciate that the Slough MP, Tan Dhesi is a shadow transport minister and that he wants make an impact through changes in local transports but this is not the way to do so, in fact he should be focusing more on greener homes, solar technologies, artificial intelligence, machine learning technologies on road and transport infrastructures, 5G, electrification of vehicles, and influence cleaner greener transport to ALL road users and not limiting to bus services.

I intent to rigorously appose to this scheme and will now open a petition online to block it.

Subject: RE: Neighbourhood Services complaints and comments form NSC282116730

Thank you for your feedback regarding the A4 Bus Lane / Cycle Lane Scheme.
Your email will be recorded as part of the formal consultation period for this scheme.
Information on the outcome of the consultation will be made available online at the end of the 6-month consultation period.

The A4 bus lane scheme has been introduced to the borough under an experimental order in response to Covid 19, lockdown and social distancing requirements, the scheme has been introduced on the ground to respond quickly to the immediate issues.

This means that for a period following the introduction of the experimental TRO, those who live and work in the borough will be able to comment. During this period we will be accepting representations which will be formally logged and after the 6 month period has elapsed, we will be analysing all the comments received and then have a further 12 months to make a decision on our next steps. I can confirm I have logged the below comments as a formal representation to this scheme and your comments will be taken into consideration when making any future decisions. Also any queries will be responded to once the consultation period has ended.

The Bath Road/ A4 trial scheme includes the provision of a bus and cycle lane, replacing a single east and westbound traffic lane along most of the route. It has been designed and implemented in response to the government's initiative to get people to actively travel in the wake of the coronavirus crisis and to prepare for the Borough's recovery as lockdown is eased. This is just one, of a series of temporary changes, proposed to bring about a green restart to local travel with the Department for Transport providing funding to fast track measures.

The main short-term focus of the scheme is the reduction of journey times for bus passengers and to facilitate cycling, not a reduction in traffic flows. It is hoped that in the longer term the increased attractiveness of the bus service will help to encourage transfer of travel to buses from the private car.

The general traffic lanes on the bus lanes are reduced in sections than previously, but the increased care and reduced speeds which motorists need to observe has been viewed as a benefit rather than a disadvantage in transport terms.

From: SBC Forms [mailto:noreply@slough.gov.uk]

Sent: 09 December 2020 22:14

To: _NeighbourhoodServicesComplaints

Subject: Neighbourhood Services complaints and comments form NSC282116730

A Neighbourhood Services complaints and comments form reference NSC282116730 has been submitted.

Please select your address:

Phone number:

Are you making a complaint or a compliment?: Complaint

Please choose the area of Neighbourhood Services you wish to tell us about, if known: Unknown
What would you like to tell us?: I have noticed that Slough council road and highway department have exploited COVID-19 lock down to aggressively make major changes to Slough's roadways infrastructure, for example enforced bus lanes on A4 the most busiest and the only route through Slough, giving other drivers only a single lane, which have now increased the traffic, wait time, air pollution due to running engines in standing or slow vehicles. There have been collateral increase of traffics across the connected A4 road where you have now narrowed down to single lane due to exclusive bus lanes. You have also blocked off the small by pass road which is off the Greggs and KFC on bath road. You are making normal vehicle users life a hell on the road and increased the traffic due to bus lane only across A4. You should be ashamed of what your road and highway department did to exploit the COVID 19 lock down. Once we go back to normal I can assure you that the number of complaints and road users anger against councilors in Slough is imminent.
Data Protection consent: I consent

Hi,

I had mentioned this in the Scrutiny Meeting in October 2020.
I have not had a definitive response on whether it is planned to go ahead.

Birmingham and Bath have just introduced a Clean Zone. And they are allowing certain Vehicles Exemption.
They are using the Government Website to work out which Vehicles can be exempt from Clean Air Zone charge.
<https://www.gov.uk/clean-air-zones>

Why can Slough not implement the same policy?

This Vehicles are the same that are Exempt from London Congestion Charge.
The idea for the Bus Lane was to improve Air Quality, then why penalise people who use Low Emission Vehicles.

And using the same Exemption as 3 other major councils means you have less to spend in trying to keep records.

And Public can check if their Vehicle is permitted to use the bus lane, hence not having to call to check.

Subject: FW: A4 Consultation Responsee

Dear SBC,

I would like to raise deep concerns over the bus lane consultation. This is dreadfully dangerous by design and I have seen multiple crashes and an extraordinary number of near misses throughout its length. You simply cannot remove one lane of the busiest road in slough and expect traffic to flow. Traffic lights that have a 10-15 meter leading in of two lanes have now turned into an F1 grid with people flying off at a green light to go from two lanes back to one in a short distance – a process greatly enjoyed by those with sports cars or a dream that they are indeed a racing driver yet only on a Slough street. As a regular user who is partly disabled with many mobility challenges I cannot opt for public transport and must use my own vehicle. Plainly put, I cannot travel through Slough with any guarantee of not getting stuck for over an hour for a 10 minute journey. I now travel somewhere else instead. Multiply this by the number of cars vans trucks etc any environmental benefit is drastically outweighed by the horrific diesel guzzling delivery vehicles that form the backbone of slough and its trading estate. I do not see many busses actually use this lane and on one occasion last week between Wellcroft road and Leigh road a bus was not in the lane at all for hundreds of meters leading to and past Twitches Lane as it was eventually turning right onto Leigh Road.

This is appallingly designed, ill thought through and damaging to the local area and ironically the environment. I have reported my concerns to others including RBWM, South Bucks, Eton College to name a few as this extensive lane closure is leading to Lake End Road, Common Road, Eton Wick Road & Keates lane being turned into an alternate route for vehicles, many of which are too big to adequately negotiate the tight turning at Keates lane onto Slough Road. Particularly with college now back to school this is a real danger to human life and must be considered as part of this consultation.

Kind Regards

Hi,
This is from myself and my wife (

Sent: 12 May 2021 13:00
Subject: RE: A4 consultation enquiry

Thank you for your email.

We are currently running a consultation on the Experimental A4 Bus and Cycle Lanes scheme. Full details are shown here <https://slough.citizenspace.com/transport/experimental-a4-bus-and-cycle-lanes/> , and we are about to extend the closing date to 31 August 2021.

Your email will be included as a response to this consultation, but you can respond further if you wish, once you have read further details.

Also, please would you clarify – you state “We the undersigned petition.....” but you only state your name. Please would you confirm whether this response is from you as an individual or from you representing the views of others (with their knowledge and permission).

Hi TFS,
This is regarding a new bus lane on the A4.

We the undersigned petition the council to abolish the Bath Road Bus Lane
There has been no consultation with any residents, this bus lane just suddenly appeared a few days ago and is already causing misery and confusion and this is before traffic gets back to anything like normal. If the council is looking at the traffic now still 50% of people are working from home and traffic is already chaotic. As soon as the normal days arrive we will see massive disruption.
Traffic on this road was already awful before the bus lane. This is going to have such a negative impact on people's lives who already spend so much time at work and commuting
The Bath Road is so busy at the moment and not everyone is back at work yet. All this is going to do is make the surrounding areas a rat run to avoid the traffic jams.
Regards

ALSO INCLUDES TWO SCREENSHOTS - SEE ORIGINAL EMAIL

Further to my email of yesterday, we will arrange for the bus lane markings to be repainted.

I cannot give you a date for the work.

Regards

Thanks xxx

But please note these specific points:

The photo that I have attached is an old one and the road markings are clear, but if you see the junction today, you will notice that the road markings have faded considerably and difficult to make out where the bus lane begins and where it ends. And its very unfair to penalise any driver on that point of the road. it looks like the markings may need redoing.

Can this be done?

The marking are correct as the two lanes become 3 and the middle has been changed into a bus lane with the correct taper and bus lane marking in it. I am sure there is a sign up before that start which defines the layout of the bus lane. Just add as a representation to the consultation and we can re look at this when the consultation ends and see if anyone else has raised that point.

It is not the section near Hurworth Avenue, but the section approaching the Sainsbury's Roundabout, westbound – see the two Google Streetview images below, and the additional text above below them from Miss xxx

To summarise, she says:

The markings are not clear at all where the buslane starts and where it ends.
.....the road becomes two lanes with two bustops along the way. But no markings for buslane.
There is a blue sign stating a buslane but no clear marking on road.
If your going to start fining drivers at least make sure there is satisfactory road marking for buslane.
The photo that I have attached is an old one and the road markings are clear, but if you see the junction today, you will notice that the road markings have faded considerably and difficult to make out where the bus lane begins and where it ends. And its very unfair to penalise any driver on that point of the road.
The buslane sign is not visible in the photos but its behind the bustop pole towards the tree branches.

I will treat this as a consultation response as it applies to the experimental scheme.

Dearxxxx

We are currently analysing the results of our consultation into the Experimental A4 Bus and Cycle Lanes in Slough.

I see that you responded to us about the lanes on 3 January at 14:43, and we are including that response in our analysis.

However it looks like you may have contacted us earlier the same day about this as we sent you an automated response at 14:15.

I'm not sure whether your previous email at 14:15 (which would have gone to _TransportforSlough@slough.gov.uk (which is no longer in use)) was relating to the bus and cycle lanes. If it was, would you please re-send it to me, so we can take it into account as well?

Thank you for your feedback regarding the A4 Bus Lane / Cycle Lane Scheme. Your email will be recorded as part of the formal consultation period for this scheme. Information on the outcome of the consultation will be made available online at the end of the 6-month consultation period.

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The Bath Road/ A4 trial scheme includes the provision of a bus and cycle lane, replacing a single east and westbound traffic lane along most of the route. It has been designed and implemented in response to the government's initiative to get people to actively travel in the wake of the coronavirus crisis and to prepare for the Borough's recovery as lockdown is eased. This is just one, of a series of temporary changes, proposed to bring about a green restart to local travel with the Department for Transport providing funding to fast track measures.

The main short-term focus of the scheme is the reduction of journey times for bus passengers and to facilitate cycling, not a reduction in traffic flows. It is hoped that in the longer term the increased attractiveness of the bus service will help to encourage transfer of travel to buses from the private car.

The general traffic lanes on the bus lanes are reduced in sections than previously, but the increased care and reduced speeds which motorists need to observe has been viewed as a benefit rather than a disadvantage in transport terms.

ent: 03 January 2021 14:43
To: [_Transport for Slough](mailto:_TransportforSlough@slough.gov.uk)
Subject: Re: A4 bus lane

Hi there

This is the most ridiculous idea ever presented and even implemented.. surely we will not be voting for the organisation again for implementing this.

Subject: A4 consultation enquiry

Hi
I think everyone agrees

We do not want bus lanes
stand still traffic and an empty bus lane is the problem

Thank you for your email regarding the road markings introduced as part of the A4 bus lane between its junction with Cippenham Lane and Junction 5.

The road markings between Cippenham Lane and Uxbridge Road were introduced as part of the 24-hour bus and cycle lane experimental scheme. Following requests by commuters/consultees, the bus lane was then changed to a peak time only bus and cycle lane. This resulted in the need for the existing signs and road markings to be changed in order to accommodate the peak time bus lane. We have therefore reviewed the main signs and continue to make the changes on site. Further changes to the signs and road markings will be undertaken if the experimental scheme is to be made permanent or removed.

I note that in your email you have asked the Council to advise what drivers should do when approaching the junctions with left turn arrows only and the signs saying bus lane ahead at each junction along the route.

When approaching a junction with left turn arrows only and bus lane ahead sign during peak time, drivers should only use the right lane to proceed ahead.

Until the signs and road markings have been changed onsite, when approaching a junction with left turn arrows only and a bus lane ahead sign during off peak hours (when all vehicles are allowed to use the bus lane) drivers are advised to use the right lane and once they are past the junction and if safe to proceed, they can move to the left lane.

As mentioned earlier, the signs and road markings are currently being reviewed again as part of the monitoring process before a decision is made whether the scheme is to be made permanent or to be removed. In the meantime, if you have any additional comments regarding the scheme, please use the link below to add your comments by 31st August 2021.

<https://slough.citizenspace.com/transport/experimental-a4-bus-and-cycle-lanes/>

I hope this information helps and please do not hesitate to contact us with any queries.

Subject: Re: A4 Bus Lanes Left Turn Only At Junctions

Thank you for your feedback regarding the A4 Bus Lane / Cycle Lane Scheme. Your email will be recorded as part of the formal consultation period for this scheme. Information on the outcome of the consultation will be made available online at the end of the 6-month consultation period.

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providing funding to fast track measures.

The main short-term focus of the scheme is the reduction of journey times for bus passengers and to facilitate cycling, not a reduction in traffic flows. It is hoped that in the longer term the increased attractiveness of the bus service will help to encourage transfer of travel to buses from the private car.

The general traffic lanes on the bus lanes are reduced in sections than previously, but the increased care and reduced speeds which motorists need to observe has been viewed as a benefit rather than a disadvantage in transport terms.

To: Complaints
Subject: New Bus lane on Bath Road

Dear Council member,

I live in Slough for the last few years but never had issues with traffic congestion on Bath Road until the new bus lane was drawn which made Bath Road a single lane traffic. I expect that the new bus lane was created to facilitate efficient bus route but I don't think I ever noted any issue with bus service.

Commute which hardly used to take 5 to 10 minutes now takes 20 to 30 minutes which in my view creates more pollution and unnecessary cause traffic congestion.

May I request you to revisit your decision and remove bus lane marking to make traffic flow better.

Thank you for your email of 11 February. I have already been in touch with Suzanne Winkels, Head of Transport Strategy in Bucks to advise of the following findings.

SBC Officers have been spending some time reviewing the available traffic data to understand whether the A4 Bus lane has impacted on Bucks and have looked at traffic travelling in the north of Slough and specifically along Wexham Road, Church Lane and Farnham Road. We have reviewed our Bluetooth devices to identify traffic volume increases at these points, before and after the full time bus lane scheme was introduced in August 2020.

An analysis of the following locations found that:

1. Farnham Road /os St Anthony RC Church – Comparison of data from (Aug 2016 – Nov 2016) and (Aug 2020 – Nov 2020). Volume of traffic did not increase in 2020 during the am peak hours.

*to note before data was only available for this period/year at this site.

2. Wexham Road and Church Lane - Comparison of data from (Aug 2019 – Nov 2019) and (Aug 2020 – Nov 2020). The recorded volume of traffic passing this point did not increase except for Sept 2020 where the traffic increased with not more than 30 vehicles mainly on Thursdays during peak times 07:00hrs and 08:00hrs.

We believe that this slight increase in traffic volume was due to the Wexham Road/A4 junction improvement works that were being undertaken during this period (works started in Jun 2020 and new signals went live in Nov 2020).

As part of SBC's response in preparing for the easing of lockdown restrictions and locking in use of sustainable modes (as per the guidance issued by government), the full-time bus and cycle lane became operational under an Experimental Traffic Regulation Order (ETRO) in August 2020. As part of this process, a consultation period opens after a scheme is installed and the ETRO is in force. I am unsure when the complaint from your resident was raised, but it should be noted that in December 2020, the A4 ETRO was revised to become a peak-time bus lane between 07:00 – 10:00hrs and 15:00hrs – 19:00hrs. This also permitted private hire vehicles and taxis to use the bus lane where they had previously been excluded.

With the ETRO's reset, the consultation period was extended to 4 June and we continue to welcome comments on the experimental scheme via our consultation portal. Please visit <https://slough.citizenspace.com/transport/experimental-a4-bus-and-cycle-lanes>. The consultation is not solely restricted to Slough residents, so please do forward to any of your residents who would like to comment.

Separately, I have also requested from our Streetworks team details of any smaller schemes or works

being carried out which may have impacted on journeys in Bucks and I will continue this dialogue with Suzanne. Any impacts felt by your residents may be as result of shorter term works being carried out in the area.

We will continue to monitor the A4 scheme to gather data on the impact on local roads as well as evaluating any impact/improvements to Air Quality on the A4, changes to bus journey times/reliability and a reduction of car journeys overall. However, we will be unable to understand the true picture until lockdown eases and we return to usual traffic conditions.

Please be assured all consultation responses will be reviewed and analysed before a decision is made whether to make the scheme permanent.

I hope the above is helpful.

Stoke Poges Parish Council has been contacted by a resident about the recent introduction of bus lanes (at the expense of a lane of traffic in each direction) on the A4 through the town centre. These have caused drivers to detour through Farnham Royal, Stoke Poges and Wexham to avoid being stuck in the congestion.

The resident has asked what mitigation has been provided for the neighbourhoods impacted in Bucks by the change? I would be grateful if you could let me have sight of the key elements in Slough's consultation, involving Buckinghamshire Council, in particular Slough BC's consultation document and their reply, because the Cabinet Member for Transport at Buckinghamshire Council and the Strategic Infrastructure and Highways and Technical services at Buckinghamshire Highways have told us that they were not contacted.

Could you also please outline the actions the Council is taking to mitigate the harm caused by increased traffic volumes on our local roads?

Subject: RE: A4 Bus lane and Cycle Lane Experimental scheme

It is not possible to accurately provide evidence of the impact the experimental bus lane has had on police response times as there are so many factors that can affect them (i.e. numbers of calls, resources to attend them etc.). The bus lane has only been in operation through the pandemic, I do not feel we are back at pre-pandemic traffic flows so the impact may get worse as traffic flows increase.

Bus Lane

Thames Valley Police objected to the implementation of the bus lane copied below –

I have the following concerns about your scheme which I highlight for consideration:

1. Traffic flows are creeping back up towards pre lockdown levels, between 60-70%, and this will only increase. Reducing the available space on the A4 will cause congestion and result in an increase in traffic using residential streets off the A4 to avoid queues caused by the bus/cycle lane.
2. There is equally a requirement to socially distance on residential streets. An increase in traffic on these streets will have an adverse effect on those trying to socially distance.
3. I have concerns about traffic turning across the bus lane and coming into conflict with pedal cyclists. I think your proposal will bring about a rise in injury collisions along the length of the bus/cycle lane. These movements will increase in frequency brought about by point 1 above.
4. I am not concerned about the M4 emergency diversion route, other diversion routes on the SRN are on single carriageway two lane roads.
5. Whilst I'm sure that an exemption for emergency services vehicles will be written into the TRO we have to consider public perception of the vehicles using the lane. Officers should only use the lane whilst on an emergency call. Congestion caused by the bus lane will therefore reduce the ability of Police to move around the town for routine enquiries which are often urgent but not requiring the use of blue lights.
6. From the media coverage I have seen recently it appears the 2 metre rule is being reviewed and in my view is likely to be reduced to 1 metre. How long will the bus lane actually be required?
7. Whilst there may be an appetite for walking and cycling in the current period of good weather I would question how appealing it will be should the weather turn wetter and colder.

I have canvassed opinion from officers working in and around Slough to understand how the bus lane has affected them on a day to day basis, this includes officers from Slough Local Policing Area (LPA) and Roads Policing teams.

- We feel that response times to emergency incidents have not unduly been affected as police have an exemption within the TTRO to use the bus lane for emergency response purposes. The number of nearside turnings from lane two across the bus lane is of concern as are major junctions where large volumes of traffic merge into one lane, Tuns crossroads, A4 and High Street/Windsor Road etc. this can affect our ability to negotiate these junctions if traffic is queuing across the junctions. I am aware of at least one injury collision at the junction of the A4 and Ledgers Road on 15th February 2021 involving a car that left turned across the path of an ambulance that was using the bus lane on an emergency response. All emergency services have finite resources, it is less than desirable for vehicles attending such incidents to be involved in such incidents and this is a continuing risk.
- Officers are regularly delayed at peak times during bus lane operating hours caused by a reduction in the available road space, we feel this does affect their ability to travel around Slough. A real area of concern is the A4 Wellington Street at its junction with Windsor Road/High Street where the bus lane starts approximately 60 metres west of High Street junction. Two lanes on the main A4 filter into one at the start of the bus lane, a further two lanes merge onto the A4 from High Street meaning four lanes reduce to one within 60 metres of this junction. We feel this has affected officers journey times to routine incidents, the custody suite in Maidenhead and when completing their patrols and enquiries. This junction

is a main route for officers travelling to the north, east and west of Slough from the police station.

- Officers perception is that the bus lane operating hours are not necessarily understood by the travelling public with comments that the majority of drivers use lane two, even when the bus lane is not in operation. Some drivers who are more confident then use the bus lane when legally allowed to do so and performing undertaking manoeuvres. There are also some confusing signing on the eastbound A4 through Slough Trading Estate where direction signs and arrows on the road surface show left turn movements from lane one which, when the bus lane is not in operation is not correct. I am not able to access AccsMap at the present time so have not been able to look at collision statistics to understand how many personal injury collisions have been reported at junctions along the length of the bus lane since it started.
- A fatal collision happened on Wednesday 7th April 2021 where a Ford Transit van that was speeding undertook slower moving vehicles that were travelling in lane two when they were legally allowed to use lane one. The van collided with a pedestrian who was influenced by alcohol who crossed from the vans nearside.
- We see little evidence of the bus lane being used as intended by pedal cycles and E-Scooters riders hired under the Neuron Mobility trial. Most are still illegally using the footway.
- A couple of comments from officers were, "The bus lane only seems to be used by a minority of drivers when they are actually allowed to use it, this is very noticeable when the M4 is closed and causes unnecessary traffic congestion as only one lane out of two is being used. I would imagine people don't want to run the risk." Another said, "At times coming into Slough from Maidenhead in both directions there is a clear build-up of traffic that I don't recall used to happen with two lanes running. Also where you have cycle lane painted in main road in lane 1 drivers are very unsure what do to and some straddle both lanes."

Cycle Lane

Thames Valley Police contact Slough Borough Council in July 2020 highlighting concerns about the cycle lane that was implemented to the west of the A4 and raised concerns over its safety. We thought it was a confusing arrangement and were unclear as to whether it was an advisory cycle lane or a traffic lane raising concerns that it would be very difficult to prove fault in any collision involving a car and a pedal cycle in that area, this remains our view.

The day after I contacted you, Local Transport Note (LTN) 1/20 Cycle Infrastructure Design was published which states, 'networks and routes should be Coherent; Direct; Safe; Comfortable and Attractive.

LTN 02/2008 stated cycles lanes should:

- create a comfort zone, especially for less experienced cyclists nervous about mixing with motor traffic,
- assist a cyclist in difficult or congested situations,
- help guide cyclists through complex junctions and provide route continuity to help with navigation,
- help guide cyclists through complex junctions and provide route continuity to help with navigation,
- help control the speed of motor traffic by narrowing the all-purpose traffic lane
- and help to raise driver awareness of cyclists.

I'm not sure this cycle lane has met either the old or new design standards.

I would be interested to understand if the aim of the bus and cycle lanes has been met and if they have led to fewer car journeys, increased bus passenger numbers and pedal cycle journeys.

Kind regards,

Subject: A4 Bus lane and Cycle Lane Experimental scheme

Dear Consultees

In August 2020, the Council introduced the experimental bus and cycle lane along the A4 from its junction with Dover Road to the A4 and its junction with Uxbridge Road. The scheme was introduced to support social distancing, to improve active and sustainable travel measures including reducing bus journey times and encouraging the switch from car to bus.

After a review in November 2020, the scheme was changed from a full-time bus lane to a peak- time only bus lane. To help us understand the impact of the experimental bus and cycle lane scheme on the network, we are requesting emergency services to send us feedback about the impact of the bus lane on emergency services' response times.

Please can responses be sent by 10 September 2021.

Please see below link with scheme details:

<https://www.slough.gov.uk/consultations-petitions/temporary-a4-bus-lane-scheme>

Cc: _Transport for Slough
Subject: RE: A4 bus lane new change

Thank you for your feedback regarding the A4 Bus Lane / Cycle Lane Scheme.
Your email will be recorded as part of the formal consultation period for this scheme.
Information on the outcome of the consultation will be made available online at the end of the 6-month consultation period.

I am unsure of what letter you are referring to. For more information about the changes to the scheme, please visit the website a by using the link below.

<https://www.slough.gov.uk/consultations-petitions/temporary-a4-bus-lane-scheme?documentId=688&categoryId=20150>

The A4 bus lane scheme has been introduced to the borough under an experimental order in response to Covid 19, lockdown and social distancing requirements, the scheme has been introduced on the ground to respond quickly to the immediate issues.

This means that for a period following the introduction of the experimental TRO, those who live and work in the borough will be able to comment. During this period we will be accepting representations which will be formally logged and after the 6 month period has elapsed, we will be analysing all the comments received and then have a further 12 months to make a decision on our next steps. I can confirm I have logged the below comments as a formal representation to this scheme and your comments will be taken into consideration when making any future decisions. Also any queries will be responded to once the consultation period has ended.

Subject: FW: A4 CONSULTATION RESPONSE

Subject: RE: A4 CONSULTATION RESPONSE

Good morning

Thank you for your email.

Your response will be included in the consultation.

Subject: RE: A4 CONSULTATION RESPONSE

Absolutely pathetic....

The A4 is practically reduced to a single lane. Traffic has run successfully FOR YEARS..... without bus/cycle lanes. ITS ONLY DUE TO COVID..... that changes are being made!! Life WILL return to normal IF PEOPLE start behaving correctly. We will ALWAYS have viruses around and about. It's up to humans to do the correct thing and try to avoid it happening again!!!

AWATING FEEDBACK FROM SBC, THEN RESPOND TO RESPONDENT A4 Bus Lane Safety of Section Near Wexham Road (Sullivan)

Thank you for your email.

I have passed your specific comment about the section of the A4 bus lane near Wexham Road to our traffic engineer.

We are currently running a consultation on the Experimental A4 Bus and Cycle Lanes scheme. Full details are shown here <https://slough.citizenspace.com/transport/experimental-a4-bus-and-cycle-lanes/>.

Your email will be included as a response to this consultation, but you can respond further if you wish, once you have read further details.

Subject: Bus lanes

I have no strong feelings about bus lanes on the A4 apart from the section which starts just after the roundabout past Tesco. Having had to have many visits to Wexham Park, using Wexham Road recently, I have found that section positively dangerous. There is no signage before the roundabout & the first time I drove that route it was a mad scramble to avoid the bus lane (of which I was not aware) as soon as you come off the roundabout. What benefit there is in converting such a small section of road into a bus lane is beyond me. I would be very interested to know how many accidents have occurred there with the last minute scramble to get out of the bus lane.

Thank you for contacting us on behalf of Mr XXX regarding the experimental bus lane scheme and safety concerns.

The A4 experimental bus and cycle lane were introduced to improve bus time reliability and provide a direct route for cyclists. The scheme was introduced under an experimental traffic regulation order and there is no public consultation required before the making of an experimental order, however, there is a 6-month public consultation/objection period from the date of making the order, that allows representations to be submitted based on the experience of the traffic scheme in operation. This period also enables the Council to monitor the scheme before deciding whether to remove the scheme or make it permanent.

I have also checked the accident database to see if there are any recorded collisions on Pitts Road and its junction with the A4 Bath Road and from the data available there are no recorded accidents since the scheme was introduced. We will however continue to monitor this site as part of the scheme.

The Council is still accepting any feedback about the scheme and this will be formally logged and analysed. Residents can log their comments on the formal consultation page by visiting: <https://slough.citizenspace.com/transport/experimental-a4-bus-and-cycle-lanes/>

We have also logged Mr.XXX comments as a formal representation, and these will be taken into consideration during the decision-making process.

I hope this information helps, and please do not hesitate to contact me with any further enquiries.

, Pitts Road is junction with Bath Road (a4 Bus Lane) so im not sure really how to response, please see below

Dear xxxxx

Thank you for your email.

At present motorists leaving side roads onto the A4 have to exercise care and should exercise caution upon entering the highway and consideration for all forms of traffic. The Transport can engineer improvements , however these programmes are evidence- led works via Accident Data Report from the Police Statistical Database as this allow us to determining an appropriate course of action if evidence demonstrate a need.

Pitts Road junction with Bath Road is part of the Experimental A4 Bus Lane scheme, we are monitoring this section of the highway though out the experimental phase to understand movements across the bus lane to reach general traffic, necessary changing can be made if/when required. However, If it is deemed the junction does require improvements as part of the 'A4 Bus Lane, this may be consider after the 'A4 Bus Lane' consultation has ended, although not guaranteed to go ahead.

We do however, periodically analysis areas of concerns to identify future prograded works for improvements. We have placed Pitts Road onto the list to periodically analyse data to identify future works.

The A4 bus lane scheme has been introduced to the borough under an experimental order in response to Covid 19, lockdown and social distancing requirements, the scheme has been introduced on the ground to respond quickly to the immediate issues.

This means that for a period following the introduction of the experimental TRO, those who live and work in the borough will be able to comment. During this period we will be accepting representations which will be formally logged and after the 6 month period has elapsed, we will be analysing all the comments received and then have a further 12 months to make a decision on our next steps. I can confirm I have logged the below comments as a formal representation to this scheme and your comments will be taken into consideration when making any future decisions. Also any queries will be responded to once the consultation period has ended. To log your comment as part of the formal consultation, please visit: <https://slough.citizenspace.com/transport/experimental-a4-bus-and-cycle-lanes/> .

Subject: FW: Pitts Road Ref; 311978

Dear All,

The response to the casework below (point 1) was due on 30th April.

Please copy me in with the reply.

Regards,

8

From: Highways
Sent: 27 April 2021 14:20

Hi Transport,

The original email and allocation of responsibility would stand as point 1 seems to be a road safety issue, so it would be one for your team to investigate.

Regards

Re-reading the original email below (25 March 2021 12:32) I realise that "the below casework from Cippenham Green Councillors" may have just been the two subsequent lines.....: After sending out Survey forms we have had several complaints about the bus lane, residents have complained about the traffic caused by the bus lane. Can you please let me know if anything will be put in place to resolve these issues?and in fact there were no previous emails in the trail or any attachments?

Is that correct?

nt: 29 September 2021 14:26
 To: B
 Subject: RE: Casework 311477 - original email needed

I'm inputting emailed responses to the A4 bus lane consultation into a spreadsheet but I don't have the original email associated with this one.

Would one of you please be able to provide this?

Below is the extract of journey times captured via bluetooth surveys. The data for route number 15 and 15c shows that journey time has not increased since November 2020.

[THE BELOW TEXT WAS IN TABLE FORM - SEE ORIGINAL EMAIL]

Route number	Route Miles	August 2019	August 2020	Journey time September 2019	Journey time September 2020	Journey time October 2019	Journey time October 2020	Journey time November 2019	Journey time November 2020	Journey time December 2019	Journey time December 2020	Journey time January 2020	Journey time January 2021	Journey time February 2020	Journey time February 2021	Journey Time
15 A4 Huntercombe Rdbt to M4 J5 Eastbound	5.1	21:04	min 22:55	min 22:15	min 24:36	min 21:41	min 22:17	min 21:56	min 21:22	min 21:46	min 21:14	min 21:44	min 19:04	min 21:39	min 19:14	min
15c Huntercombe Rdbt to Dover Rd Eastbound	0.9	04:16	min 04:05	min 04:28	min 04:11	min 04:30	min 04:18	min 04:46	min 04:25	min 05:01	min 04:03	min 04:42	min 03:41	min 04:39	min 03:45	min
15e Dover to Tuns junction Eastbound	1.0	04:44	min 0 04:32	min 0 04:33	min 05:08	min 04:40	min 05:13	min 04:34	min 05:02	min 04:43	min 04:14	min 04:43	min 04:05	min 05:13	min 04:34	min 05:02
15d Tuns junction to HoS Eastbound	0.8	03:39	min 0 04:08	min 0 04:01	min 04:21	min 04:06	min 03:49	min 03:57	min 03:48	min 03:44	min 03:18	min 03:47	min 03:14	min 03:49	min 03:57	min 03:48
15f HoS to Sainsburys Rdbt Eastbound	0.7	03:01	min 03:55	min 03:07	min 04:08	min 02:58	min 03:13	min 02:52	min 03:05	min 02:51	min 03:11	min 02:43	min 02:55	min 02:58	min 03:13	min 02:52

16 M4 J5 to A4 Huntercombe Rdbt Westbound 5.1 19:40
min 22:09
min 21:03min 25:01 min 21:18 min 20:51 min 21:40min 19:51min 21:24 min 20:31 min 21:45 min
18:10 min 21:37 min 17:52 min
16c Dover Rd to Huntercombe Rbt WB 0.9 03:31
min 03:07
min 03:38
min 03:18 min 03:46 min 03:16 min 03:56min 03:13min 04:20 min 03:13 min 04:10 min 03:01min
04:05min 03:04 min
16e Tuns junction to Dover WB 1.0 04:10
min 0 04:14
min 0 04:19 min 05:10 min 04:31min 04:37min 04:45min 05:05 min 04:27 min 03:49 min 04:21min
03:55 min
16d HoS to Tuns junction WB 0.8 03:45 min 0 04:09
min 0 04:15min 04:10 min 04:27min 03:50 min 04:07min 03:54 min 04:10 min 03:41min 03:59min
03:17 min
16F2 Sainsburys Rdbt to HoS WB 0.7 03:06 min 02:47 min 03:11 02:50 min 03:07 min 02:59 min
03:02min 02:45min 02:54 min 02:44 min 02:49 min 02:40min 02:51min 02:47 mln

From: noreply@slough.gov.uk
Sent: 19 August 2021 16:50
To: FOI
Subject: Freedom of Information request - 39255

A Freedom of Information request reference 39255 has been submitted on 19/08/2021.

Page: About the request

- Details of your Freedom of Information request How many motorists have been fined who were caught in the temporary A4 bus lane, which operates from Huntercombe roundabout to Sussex Place both ways, during its operational periods from when it was implemented in August 2020 to now (August 19, 2021)? How much are the fines? Can you break down this data by months?

Page: Data protection consent

- Data protection consent I consent

Page: Personal details

-

Slough Borough Council

Freedom of Information request

39255

Page: About the request

Details of your Freedom of Information request

How many motorists have been fined who were caught in the temporary A4 bus lane, which operates from Huntercombe roundabout to Sussex Place both ways, during its operational periods from when it

was implemented in August 2020 to now (August 19, 2021)?

How much are the fines?

Can you break down this data by months?

Page: Data protection consent

Data protection consent

I consent

Page: Personal details

Title

Mr

Sent: 20 August 2021 11:30
To: Complaints
Subject: fine for driving in bus lane on a Sunday

Good morning

My brother-in-law was fined for using a bus lane on a Sunday, I have looked on line and it clearly states the times as Monday to Friday only. In addition to this there are signs along the A4 which also state Monday to Friday.

The fine was paid then my sister phoned the council and was told there is a section where you cannot drive at any time. This is very confusing - is it just a way of making money for the council?

I would appreciate a reply to this e-mail.

Thank you

From:

Sent: 15 December 2020 16:29

To: Complaints

Subject: unjust overcharge for bus lane usage

On the 14/12/2020 there was the PCN issued on me for illegal bus lane driving. According to the camera evidence I was there at 18:45, where the bus lane restriction is valid up to 19:00 (7:00pm).

Camera SL0016, location SL0016, street ID 2020, Bath road, camera time 18:45:07.

According to the camera picture, I was on the very short streak of the bus lane. The streak of the bus lane is located very close to the crossroad with Farnham road, like 50-70m before the crossroad itself.

I tended to turn left, and took the left lane for the purpose of that, just few meters before the end of the bus lane, I must have been there for just few seconds, preparing to stay on the most left hand lane for turning left to Farnham Road.

The restriction for buses only is from 3:00-7:00 pm. According to the time of the camera, I violated the rule by 6% of time restriction. Similarly, when there would an another road sign like speed limit e.g. 30mph, 6% of that speed is 1.8mph. So all drivers drive up to 32mph and nobody is prosecuted for speeding.

Secondly, according to the camera time, it was less than 15min to the end time restriction for using the bus lane, and there was no traffic at all as you can see on the picture or video proof. So even few minutes before 7:00 being there, I didn't obstruct the traffic to anybody, because I was the only one car at the very moment.

The road sign shows the restriction up to 19:00 pm. So there might me a clock discrepancy between the camera clock and the real time. What happens quite often by such computerised system. And the camera clock should be checked.

Anyway for all the reason above I am convinced that issuing the PCN for £30 earlier payment is way too high punishment, considering all the circumstances.

I have already paid it, but I feel like I shouldn't.

Please check the location of the bus lane, the clock, and consider the refund for me of £30. It's is important to be rational.

Kind Regards,

From:

Sent: 12 May 2021 16:59

To: _Transport for Slough

Subject: A4 consultation response

Thanks For asking . For A4 Consultation, Transport, Slough Borough Council, Observatory House, 25 Windsor Road, Slough SL1 2EL

But it was very very bad idea. Made lives much much hard. On daily basis . For anyone on the road.

Please check and double check. Thanks

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13 October 2021

Stephen Hosking
Assistant Transport Planner
Transport Planning
Strategy & Infrastructure
Place & Community
Slough Borough Council
Observatory House
25 Windsor Road
Slough
SL1 2EL

Dear Stephen

On behalf of Thames Valley Buses, I would like to add our general support for the bus lanes along the A4 corridor. The bus lanes have had a noticeable effect on journey times and punctuality, which has been more evident as we move out of lockdown measures.

The opening of the bus lanes prompted us to revise our timetables and reduce our running time between Slough and Langley on services 702 and 703 by two minutes in each direction from November, a saving of over 16% on this leg of the journey. Whilst modest, this is a benefit of over two hours each day, and with average patronage of 30 passengers, this becomes some considerable benefit in total.

However, we were disappointed by the changes made in December 2020 to modify the bus lanes from 24 hour operation to peak hours only. Transformational change in travel habits post Covid are suggesting that traditional peak periods are less spiked and there are more off-peak movements than previously. Timed operation is more confusing and bus lanes are most effective when there is no ambiguity around their use. The eased restrictions have led to an increase of mis-use which defeats their objective of providing reliable journey times for scheduled public transport.

The same applies to allowing private hire vehicles to use the lane, as it will give the impression of the lane being available to general traffic, and will reduce many of the benefits that it is aiming to achieve.

We need to make public transport journeys as attractive as possible to help encourage people to switch from less sustainable means, leading to the ideal outcome of reduced congestion and pollution.

Kind regards
Simon Fisher
General Manager

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Stephen Hosking
Assistant Transport Planner
Transport Planning
Strategy and Infrastructure
Place and Community
Slough Borough Council

15 October 2021

Dear Stephen,

Experimental A4 Bus and Cycle Lane

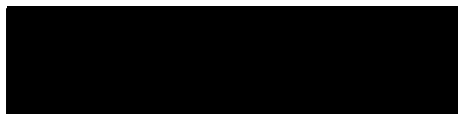
We remain very supportive of the vision behind the original introduction of the A4 bus lane, and would like to see it not only retained, but restored to its original 24-hour operation.

The object is to provide reliable journey times for scheduled public transport. We need to ensure that public transport journeys are as attractive as possible to help encourage people to switch from less sustainable means, leading to the ideal outcome of reduced congestion and pollution.

I appreciate that the removal of the lanes during the off-peak times was to help ensure the lanes were more politically acceptable, however we cannot see what practical benefit this change brought, given that congestion is low during off-peak periods. Bus lanes are most effective when there are no grey areas surrounding their use.


The government's National Bus Strategy requires the Council to provide more bus priority measures and deliver enhanced services from April 2022, and the removal of this infrastructure would do the opposite. We are keen to work with the Council to develop new and enhanced services in this area of Slough, and the Council's investment in this infrastructure is central to the business case for that. It would be a crying shame for all the good work to be undone.

Yours sincerely,



Robert Williams
Chief Executive Officer

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From: Byrne Misha Misha.Byrne@slough.gov.uk 
Subject: FW: A4 Bus and Cycle Lane - Response requested
Date: 16 October 2021 at 18:19
To: Ru [REDACTED]



FYI

From: [REDACTED]
Sent: 15 October 2021 23:03
To: Byrne Misha <Misha.Byrne@slough.gov.uk>
Subject: Re: A4 Bus and Cycle Lane - Response requested

SLOUGH TAXI FEDERATION

Dear Sirs,

We can suggest keep the bus lane for Buses, Taxi and bicycles. This is great for the environment and encourage residents to use public transport. Private hire should not be given the right to use the bus lane as this will create more traffic in the bus lane.

We represent over 70 Taxis in the Slough Borough.

Regards

Slough Taxi Federation

On 8 Oct 2021, at 15:19, Byrne Misha
<Misha.Byrne@slough.gov.uk> wrote:

Dear Ranjit,

The amended Experimental Traffic Regulation Orders (ETROs) relating to the peak-time A4 Bus and Cycle Lane came into operation on Friday 4 December 2020 (replacing the previous ETROs for this scheme). The consultation period was extended and finished on Tuesday 31 August 2021.

Officers are now reviewing the consultation responses and the monitoring information to submit a report to SBC Cabinet setting out the evidence and with recommendations on whether to retain or remove the scheme.

We note that your organisation has not commented on the scheme and would invite you to do so. If necessary, you can remind yourself about the scheme by following the link below; but you can no longer submit your consultation response via this method. <https://slough.citizenspace.com/transport/experimental-a4-bus-and-cycle-lanes/>

If you would like to respond, can you set out if you are in favour of, or opposed to, the scheme and the reasons for this. If you are responding on behalf of all your drivers, please state how many drivers you represent. You can submit your response by return email, preferably as an attachment on your organisation's headed paper.

If you require any additional information, do come back to me.

The first draft of the report is expected to be ready by **14 October**. I would appreciate a response by then if at all possible.

Regards,

Misha

Misha Byrne
Transport Team Lead
Place, Strategy & Infrastructure



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Beremauro Rudo

From: Edmond, David (T8462) [REDACTED]
Sent: 10 September 2021 18:44
To: Beremauro Rudo
Cc: Byrne Misha; _Transport for Slough
Subject: RE: A4 Bus lane and Cycle Lane Experimental scheme

Dear Rudo,

It is not possible to accurately provide evidence of the impact the experimental bus lane has had on police response times as there are so many factors that can affect them (i.e. numbers of calls, resources to attend them etc.). The bus lane has only been in operation through the pandemic, I do not feel we are back at pre-pandemic traffic flows so the impact may get worse as traffic flows increase.

Bus Lane

Thames Valley Police objected to the implementation of the bus lane copied below –

I have the following concerns about your scheme which I highlight for consideration:

- 1. Traffic flows are creeping back up towards pre lockdown levels, between 60-70%, and this will only increase. Reducing the available space on the A4 will cause congestion and result in an increase in traffic using residential streets off the A4 to avoid queues caused by the bus/cycle lane.*
- 2. There is equally a requirement to socially distance on residential streets. An increase in traffic on these streets will have an adverse effect on those trying to socially distance.*
- 3. I have concerns about traffic turning across the bus lane and coming into conflict with pedal cyclists. I think your proposal will bring about a rise in injury collisions along the length of the bus/cycle lane. These movements will increase in frequency brought about by point 1 above.*
- 4. I am not concerned about the M4 emergency diversion route, other diversion routes on the SRN are on single carriageway two lane roads.*
- 5. Whilst I'm sure that an exemption for emergency services vehicles will be written into the TRO we have to consider public perception of the vehicles using the lane. Officers should only use the lane whilst on an emergency call. Congestion caused by the bus lane will therefore reduce the ability of Police to move around the town for routine enquiries which are often urgent but not requiring the use of blue lights.*
- 6. From the media coverage I have seen recently it appears the 2 metre rule is being reviewed and in my view is likely to be reduced to 1 metre. How long will the bus lane actually be required?*
- 7. Whilst there may be an appetite for walking and cycling in the current period of good weather I would question how appealing it will be should the weather turn wetter and colder.*

I have canvassed opinion from officers working in and around Slough to understand how the bus lane has affected them on a day to day basis, this includes officers from Slough Local Policing Area (LPA) and Roads Policing teams.

- We feel that response times to emergency incidents have not unduly been affected as police have an exemption within the TTRO to use the bus lane for emergency response purposes. The number of nearside turnings from lane two across the bus lane is of concern as are major junctions where large volumes of traffic merge into one lane, Tuns crossroads, A4 and High Street/Windsor Road etc. this can affect our ability

to negotiate these junctions if traffic is queuing across the junctions. I am aware of at least one injury collision at the junction of the A4 and Ledgers Road on 15th February 2021 involving a car that left turned across the path of an ambulance that was using the bus lane on an emergency response. All emergency services have finite resources, it is less than desirable for vehicles attending such incidents to be involved in such incidents and this is a continuing risk.

- Officers are regularly delayed at peak times during bus lane operating hours caused by a reduction in the available road space, we feel this does affect their ability to travel around Slough. A real area of concern is the A4 Wellington Street at its junction with Windsor Road/High Street where the bus lane starts approximately 60 metres west of High Street junction. Two lanes on the main A4 filter into one at the start of the bus lane, a further two lanes merge onto the A4 from High Street meaning four lanes reduce to one within 60 metres of this junction. We feel this has affected officers journey times to routine incidents, the custody suite in Maidenhead and when completing their patrols and enquiries. This junction is a main route for officers travelling to the north, east and west of Slough from the police station.
- Officers perception is that the bus lane operating hours are not necessarily understood by the travelling public with comments that the majority of drivers use lane two, even when the bus lane is not in operation. Some drivers who are more confident then use the bus lane when legally allowed to do so and performing undertaking manoeuvres. There are also some confusing signing on the eastbound A4 through Slough Trading Estate where direction signs and arrows on the road surface show left turn movements from lane one which, when the bus lane is not in operation is not correct. I am not able to access AccsMap at the present time so have not been able to look at collision statistics to understand how many personal injury collisions have been reported at junctions along the length of the bus lane since it started.
- A fatal collision happened on Wednesday 7th April 2021 where a Ford Transit van that was speeding undertook slower moving vehicles that were travelling in lane two when they were legally allowed to use lane one. The van collided with a pedestrian who was influenced by alcohol who crossed from the vans nearside.
- We see little evidence of the bus lane being used as intended by pedal cycles and E-Scooters riders hired under the Neuron Mobility trial. Most are still illegally using the footway.
- A couple of comments from officers were, "The bus lane only seems to be used by a minority of drivers when they are actually allowed to use it, this is very noticeable when the M4 is closed and causes unnecessary traffic congestion as only one lane out of two is being used. I would imagine people don't want to run the risk." Another said, "At times coming into Slough from Maidenhead in both directions there is a clear build-up of traffic that I don't recall used to happen with two lanes running. Also where you have cycle lane painted in main road in lane 1 drivers are very unsure what do to and some straddle both lanes."

Cycle Lane

Thames Valley Police contact Slough Borough Council in July 2020 highlighting concerns about the cycle lane that was implemented to the west of the A4 and raised concerns over its safety. We thought it was a confusing arrangement and were unclear as to whether it was an advisory cycle lane or a traffic lane raising concerns that it would be very difficult to prove fault in any collision involving a car and a pedal cycle in that area, this remains our view.

The day after I contacted you, Local Transport Note (LTN) 1/20 Cycle Infrastructure Design was published which states, 'networks and routes should be Coherent; Direct; Safe; Comfortable and Attractive.

LTN 02/2008 stated cycles lanes should:

- create a comfort zone, especially for less experienced cyclists nervous about mixing with motor traffic,
- assist a cyclist in difficult or congested situations,
- help guide cyclists through complex junctions and provide route continuity to help with navigation,

- help guide cyclists through complex junctions and provide route continuity to help with navigation,
- help control the speed of motor traffic by narrowing the all-purpose traffic lane
- and help to raise driver awareness of cyclists.

I'm not sure this cycle lane has met either the old or new design standards.

I would be interested to understand if the aim of the bus and cycle lanes has been met and if they have led to fewer car journeys, increased bus passenger numbers and pedal cycle journeys.

Kind regards,

Dave

Dave Edmond
Traffic Management Officer
Hampshire Constabulary & Thames Valley Police Joint Operations Unit,

Thames Valley Police,
270 Whitley Wood Road, Reading, Berkshire RG02 8FT

Mobile: [REDACTED]

E-Mail: [REDACTED]



From: Beremauro Rudo
Sent: 31 August 2021 13:53
To: _Transport for Slough
Cc: Byrne Misha
Subject: A4 Bus lane and Cycle Lane Experimental scheme

Dear Consultees

In August 2020, the Council introduced the experimental bus and cycle lane along the A4 from its junction with Dover Road to the A4 and its junction with Uxbridge Road. The scheme was introduced to support social distancing, to improve active and sustainable travel measures including reducing bus journey times and encouraging the switch from car to bus.

After a review in November 2020, the scheme was changed from a full-time bus lane to a peak-time only bus lane. To help us understand the impact of the experimental bus and cycle lane scheme on the network, we are requesting emergency services to send us feedback about the impact of the bus lane on emergency services' response times. Please can responses be sent by 10 September 2021.

Please see below link with scheme details:

<https://www.slough.gov.uk/consultations-petitions/temporary-a4-bus-lane-scheme>

Regards
Rudo

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19 February 2021

Slough Strategic Transport Infrastructure Plan

Dear Stephen,

First fully embraces Slough Borough Council's Strategic Transport Infrastructure Plan objectives, and the overall aim to evolve public transport infrastructure to best serve the needs of the town through encouraging a change of course towards a future where travel by public transport, on foot or by bicycle becomes much more the norm. This is a truly inspiring and achievable vision for sustainability, and as a bus operator we welcome the opportunity to play an integral role in contributing to the success of the plan.

In support of the overall vision for Slough, we believe that a commercially successful town center is one that fully incorporates an integrated public transport network, and to facilitate this it will also be important to maintain a focus on the long-term commercial sustainability of the transport infrastructure projects themselves.

Future investment in development for Slough will require a continued focus on enabling buses to penetrate the town centre, with good access to key facilities, amenities and shopping centres, and no erosion of current bus-only access areas in the town centre. This will enable buses to facilitate economic regeneration whilst maintaining and enhancing social equality, at the same time, through investment in electrification, improving air quality and reducing carbon emissions.

The bus plays a central role in keeping the city running, not only as a means for people to get to work but also as a means to keep communities connected, enabling people to get to hospitals, go shopping and carry out basic day to day necessities.

It is also central in improving air quality and driving forward de-carbonisation In Slough. First is committed to not buying any more diesel vehicles after 2022, and continued collaboration with Slough Borough Council is a prerequisite for establishing the formula that will be pivotal to encouraging more people onto buses and public transport in general.

As well as being in full support of the ambition to treble the share of journeys made by public transport to/from and within Slough, we particularly welcome the focus on the following areas:

- To maximise the share of journeys made by sustainable modes (on foot, by bicycle and public transport)
- To improve access to employment, healthcare, education and leisure facilities by sustainable modes of travel
- 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 of the town centre and growth in line with the Local Plan
- To improve safety and personal security, and the quality of travel experience
- To make public transport affordable and physically accessible to all
- To make journey times both quicker and less variable

The overall objectives set out in Chapter 3, particularly the ambition to reduce car modal share by

25% in 20 years, are supported and we would be keen to work in partnership to accelerate delivery of this.

STIP Objectives

- **Making public transport a much more attractive option for travel to and from the centre of Slough, the rest of the Borough and beyond, including Slough's neighbourhoods**
- **Providing the capacity for movement to and from the centre of Slough, in the form of a high quality, reliable, high capacity public transport network, which enables a higher scale of development**
- **Maximising the benefits of enhanced strategic public transport connectivity to London, Heathrow Airport and the wider Thames Valley**
- **Using high quality design of transport infrastructure to enhance the quality of the public realm**

In comparison to other cities across the UK, for example Norwich, York, Portsmouth where there is already a strong commitment to deliver bus priority and there is good provisioning for Park and Ride services, bus priority currently remains limited in Slough.

Extensions of current temporary bus lanes to connect with both existing and proposed bus lanes along the A4 as part of the MRT+ scheme will help streamline traffic flow for buses must remain a priority. Furthermore, controlled access to these bus lanes is fundamental to their success. The more vehicle types which are permitted to use the bus lane, worsen the opportunity for the bus to improve reliability, punctuality and overall journey time.

Additionally, enabling and increasing bus priority measures and expanding dedicated bus lanes will greatly improve public transport journey reliability, but crucial to this will be ensuring that dedicated road space for buses is maintained and remains dedicated to buses rather than being diluted by other vehicle types that will slow traffic flows and cause delays to overall journey times. Reducing bus journey times and their variability not only allows for more efficient operation, it helps deliver a service which is more attractive to users and potential users.

Planning for sufficient bus priority measures and better bus access in communities that rely most on bus transport in the Slough area will also help stimulate an increase in bus usage that will in turn drive passenger demand for increased frequencies across Slough.

Implementation of a Slough Mass Rapid Transit network 'MRT+' has real potential to support mode shift to public transport and meet the target to make journey times quicker, however, whilst dedicated and segregated bus routes can offer a strong improvements in overall bus performance and reliability, there is a need to ensure that this does not come at a high cost per passenger, require a disproportionate share of investment or take an unduly long time to deliver, leaving other parts of the existing bus and public transport network to languish. We welcome the principle that bus services other than the dedicated MRT+ routes will be able to use the infrastructure, but the overall principles of modal shift, and its attendant benefits, should drive the relative investment in MRT+ and elsewhere across the network.

Furthermore, investment in high quality passenger infrastructure, ticketing, information and accessibility, together with a high quality image, can represent better value for money and deliver greater benefits than specially designed vehicles that are expensive to buy and operate. The results achieved by the Eclipse in Hampshire and MetroBus in Bristol are better value than those from Glider in Belfast.

It is highly likely that proposals to convert the Network Rail Slough, Windsor and Eton branch line to a guided bus way may become subject to obstacles and complications that prevent construction from going ahead, but if they are achievable we would recommend that consideration be given in the proposals for full two-way bus traffic flow to maximise the benefit of this proposed bus way.

283 Empress Road
Southampton
Hampshire
SO14 0JW

In all cases, provision of self-enforcing bus priority (whether requiring guidance or simply with access controlled by smart intelligent signalling) maximises the benefits to bus and coach services and we strongly encourage that. If enforcement is required, it must be budgeted for at the outset to secure the ongoing benefits. The deployment of experimental traffic orders to “trial” such priority measures is also welcomed and generally makes their ultimate adoption more acceptable through the initial demonstration of their benefits.

Plans to increase spacing between stops across the proposed MRT+ network may result in reducing passenger demand if they result in creating high speed links between urban centres (e.g. Slough-Uxbridge) that by-pass stops in the communities that lie between the urban centres that already rely on existing good access to public transport. In order to encourage a stronger mode shift to public transport, we recommend that proposals for the MRT+ network support and accommodate areas or sections of routes where existing bus usage is dependent on short distance journeys between more closely dispersed stops.

We would like to develop, in partnership, an operating model that delivered the best benefits for a service network which optimised the infrastructure benefits, using current asset quantities, rather than overlaying additional limited stop services that run the risk not only of abstracting passengers from the existing, rendering them uneconomic to operate, but also could be caught behind other longer distance services that maintain frequent stops, thereby reducing or eliminating their journey time benefits.

Slough will also benefit from streamlined traffic flow for buses being factored into development plans for areas selected for housing/commercial development, where sufficient consultation with bus/public transport operators to enable planning for network development will ensure service levels can meet the needs of communities and businesses as they grow and evolve. New developments should be focussed on public transport access, requiring them to be located where they can be served without incurring significant additional costs.

Supporting growth and investment in public transport and public transport infrastructure remains essential to the future development of the town, and making section 106 funding available to bus operators as part of any town development plans will further enable bus operators to provision adequate capacity to service passenger demand as it grows.

From both a cost and environmental perspective we would advise against the use of diesel hybrid high spec Glider type vehicles. In real cost terms it is possible to procure three electric double decker buses for the price of two diesel hybrid high spec Glider type vehicles. For the same price and through public and private sectors working together it should be possible to upgrade 100% of the commercial bus fleet to zero emissions.

Passengers in the UK prefer a seat on a bus rather than standing and a double deck bus can carry twice as many seated passengers as an artic. First’s commitment to electrification is public and conversely our experience with the less environmentally diesel hybrid system illustrates lower

vehicular reliability and considerably greater operating costs, particularly for maintenance.

It might be advantageous to begin operation on the new infrastructure with conventional vehicles so as to align investment timetables between the public and private sectors in partnership, thereby requiring less grant from central government to guarantee delivery of MRT+, and we would be pleased to discuss such opportunities.

Electric buses are well suited to running in urban environments not only because of the cost and emissions benefits, but also from the types of range that they can deliver. In recognition of Slough Borough Council's objectives to support the 2040 Vision and Climate Change Strategy, we would request that Slough Borough Council also factors into STIP provisioning for funding to support bus operators in sourcing electric vehicle fleets, and implementing infrastructure that will support electric vehicles and charging facilities, that will ultimately deliver on achieving zero emissions. Providing "top up" charge facilities in the central area (including potentially the bus station) will allow the conversion of longer distance services to zero emission operation, without the additional cost of hydrogen fuel cell vehicles. But perhaps even more importantly it could allow electrification of local services that otherwise could not complete an entire day duty without re-charge, necessitating either the expense of addition of extra vehicles to the fleet, or retention of diesel longer than would otherwise be necessary.

First remains committed to working with Slough borough Council as well as other transport operators to deliver capped inter-operable multi-operator ticketing. We support the collective goal to establish an interface between MaaS and bus services to offer a range of journey options and multi-modal journeys, and look forward to working with Slough Borough Council to explore potential new technology options will be able to deliver journey plans that can be realised through mainstream platforms (contactless bank cards, operator apps etc..). It will remain important to keep both the scope and practicality of what is desirable, as well as deliverable timescales, under review.

However, in order to serve passenger demand where passengers regularly use the same transport and journey options, it will also be important to ensure that passengers retain direct access to the best suited, market-responsive pricing offers from their local operators of choice.

We do not agree that reducing bus service length and replacing conventional services with demand responsive ones will make public transport more attractive. Experience elsewhere suggests such services struggle to meet local needs sustainably. The public continue to value direct, high frequency, high volume services, operating on predictable routes utilising prioritised infrastructure. The focus should be on the infrastructure improvements which are proposed and ensuring that people can get to their destinations on services that are more attractive offering reduced and more consistent journey times. This will also make bus services more efficient to operate, improving the sustainability and making them potentially a more attractive option in terms of the total journey cost.

A key element for making buses more attractive would be for a fully working and functioning real time information system. As a bus operator, all of our vehicles are equipped to send standard data to the Local Authorities who wish to display real time information at bus stops and key interchanges. We believe the current system is probably outdated and requires replacement.

STIP Objectives

- **Making walking and cycling to and from the centre of Slough and the district centres the most attractive option for shorter journeys**

- **Creating attractive environments in which people are put first in terms of movement and use of space for interaction, creating safe, healthy and vibrant urban spaces which encourage people to live, work and relax locally**

Active travel should complement public transport, particularly by providing links at the beginning and end of each journey. As the council looks to make additional provision for walking and cycling it will be important to ensure that attractive environments where people are put first, also extends to convenient access to, and good integration of public transport.

A key part of this will be maintaining bus traffic flows and access to the bus station, and the core town centre stops, as part of the plans for the pedestrian plaza to the south of station area. Also for additional consideration, it would be advisable to plan for expansion of the bus station to accommodate more buses and provide more space, shelter and facilities for bus passengers, and potential “top up” charging for electric buses. It might also be possible to re-route the MRT+ services to the bus station without increasing journey times, improving connection and interchange opportunities.

STIP Objectives

- **Reducing the dominance of the car as a mode of travel to, from and through the centre of Slough and on arterial roads as alternative modes become more attractive; and**
- **Minimising the impacts of roads, parking and motorised vehicles on the urban realm and on people, including improved air quality and road safety.**

First would strongly welcome an emphasis on stronger parking management and enforcement of illegal and obstructive parking, and introduction of workplace parking levies, as well as a structured approach to pricing for parking across the town centre itself and at shopping centres that will serve as an effective incentive to support a modal shift towards public transport.

Whilst we also welcome plans to incentivise last mile of travel by public transport through establishing Park and Ride sites across the Northern, Eastern, Southern and Western boundaries of Slough, there is a potential risk that the Sutton Lane Park and Ride site, due to its proximity to Heathrow Airport, could become a desirable alternative parking location for people using the airport. We would advise that usage of the Park and Ride sites is controlled and managed appropriately so as to avoid this.

The suggested removal of parking capacity in the central area, including that provided by temporary sites, is welcomed. Given the apparent under-utilisation of existing central area parking, consideration could be given to extending this policy such that more and better public realm open space could be provided by removal of unnecessary car parking, this also further reinforcing a modal shift to public transport. We note that it is stated that 14% of residents have long term disabilities that “may prevent them using public transport” (4.2.1); we would counter that those same disabilities may be better assisted through the provision of a more accessible and convenient public transport network that improves social inclusion and reduces car dependence.

We would also recommend strong planning controls, to prevent temporary derelict or open space becoming private short-term car parks.

There is undoubtedly a lot of work still to be done, in partnership, to enable transport operators to deliver on the goals of improving journey times and journey reliability to achieve the modal shift towards public transport and improvements to air quality that form the goals of STIP, and in order to achieve these goals it will be necessary to commit to further actions than are covered under the scope of these STIP measures. The draft STIP is nevertheless an exciting and promising start of the journey.

First is in full support of these planned STIP actions, and we welcome the opportunity to continue to play an active role in contributing to the development of a greener, more efficient and more attractive public transport system and infrastructure for Slough.

Yours sincerely,



Jonathan Lewis
Commercial Manager
First Hampshire, Dorset and Berkshire

Appendix 2

Monitoring Data

i. Automatic Traffic Counts

Data was collected from permanent traffic counts along the route for both eastbound and westbound from August 2020- August 2021 (06:00hrs- 10:00hrs and 15:00hrs – 19:00hrs) at AS009- A4 Bath Road west Stowe Road, AS001- A4 Bath Road west Lansdowne Road, AS005 – A4 Sussex Place west PS071 Toucan.

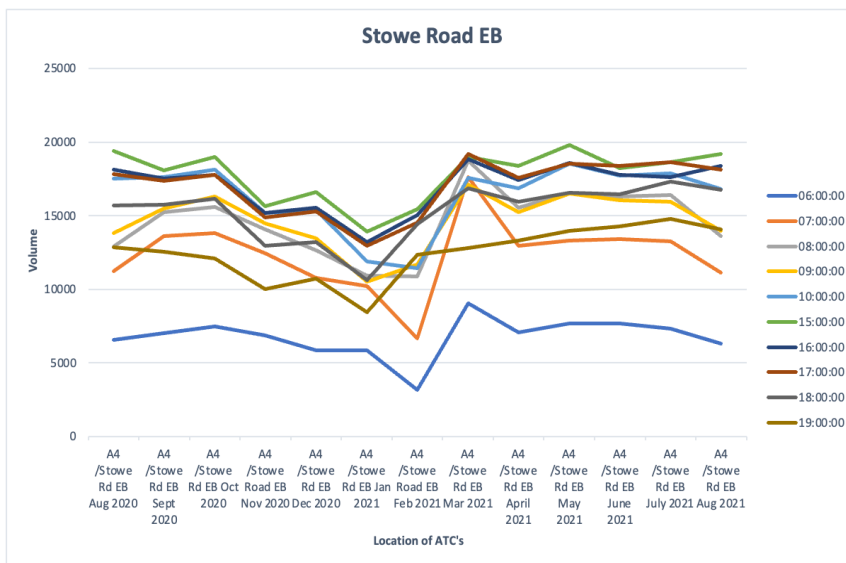


Figure 1 ATC Stowe Road EB

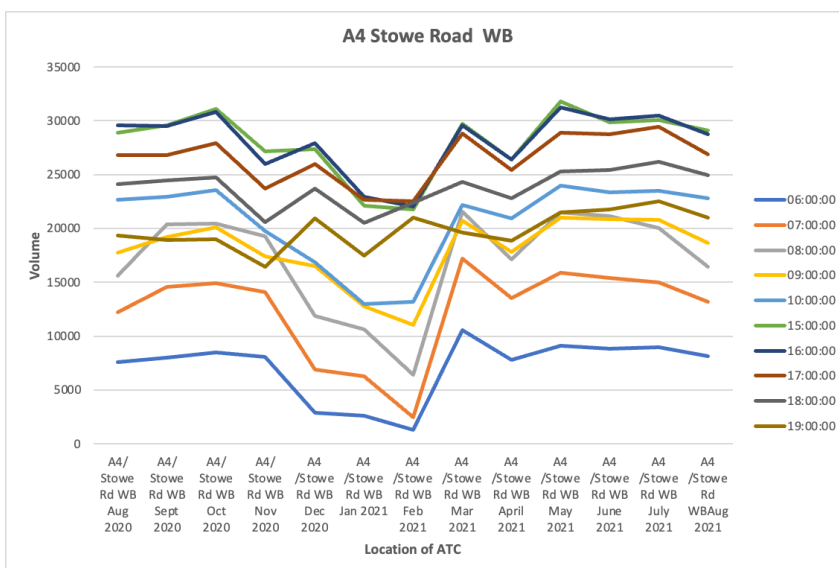


Figure 2 ATC Stowe Road WB

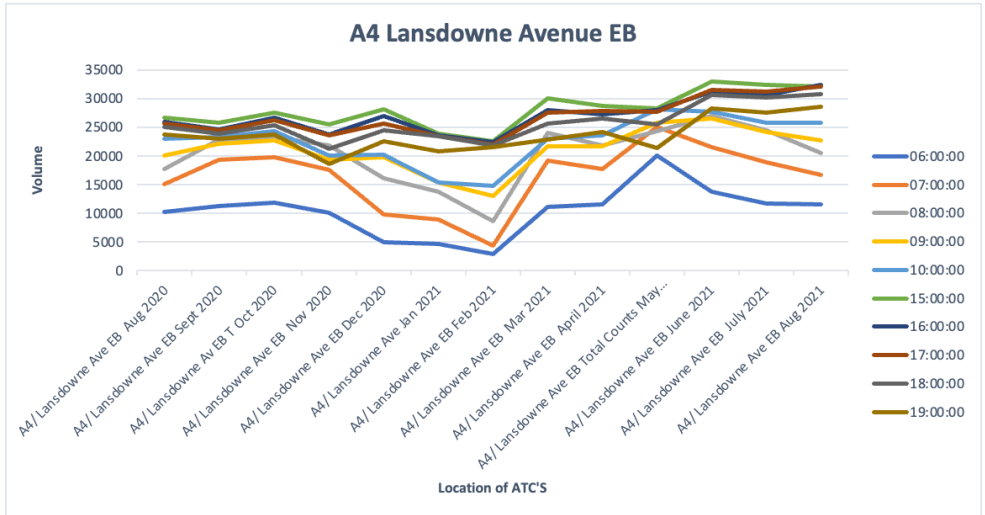


Figure 3 ATC A4 Lansdowne Avenue WB

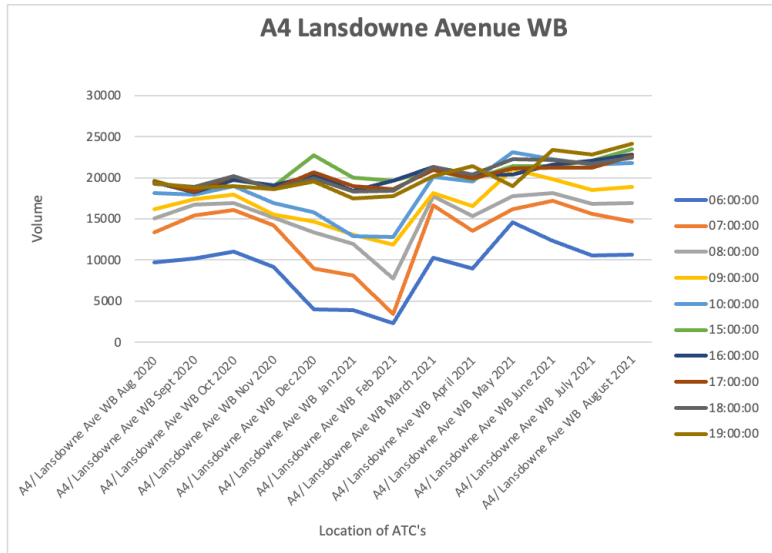


Figure 4 ATC A4 Lansdowne WB

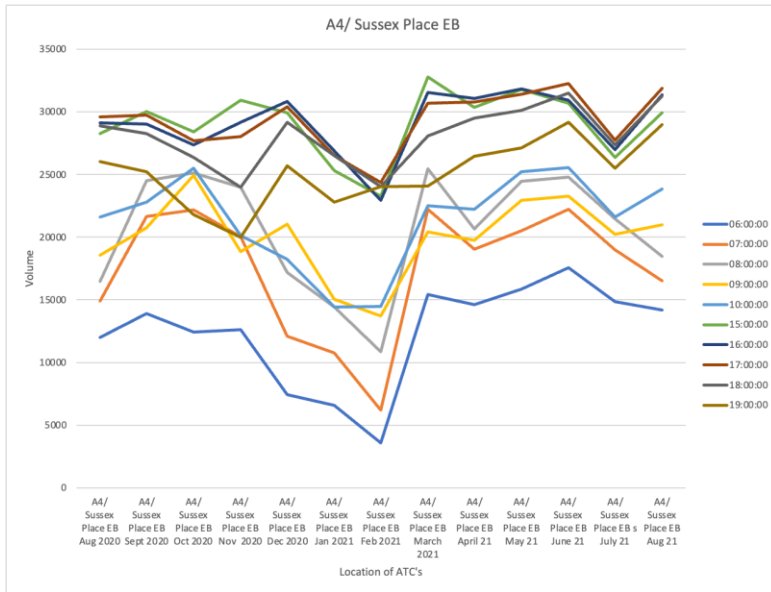


Figure 5 ATC A4/Sussex Place EB

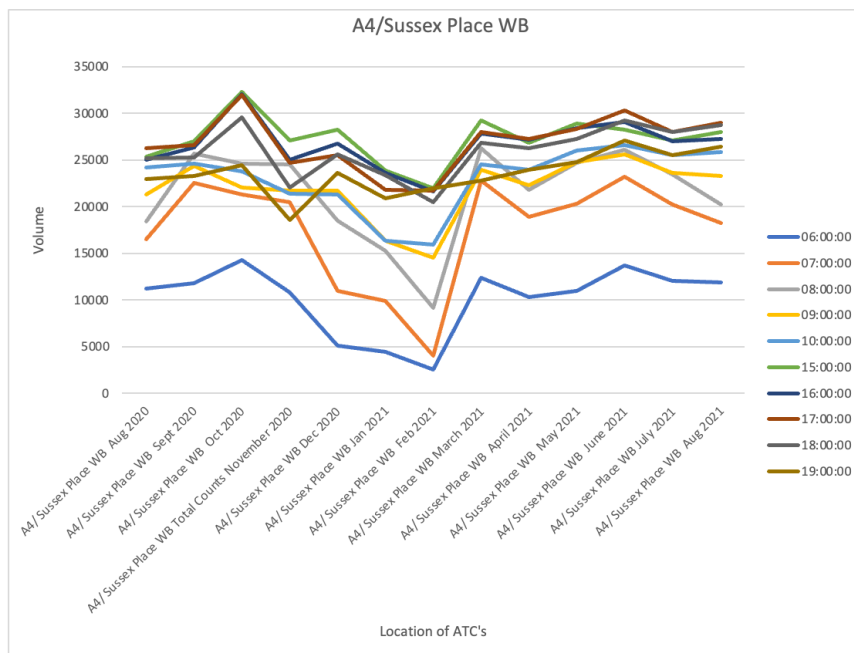


Figure 6 ATC A4/ Sussex Place WB

ii. Bluetooth Journey Time Monitoring

Routes for journey time EB	Routes for journey time WB
15 Huntercombe to M4 J5 EB AM	16 M4 J5 to Huntercombe WB AM
15 Huntercombe to M4 J5 EB PM	16 M4 J5 to Huntercombe WB PM

15c : Huntercombe Rdbt to Dover Rd EB AM	16c Dover Rd to Huntercombe Rdbt WB AM
15c : Huntercombe Rdbt to Dover Rd EB PM	16c Dover Rd to Huntercombe Rdbt WB PM
15e: Dover Rd to Tuns junction EB AM	16e Tuns junction to Dover Rd WB AM
15e Dover Rd to Tuns junction EB PM	16e Tuns junction to Dover Rd WB PM
15f HoS to Sainsbury Rdbt EB AM	16d HoS to Tuns Junction WB AM
15f HoS to Sainsbury Rdbt EB PM	16d HoS to Tuns Junction WB PM
	16F2 Sainsburys Rdbt to Heart of Slough WB AM
	16F2 Sainsburys Rdbt to Heart of Slough WB PM

Table 1 List of Routes

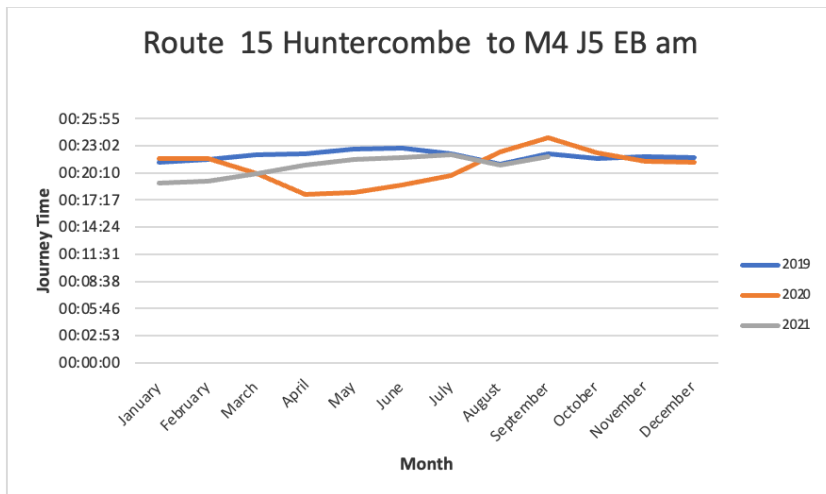


Figure 7 Route 15 Huntercombe to M4 J5 EB am

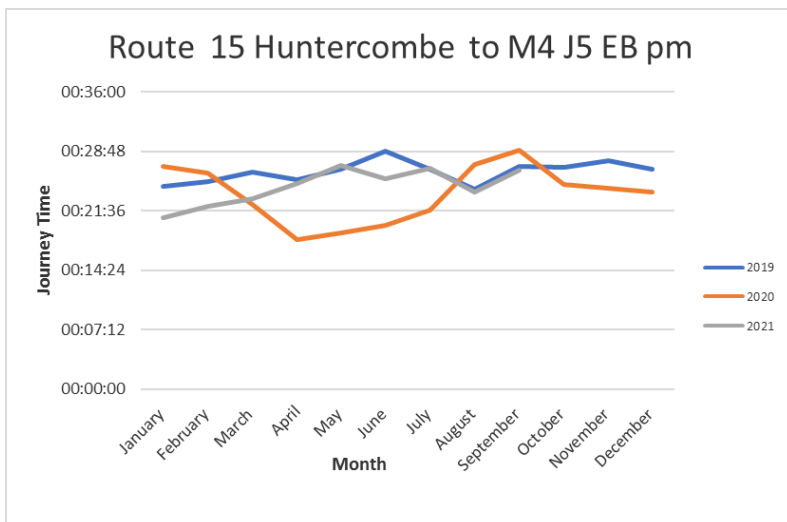


Figure 8 Route 15 Huntercombe to M4 J5 EB pm

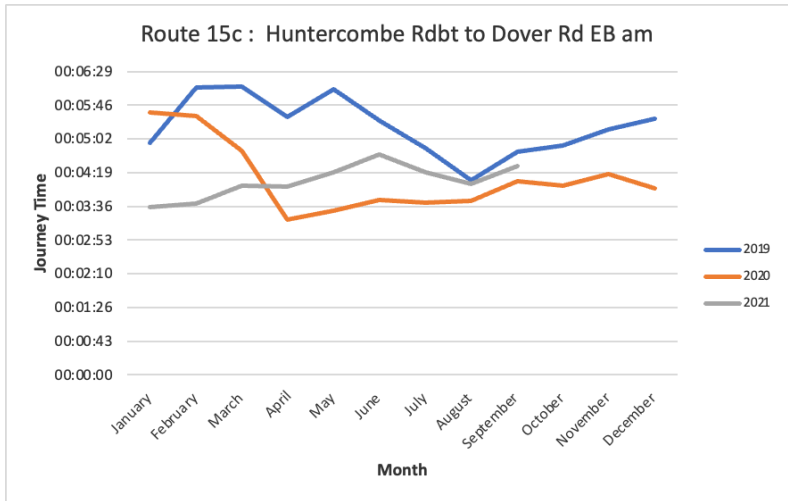


Figure 9 Route 15c Huntercombe Roundabout to Dover Rd EB am

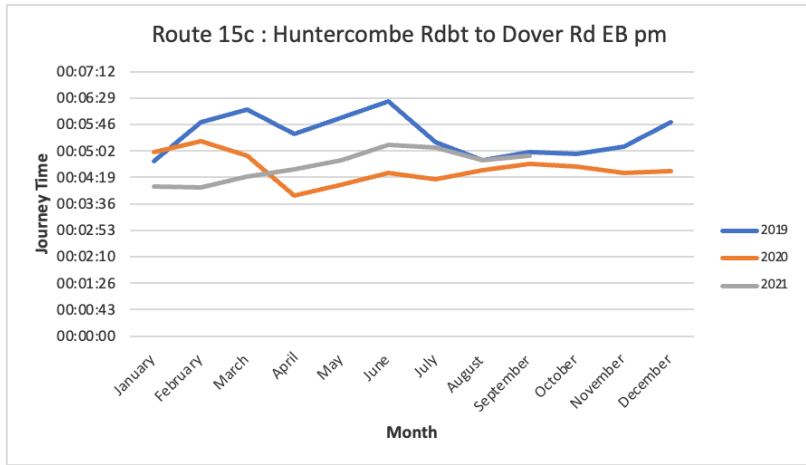


Figure 10 Route 15c Huntercombe Roundabout to Dover Rd EB pm

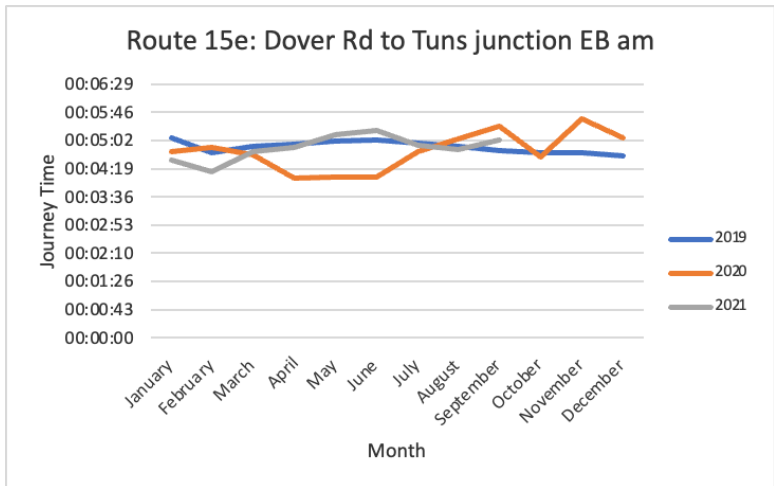


Figure 11 Route 15e Dover Road to Tuns junction EB am

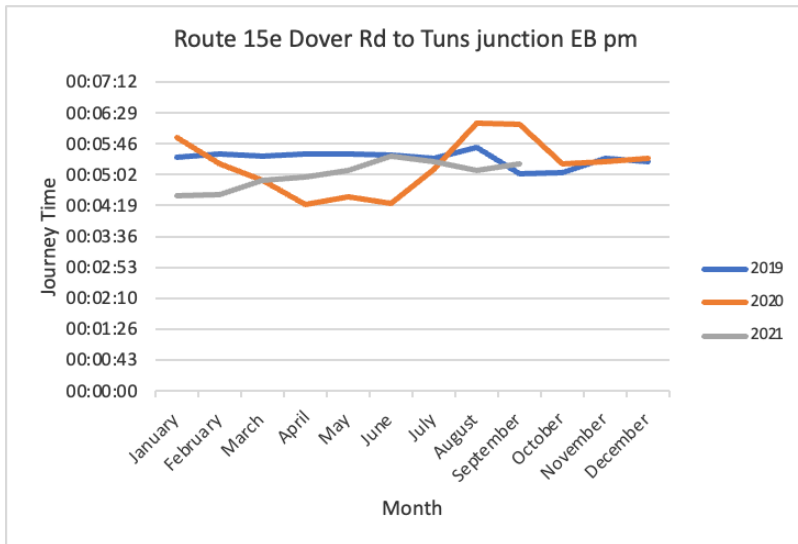


Figure 12 Route 15e Dover Rd to Tuns Lane junction EB pm

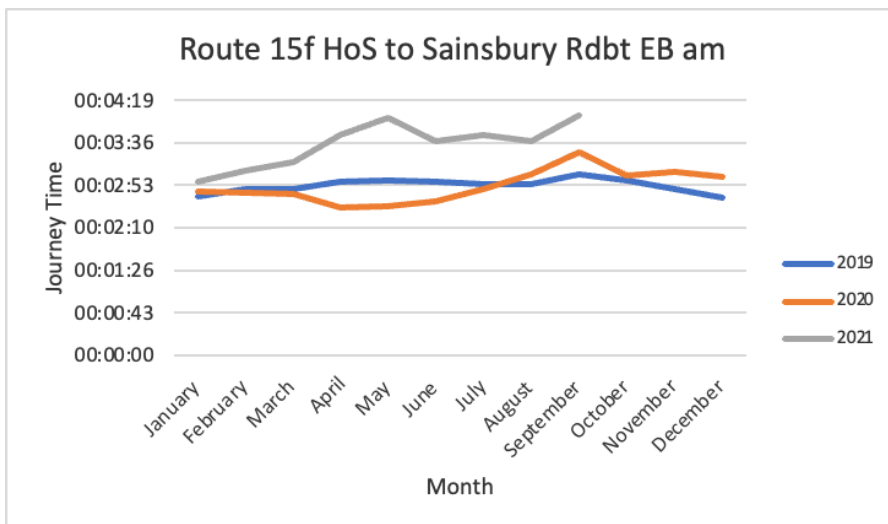


Figure 13 Route 15f HOS to Sainsbury Roundabout EB am

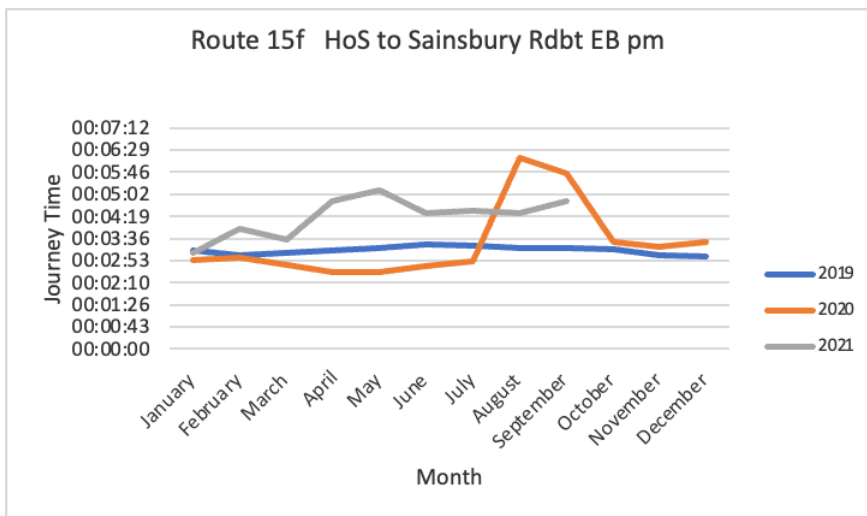


Figure 14 Route 15f HOS to Sainsbury Roundabout EB pm

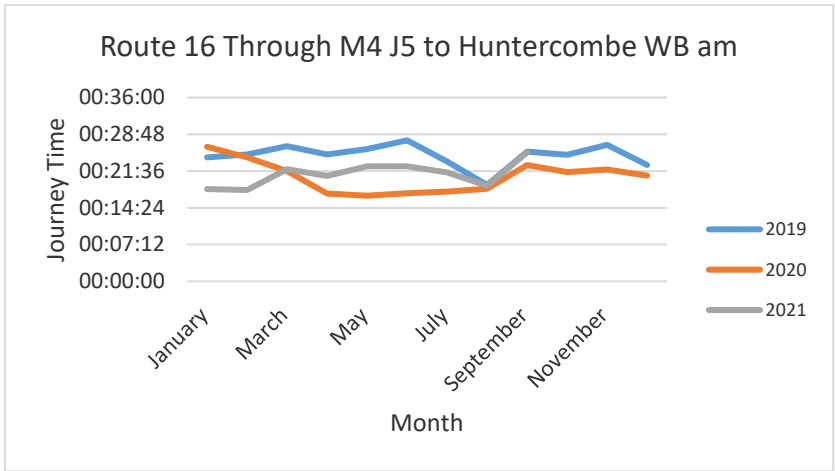


Figure 15 Route 16 through M4 J5 to Huntercombe WB am

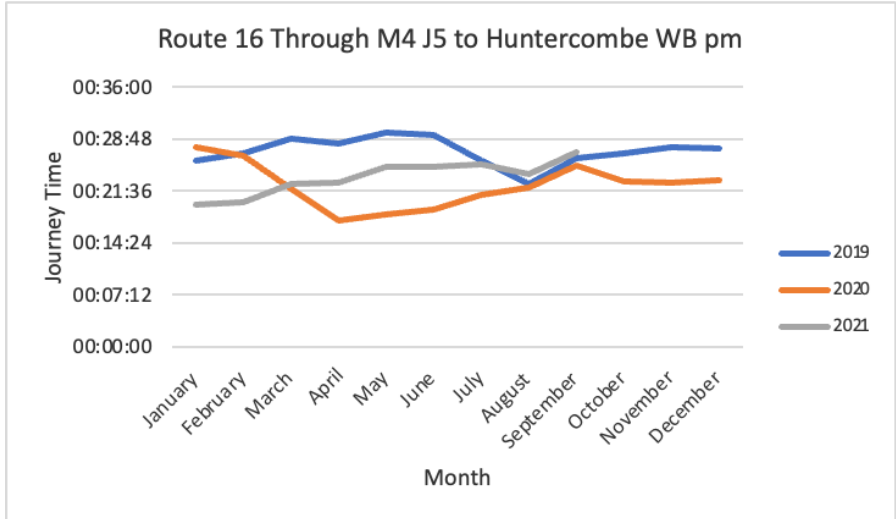


Figure 16 Route 16 Through M4 J5 to Huntercombe WB pm

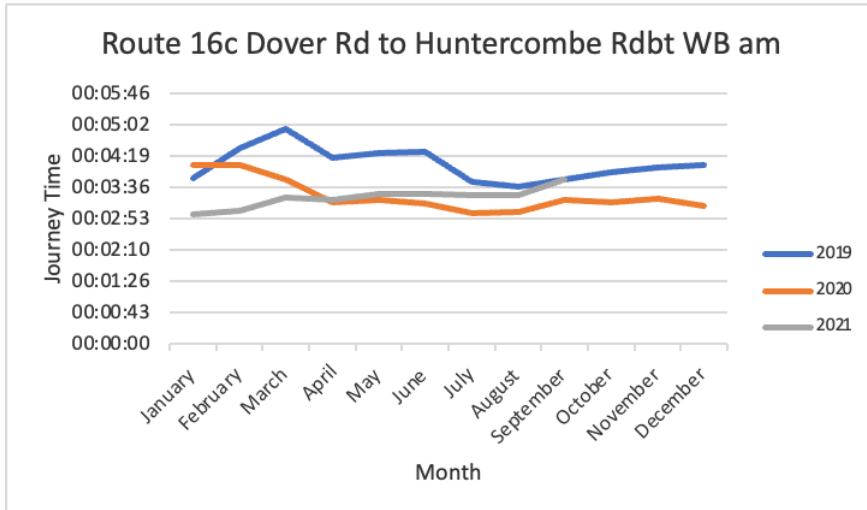


Figure 17 Route 16c Dover Road to Huntercombe Rdbt WB am

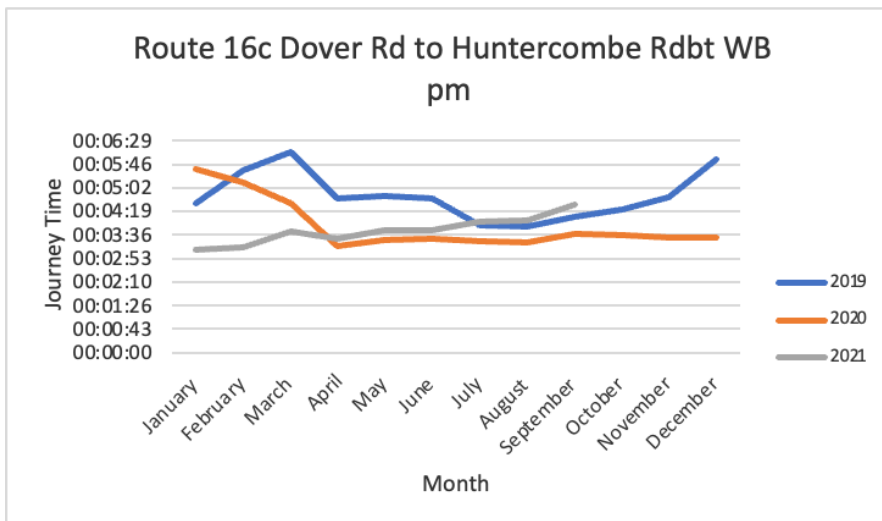


Figure 18 Route 16 c Dover Road to Huntercombe Rdbt pm

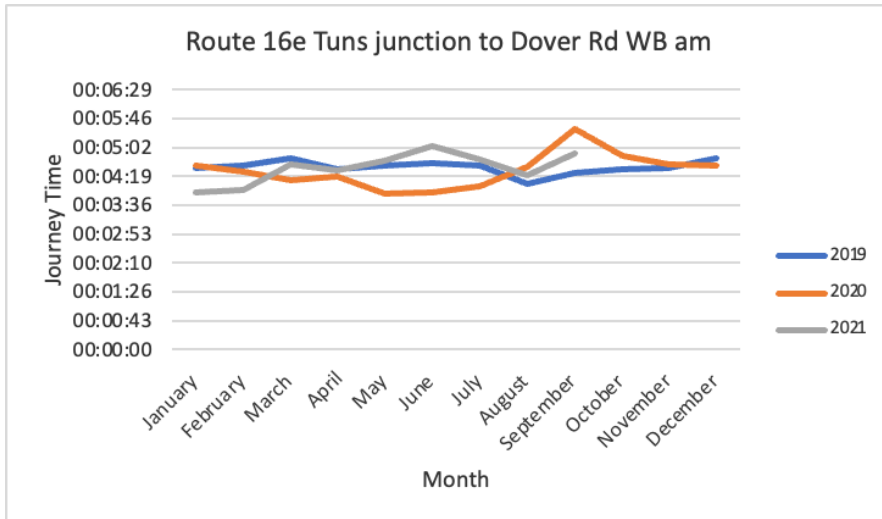


Figure 19 Route 16e Tuns junction to Dover Road WB am

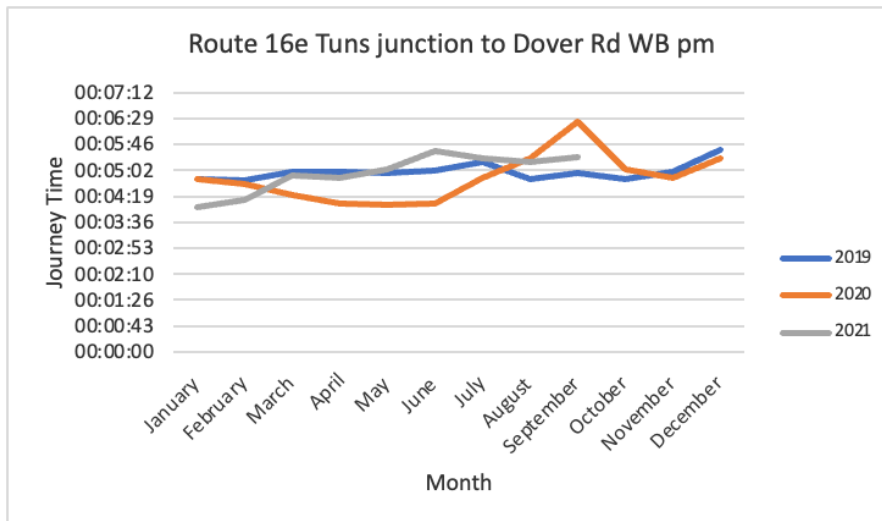


Figure 20 Route 16e Tuns junction to Dover Road WB pm

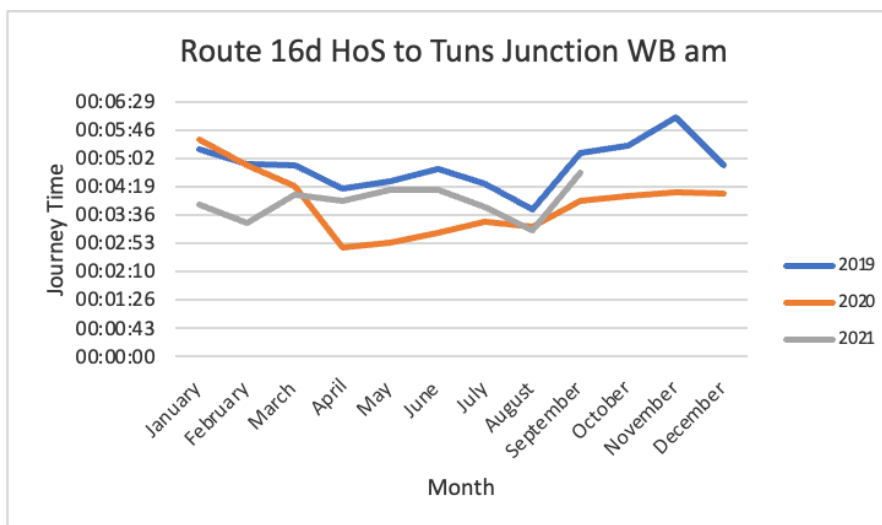


Figure 21 Route 16d HOS to Tuns junction WB am

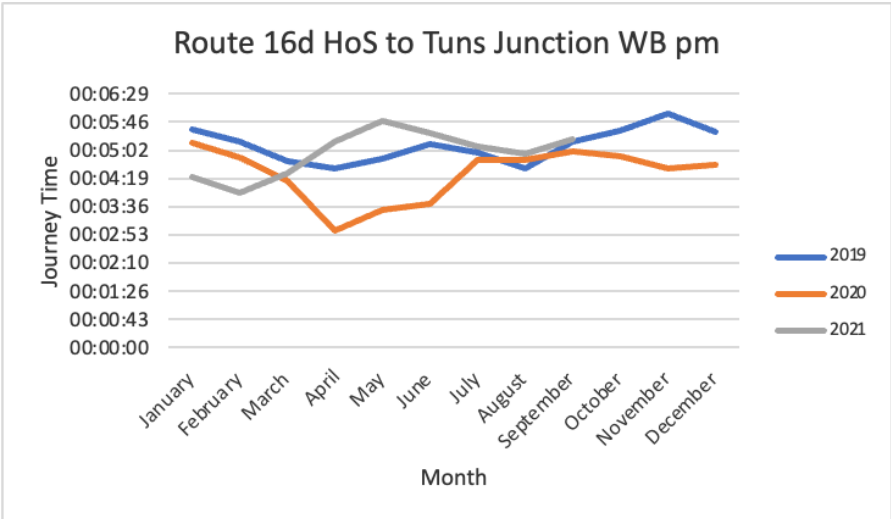


Figure 22 Route 16d HoS to Tuns junction WB pm

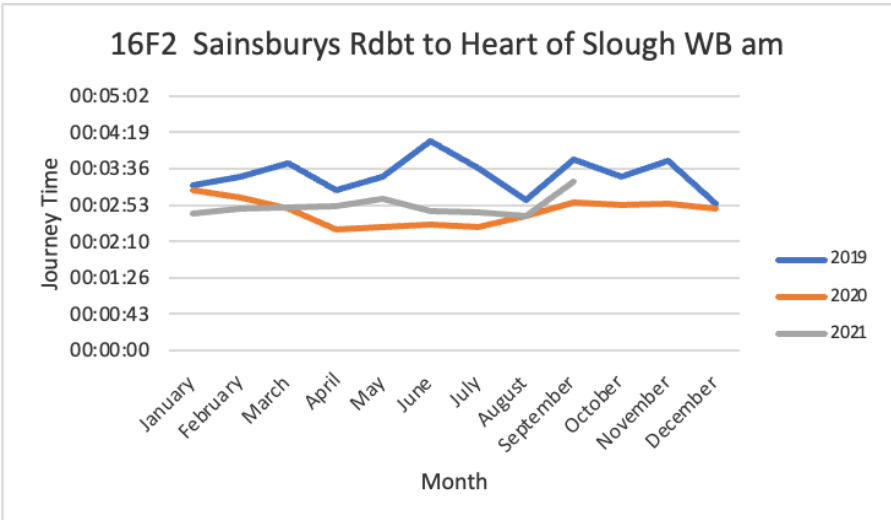


Figure 23 Route 16F2 Sainsbury's Roundabout to Heart of Slough WB am

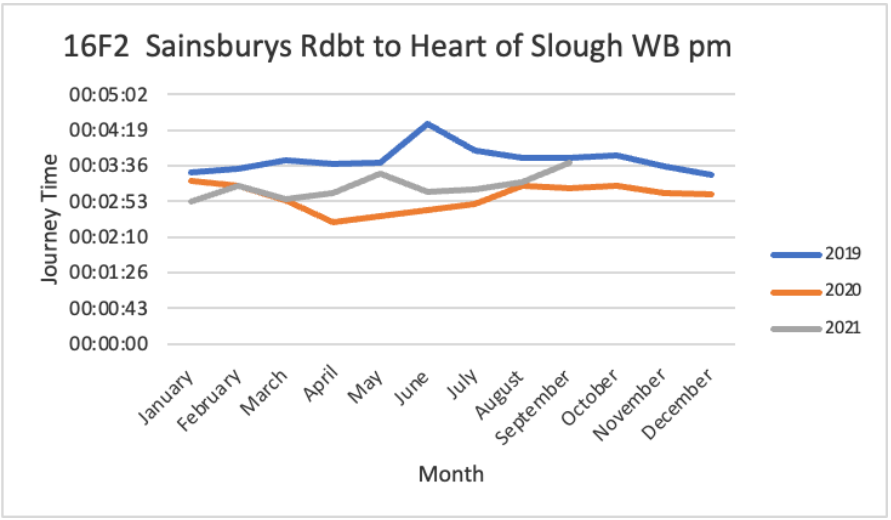


Figure 24 Route 16 F2 Sainsbury's Roundabout to Heart of Slough WB pm

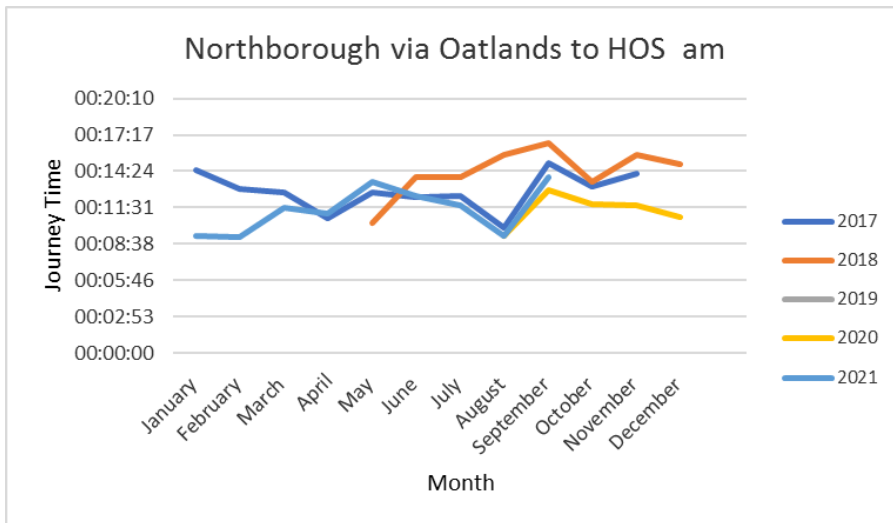


Figure 25 Northborough Via Oatlands Drive to HoS am

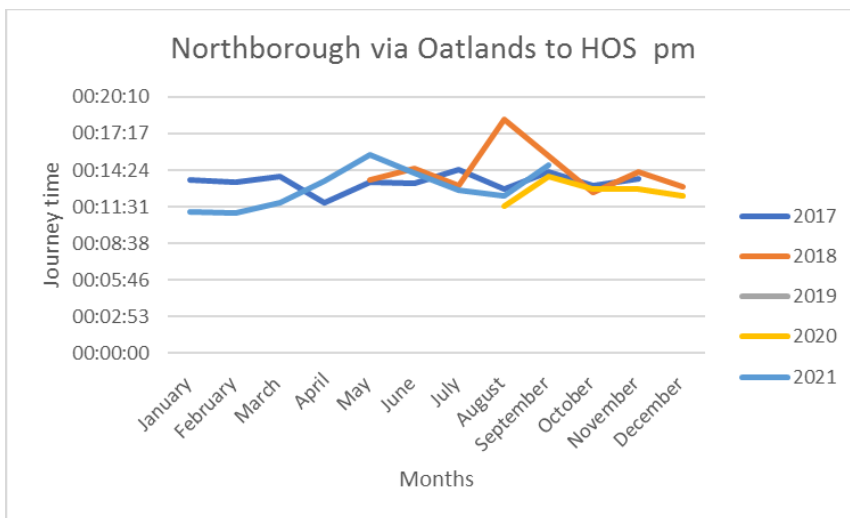


Figure 26 Northborough Via Oatlands Drive to HoS pm

iii. Cycle Data

A video survey was undertaken to record cycle data from October 2020 to November 2020 at 10 set locations along the A4 and these include both carriageway and off carriageway counts. There is missing footage between 12- 31 October 2020 for site 4 that has affected the westbound cycle flow data.

Site Number	Eastbound							Westbound						
	Eastbound PC on Road	Eastbound PC off Road	Eastbound PC total	Westbound PC on Road	Westbound PC off Road	Eastbound PC total	Total for Eastbound	Eastbound PC on Road	Eastbound PC off Road	Eastbound PC total	Westbound PC on Road	Westbound PC off Road	Westbound PC total	Total for Westbound
Site1 A4 Bath Road/East Huntercom be														
Total October 2020	379	561	940	2	502	504	1444	14	63	77	371	65	436	513
November 2020	537	516	1053	2	452	454	1507	17	65	82	335	48	383	465
1- 22Decembe r 2020	271	322	593	0	291	291	884	13	46	59	207	46	253	312
Site 2 A4 Bath Road/Statio n Road														
Total October 2020 <small>Westbound Data affected by missing</small>	441	1041	1482	21	1081	1102	2584	3	172	175	271	190	461	636
November 2020	462	962	1424	3	846	849	2273	3	144	147	286	191	477	624
1- 22Decembe r 2020	253	459	712	6	428	434	1146	7	118	125	138	101	239	364
Site 3 A4 Bath Road/ East Burnham Lane														
Total October 2020	445	1577	2022	10	1323	1333	3355	-	-	-	-	-	-	-
November 2020	500	1599	2099	5	1249	1254	3353	-	-	-	-	-	-	-

1-22 December 2020	274	924	1198	5	746	751	1949	-	-	-	-	-	-	-
Site 4 A4 Bath Road/ East of Dover Road														
Total October 2020 *no recordings between 12-31 October	346	416	916	0	439	439	1355	0*	174	174	103	263	366	540
November 2020	293	467	760	1	338	339	1099	2	440	442	368	574	942	1384
1-22 December 2020	169	335	504	7	165	172	676	1	304	305	186	407	593	898
Site 5 A4 Bath Road/ Leigh Road														
Total October 2020	298	437	735	5	553	558	1293	0	87	87	285	129	414	501
November 2020	273	433	706	8	527	535	1241	6	79	85	338	102	440	525
1-22 December 2020	143	175	318	7	312	319	637	1	52	53	167	78	245	298
Site 6 A4 Bath Road/ East of Tuns Lane														
Total October 2020	927	2366	3293	3	2491	2494	5787	3	1261	1264	400	1633	2033	3297
November 2020	917	1984	2901	8	2130	2147	5048	5	997	1002	356	1415	1771	2773
1-22 December 2020	531	1305	1836	9	1423	1432	3268	4	692	696	233	950	1183	1879
Site 7 A4 Bath Road/ East of Stoke Poges Lane														

Total October 2020	1040	2193	3233	9	1903	1912	5145	9	2157	2166	949	2770	3719	5885
November 2020	999	1846	2845	8	1756	1764	4609	12	1746	1758	908	2287	3195	4953
1-22December 2020	628	1066	1694	4	1091	1095	2789	3	1226	1229	592	1588	2180	3409
Site 8 A4 Wellington Street/ West of Stoke Road														
Total October 2020	654	1196	1850	1	1350	1351	3201	0	547	547	298	678	976	1523
November 2020	720	1117	1837	6	1355	11361	3198	1	505	506	306	668	974	1480
1-22December 2020	293	638	931	0	781	781	1712	0	275	275	193	463	656	931
Site 9 A4 Wellington Street/ East of Wexham Road														
Total October 2020	614	1850	2464	109	1814	1923	4387		-	--		-	--	--
November 2020	703	1839	2542	86	1849	1935	4477	-	-	-	-	-	--	
1-22December 2020	281	1069	1350	15	1214	1229	2579	--	-	-	-	-	-	-
Site 10 A4 Wellington Street/ East of Aldin Avenue South														
Total October 2020	5	360	365	336	346	682	1047	--	-	-	-		-	-
November 2020	6	210	216	255	217	472	688	-	-	-	-	-	-	-
1-22December 2020	4	194	198	211	168	379	577		--	-		-	-	--

Table 2 Cycle Flow Data

iv. Cycle Hire

Monthly Data	Burnham Station to Leigh Rd	Leigh Rd to Burnham Station	Leigh Rd to Slough Station	Slough Station to Leigh Rd	Burnham Station to Slough Station	Slough Station to Burnham Station
Sept 2020 (Sept 2019)	0 (56)	1 (62)	22 (31)	25 (36)	0 (1)	3 (0)
Oct 2020 (Oct 2019)	1 (54)	0 (42)	16 (53)	15 (50)	0 (1)	0 (0)
Nov 2020 (Nov 2019)	0 (47)	0 (38)	14 (40)	14 (39)	0 (2)	0 (2)
Dec 2020 (Dec 2019)	0 (30)	0 (25)	3 (31)	4 (30)	0 (2)	0 (1)
Jan 2021 (Jan 2020)	0 (40)	0 (33)	0 (40)	0 (50)	0 (2)	0 (1)
Feb 2021 (Feb 2020)	1 (28)	1 (20)	2 (16)	2 (27)	0 (0)	0 (0)
March 2021 (Mar 2020)	0 (14*)	0 (6 *)	5 (5 *)	3 (5 *)	1 (1*)	0 (3*)
April 2021 (April 2020)	0 (N/a*)	0 (N/a *)	3 (N/a *)	4 (N/a *)	0 (N/a *)	0 (N/a *)
May 2021 (May 2020)	0 (N/a *)	0 (N/a *)	0 (N/a *)	0 (N/a *)	0 (N/a *)	5 (N/a *)
June 2021 (June 2020)	0 (0*)	0 (0 *)	0 (0 *)	2 (0*)	1 (1*)	2 (0*)
July 2021 (July 2020)	0 (0)	0 (0)	4 (0)	3 (3)	0 (0)	0 (0)
August 2021 (August 2020)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	1 (1)

Table 3 Summary of Cycle Hire data between stations * scheme closed due to Covid 19 pandemic 26 March 2020 – June 2020

Monthly Data	Number of new subscriptions	Total Number of trips	Total riding hours	Total distance covered (km)
Sept 2020 (Sept 2019)	157 (117)	518 (746)	469 (267)	1901 (1612)
Oct 2020 (Oct 2019)	99 (80)	250 (641)	174 (382)	818 (1496)
Nov 2020 (Nov 2019)	47 (91)	96 (481)	101 (229)	403 (1062)
Dec 2020 (Dec 2019)	30 (52)	45 (317)	55 (119)	232 (716)
Jan 2021 (Jan 2020)	27 (67)	49 (510)	64 (320)	264 (1094)
Feb 2021 (Feb 2020)	29(37)	79 (533)	92 (111)	413 (977)
March 2021 (Mar 2020)	86 (60)	239 (318)	227 (86)	988 (686)
April 2021 (April 2020)	130 (0*)	267 (0*)	484 (0*)	1530 (0*)
May 2021 (May 2020)	66 (0*)	181(0*)	195 (0*)	790 (0*)
June 2021 (June 2020)	105 (59*)	249 (31)	319 (30)	1520 (151)
July 2021 (July 2020)	113 (180)	263 (436)	212 (378)	1150 (2200)
August 2021 (August 2020)	92 (215)	247(588)	190 (1613)	964 (3086)
September 2021 (September 2020)	157(83)	258 (518)	118 (469)	733(1901)

Table 4 Summary of Cycle Hire data* scheme closed due to Covid 19 pandemic 26 March 2020 – 29 June 2020

v. E-Scooters

Monthly Data	Number of new subscriptions	Total Number of trips	Total riding hours	Total distance covered (km)
Sept 2020	0	0	0	0

Oct 2020	N/A	7973	1395.8	11560.9
Nov 2020	N/A	14928	2932	28942
Dec 2020	N/A	13156	2220.73	23163.7
Jan 2021	N/A	8185	1364.2	15127
Feb 2021	N/A	8512	1486.2	16076
March 2021	N/A	15417	2738.7	30478
April 2021	N/A	24036	4255	72756
May 2021	N/A	27348	4530	73771
June 2021	N/A	31859	5326	91132*
July 2021	N/A	36853	6140	112281*
August 2021	N/A	33765	5676	101295*
Total	N/A	222,032	38,065	475,288

Table 5 Summary of E- Scooters data*estimates based on 3km/trip due to a technical issue

vi. Parking Enforcement

The table below shows location of enforcement cameras and number of PCN issued.

Road	Location	May-21	Jun-21	Jul-21	Aug-21
Bath Road	A4 BATH ROAD LP161 NEAR EDEN GIRLS SCHOOL TRAVEL ING WEST	163	206	148	163
Bath Road	A4 BATH ROAD LP115 HEADING TOWARDS DOVER ROAD TRAVELING WEST	102	127	133	125
Bath Road	A4 BATH ROAD LP116 (NEAR TELEFONICA) TRAVELING EAST	56	60	44	123
Bath Road	A4 BATH ROAD LP136 TRAVELLING EAST	0	43	21	39
Bath Road	A4 BATH ROAD OUTSIDE NO.200 LP158 OPPOSITE DFS TRAVELING EAST	23	37	53	54

Table 6 PCNs Issued along the bus route

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Technical Note

Project:	Slough A4 Bus Lane Monitoring		
Subject:	Slough A4 Bus Journey Times		
Author:	Louise Bradbury / Ariana Ragusa		
Date:	25/08/2021	Project No.:	5198014
Atkins No.:	5198014	Icepac No.:	
Distribution:	Misha Byrne Eddie Hewitt Rudo Beremauro Matt Gamble	Representing:	Slough Borough Council Slough Borough Council Slough Borough Council Atkins

Document history

Revision	Purpose description	Origin-ated	Checked	Reviewed	Author-ised	Date
Rev 1.0	Technical Note	AR	LB	MG	MG	23/07/21
Rev 1.1	SBC comments	MG				25/08/21
Rev 1.2	Final Version	MG				23/09/21

Client signoff

Client	Slough Borough Council
Project	Slough A4 Bus Lane Monitoring
Project No.	5198014
Client signature / date	

1. Introduction

During August 2020, experimental bus lanes were introduced on the A4 in Slough, both eastbound and westbound between the 'Sainsburys' (A412) junction to the east and the 'Huntercombe' (M4 spur junction) to the west. The western extent of the bus lane provision was subsequently cut back to the 'Cippenham Lane' junction. The chronology is:

- Introduction in stages during August 2020, coinciding with extensive works at the Wexham Road junction in the autumn of 2020;
- Operation cut back to the AM and PM peaks only from December 2020; and at the same time
- Additional classes of vehicles allowed from December 2020 including taxis, private hire vehicles, zero-emission vehicles, motorcycles, pedal cycles and e-scooters. The traffic orders permitting these classes are in operation until February 2022.

The purpose of this note is to assess the effect of these bus lanes on journey times for buses; hence comparing before and after the introduction of the bus lanes.

Journey times for general traffic have also been reviewed for the same sections and time periods, to provide a means of comparison on these routes, and showing the relative fluctuation across the year.

It is also necessary to consider the results within the context of the effects of the COVID pandemic and its associated restrictions throughout 2020.

This technical note summarises the process undertaken to derive the relevant journey times for comparison along the A4 corridor in Slough: this includes bus journey times and general traffic journey times as a means of comparison.

2. General Traffic Journey Times

In order to assess the performance of the buses using the bus lane relative to general traffic, journey time data was also collected for general traffic. These journey times have been derived from the Slough 'Drakewell' real-time database for Bluetooth journey time and ATC data in Slough.

This provides general traffic journey time data along key corridors in Slough and is available for various time periods and years and can provide monthly summaries (averages) or specific daily outputs.

In this context, journey times have been derived for the A4 corridor, both eastbound and westbound, for the same segments as the bus journey times¹, namely:

- Dover Road to Heart of Slough (library); and
- Dover Road to the Sainsbury's roundabout (Uxbridge Road).

These sections have been provided both eastbound (towards Heathrow) and westbound (towards Maidenhead).

The data has been derived for weekdays only, for the peak hours (being AM Peak: 08:00-09:00 and PM Peak: 17:00-18:00) in order to be consistent with the bus journey time data analysis (section 3). This has been summarised as an average per month from February 2020 to December 2020. The average times between the AM and PM Peak Hours have subsequently been derived.

The results are included in Figure 4-1 and Figure 4-2 below, alongside the bus journey times.

¹ Segment is Dover to Tuns junction EB, Tuns junction to HoS EB, HoS to Sainsburys Rdbt EB. Source: COVID-19 A4 Traffic Volumes 2021 wk14 +cycles.xlsx

3. Bus Journey Times for First Route 4

3.1. Overview

Throughout much of 2020 Atkins received a data feed of First Berkshire Bus Service 4 from JMW. Service 4 runs between Heathrow and Maidenhead via Slough (see map below), and an analysis exercise of the JMW data was undertaken in order to monitor the performance of bus priority measures along the A4 through Slough Town Centre. The aim of this study is to determine changes in journey time and variability for the following bus route segments, which include both eastbound and westbound directions:

- Dover Road to Heart of Slough (Library stop);
- Dover Road to Uxbridge Road Sainsbury's;
- Heart of Slough (Library stop) to Dover Road; and
- Uxbridge Road Sainsbury's to Dover Road.

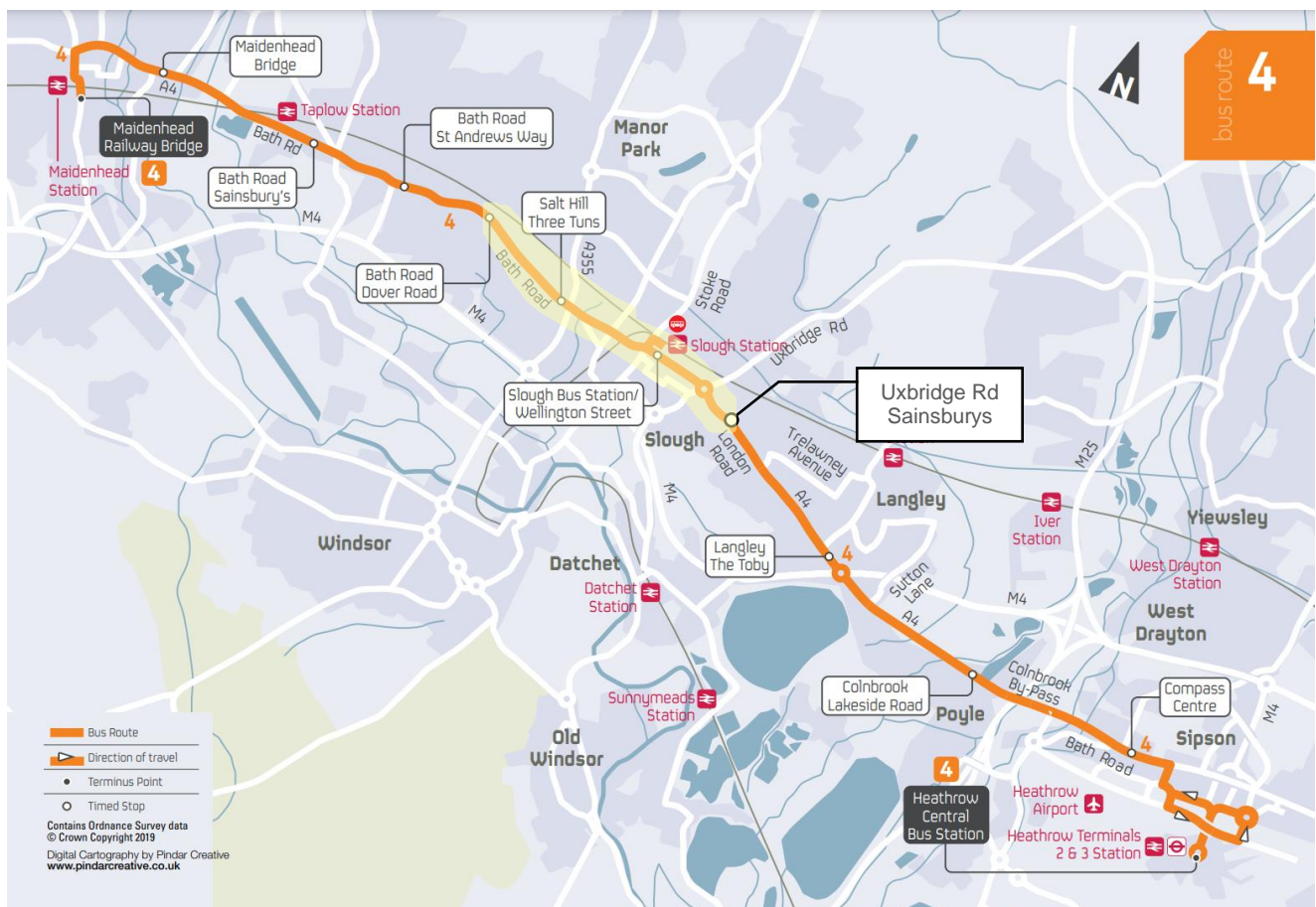


Figure 3-1 - Route Map for Service 4², with study area highlighted in yellow.

3.1.1. Parameters

For the purposes of this study, the following parameters were used:

The data analysed includes weekdays only for both morning and evening peaks unless otherwise stated. AM and PM Peaks represent data between 08:00 and 09:00 and 17:00 and 18:00 respectively, except for the months of April and May where a reduced service due to COVID-19 lockdown measures required the inclusion

² Source: https://www.firstbus.co.uk/uploads/maps/Route_4_web.pdf

of services starting at 07:30 and 16:30 for a more complete dataset. Journey times do not include dwell time, and are derived directly from the calculated 'Runtime' column of the JMW data:

- Bus arrival is registered at a stop as the bus being within 30 metres of the stop;
- Departures are registered as the bus pulls away more than 30 metres from the stop; and
- Real Time Data is communicated every 30 seconds from the bus. This may not occur due to mobile coverage issues or anomalies with the SIRI feed.

3.2. Heathrow Direction (Eastbound)

First Bus 4 - Scatter Plot, Run Time per Journey

Between Dover Road and Slough Library

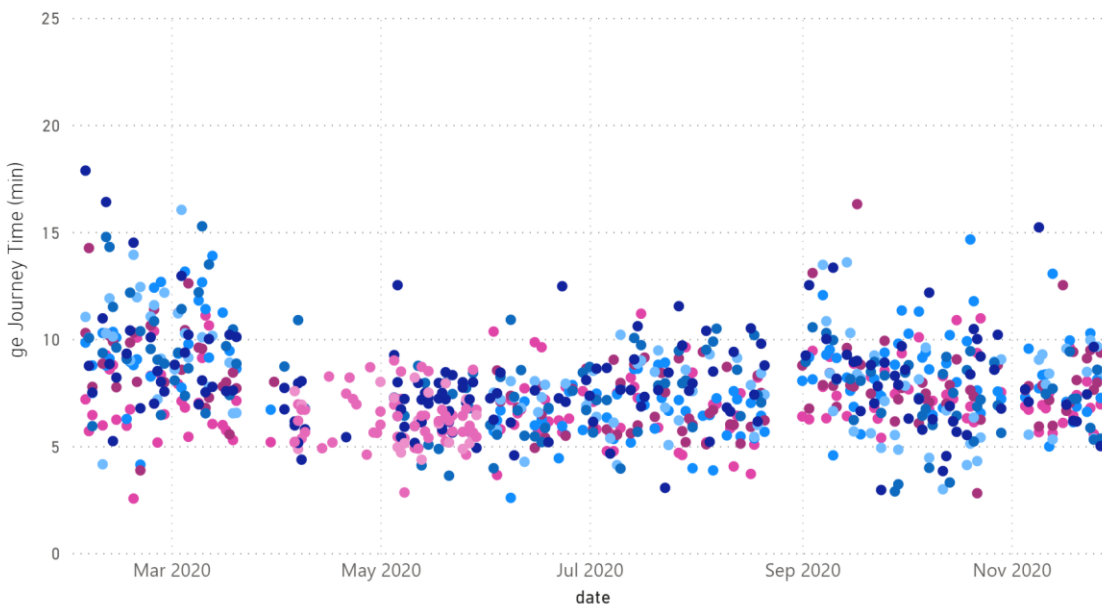


Figure 3-2 – Journey Time Scatter Plot - Dover Road to Library. Individual AM Peak (pink) and PM Peak (blue) journeys only.

The figure above shows the individual runtimes of all Service 4 journeys from February to November 2020, showing the 'spread' of the data for both AM (pink points) and PM journeys (blue points). A wide 'spread' of journey times indicates a high levels of journey variability, which is likely to result in poor reliability of the bus service at each stop of the study area and beyond.

Due to Covid-19 lockdown restrictions, there was a reduction in the number of journeys from mid-March until early June. However, the data shows there was little variability in journey time for the remaining services when in the context of low traffic congestion due to the lockdown travel restrictions, and it can be inferred that congestion has a significant impact on Service 4. Post-lockdown, the spread of the data continues to be relatively low into November when compared to February/March, despite general traffic increasing to pre-lockdown levels, which could therefore be due to the introduction of the bus lanes. Evening peak³ journeys are more variable than morning peak⁴ journey times in February and March 2020, but data spread is reduced in September-November, when bus priority measures were implemented.

³ PM Peak in this study runs from 17:00-18:00 typically, or 16:30-18:00 during the March lockdown period

⁴ AM Peak runs from 8:00-9:00 typically, or 7:30-9:00 during the March lockdown period

First Bus 4 - Scatter Plot, Run Time per Journey

Between Dover Road and Uxbridge Road Sainsburys

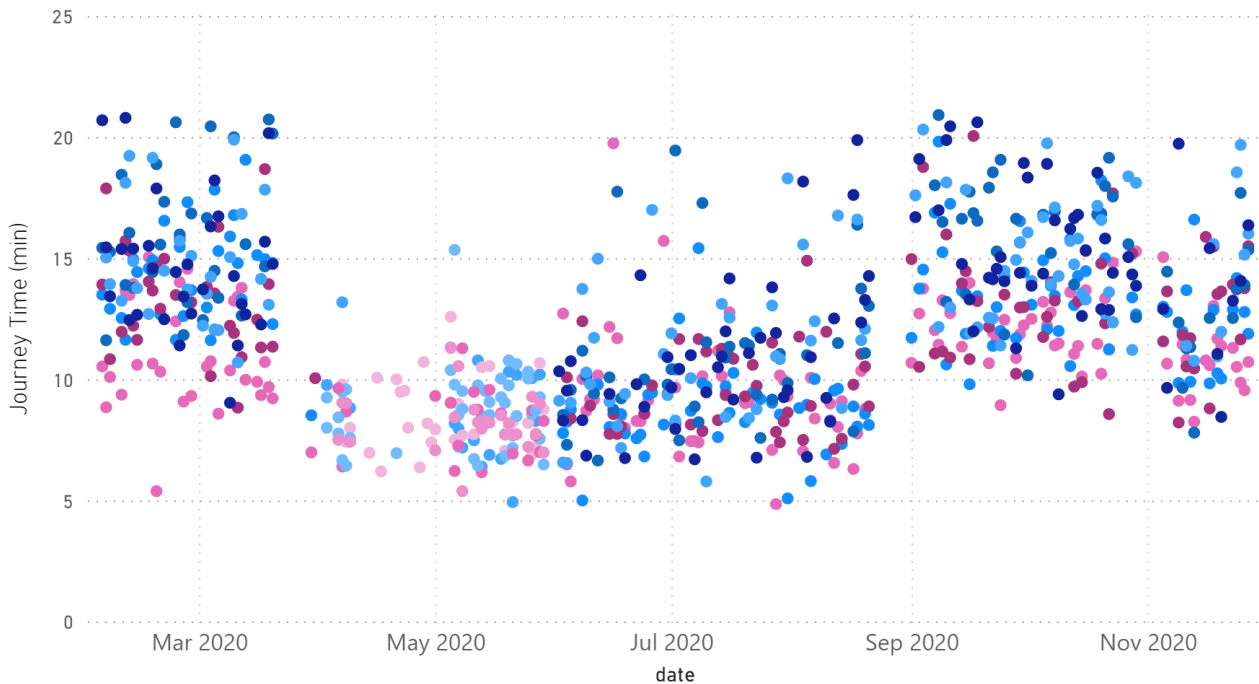


Figure 3-3 - Scatter Plot - Dover Road to Uxbridge Road Sainsbury’s Journey Times. Individual AM Peak (pinks) and PM Peak (blues) journeys only.

When analysing the extended journey to Uxbridge Road in Figure 3-3, high levels of journey time variability can be observed throughout the year. Due to Covid-19 lockdown restrictions, there was a reduction in the number of bus and general traffic journeys from mid-March until early June, which resulted in significant reductions in journey times for First Bus 4. Journeys became 5-10 minutes shorter in many instances, showing the severe impact general traffic flows have on the bus service.

In the morning peak, journey times (in pink) are shorter and far less variable than PM journey times, similar to the segment from Dover Road – Library shown in Figure 3-2. Evening peak journey times (in blue) are variable throughout 2020, but reductions in both time and variability can be observed during the March lockdown period. Traffic congestion appears to have a significant impact on journey times along the Library to Uxbridge Road segment. Variability across the year suggests that the implementation of a bus lane did not improve journey time reliability for the evening services on this section.

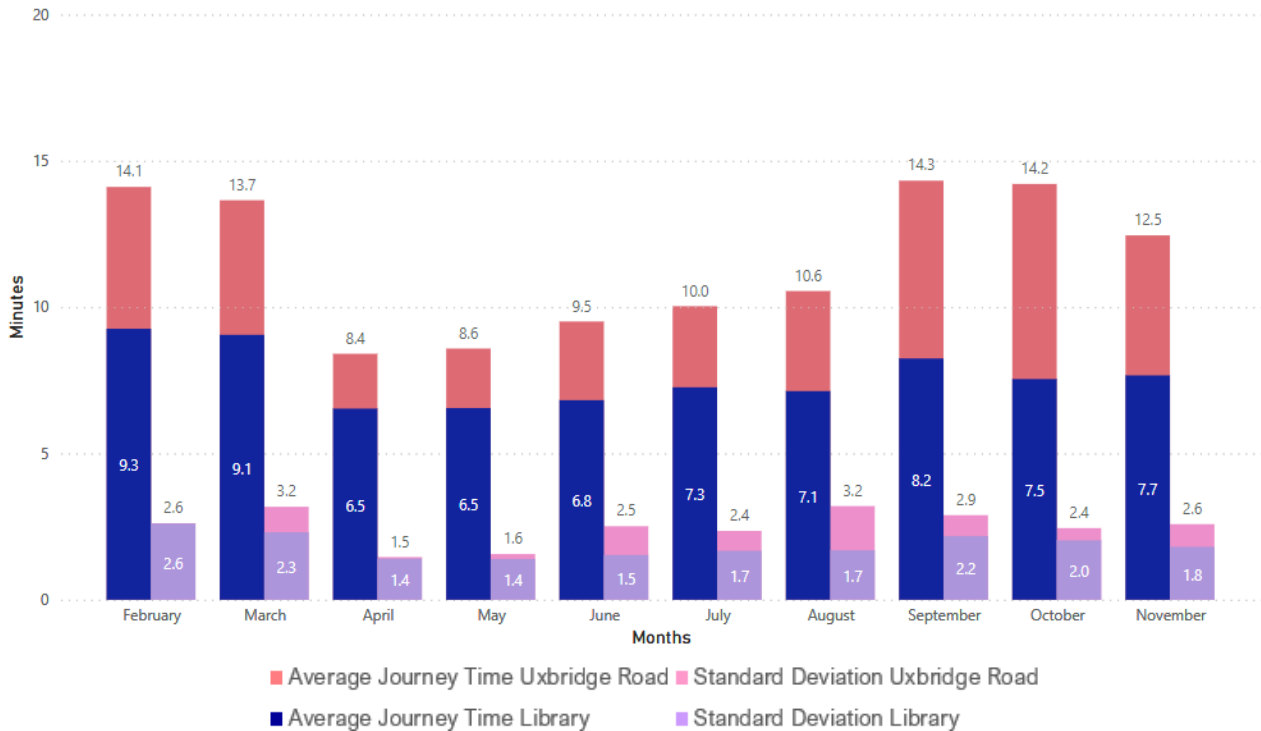


Figure 3-4 - Average journey times and Standard Deviation per month, average of AM and PM peak. Dover Road to Library (blue/purple) and Dover Road to Uxbridge Road Sainsbury’s (red/pink)

The late March and April lockdown journey times present a useful ‘best case’ scenario of low congestion and short journey times for buses. Observed data from April shows the lowest journey times across the 10 months for both the segments, Library (6.5minutes) and Uxbridge Road (8.4 minutes). The highest journey times are in February for the Library segment (9.1 minutes), and in September for the Uxbridge Road segment (14.3 minutes). Post-lockdown and at the start of the school term in September, bus journey times were negatively impacted by reopening on the section between Library and Uxbridge Road. It appears that nearly half of the journey time between Dover Road and Uxbridge Road is made up of congestion-related delays, with a low-to-high journey time gap of 5.9 minutes between April and September. Whilst journey times up to Heart of Slough (Library) remain relatively consistent across the year, the last three stops, between Library and Uxbridge Road, contribute to a significant increase in journey time. However, there is a positive trend beyond September, with journey times decreasing towards the end of 2020.

3.3. Maidenhead Direction (Westbound)

First Bus 4 - Scatter Plot, Run Time per Journey

Between Slough Library and Dover Road

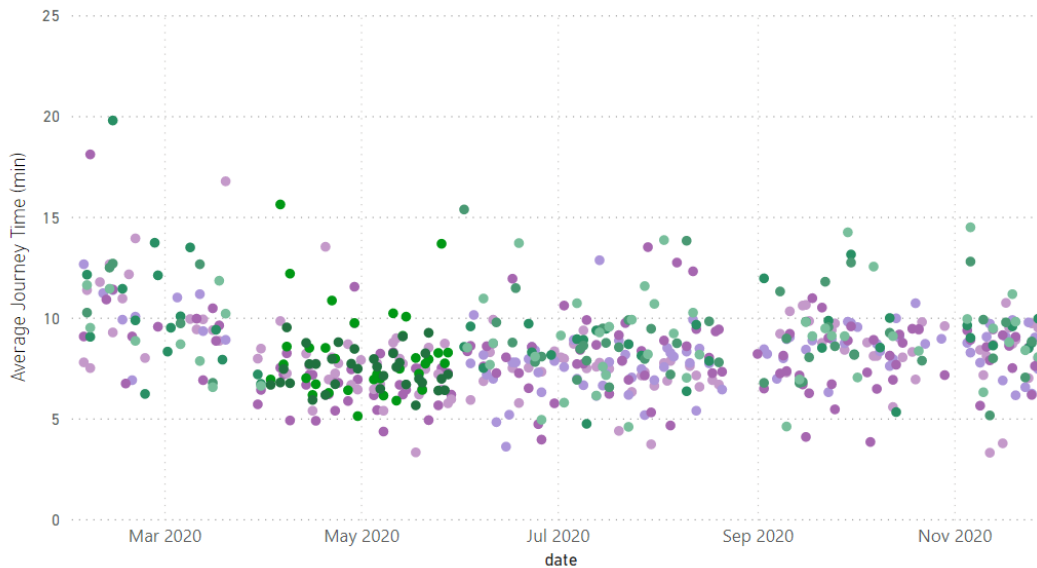


Figure 3-5 - Journey Time Scatter Plot - Library to Dover Road. Individual AM Peak (violets) and PM Peak (greens) journeys only

The figure above shows the individual runtimes of all First Bus 4 journeys from February to November 2020, showing the 'spread' of the data for both AM (violet points) and PM journeys (green points). A wide 'spread' of journey times can indicate high variability, resulting in poor reliability of the bus service at each stop of the study area. Pre-lockdown, there was high variability in the data for both AM and PM peak journeys. No significant patterns can be observed after April which shows typically a 5 minute variability and evening peak journey times are often higher compared to AM journeys, but surprisingly, there was only a low increase in journey time after lockdown reopening and the start of the school term in September.

First Bus 4 - Scatter Plot, Run Time per Journey
Between Uxbridge Road Sainsburys and Dover Road

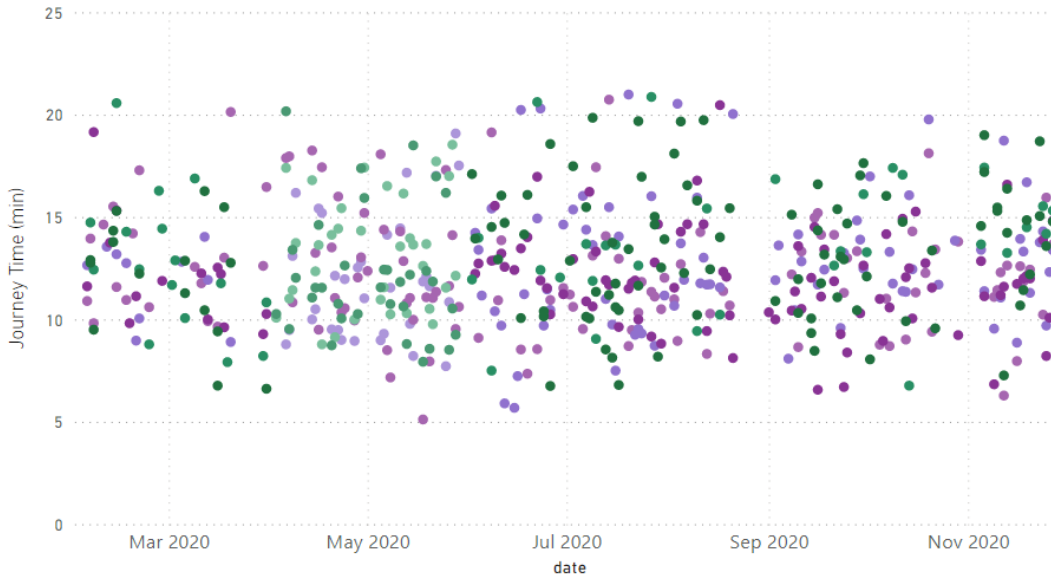


Figure 3-6 - Journey Time Scatter Plot - Uxbridge Road Sainsbury;s to Dover Road. Individual AM Peak (violets) and PM Peak (greens) journeys only

Unlike Figure 3-5, the image above does not show significant patterns across 2020, with a 10-minute spread of the journey time data across the year, and only a slight reduction in journey times after September 2020.

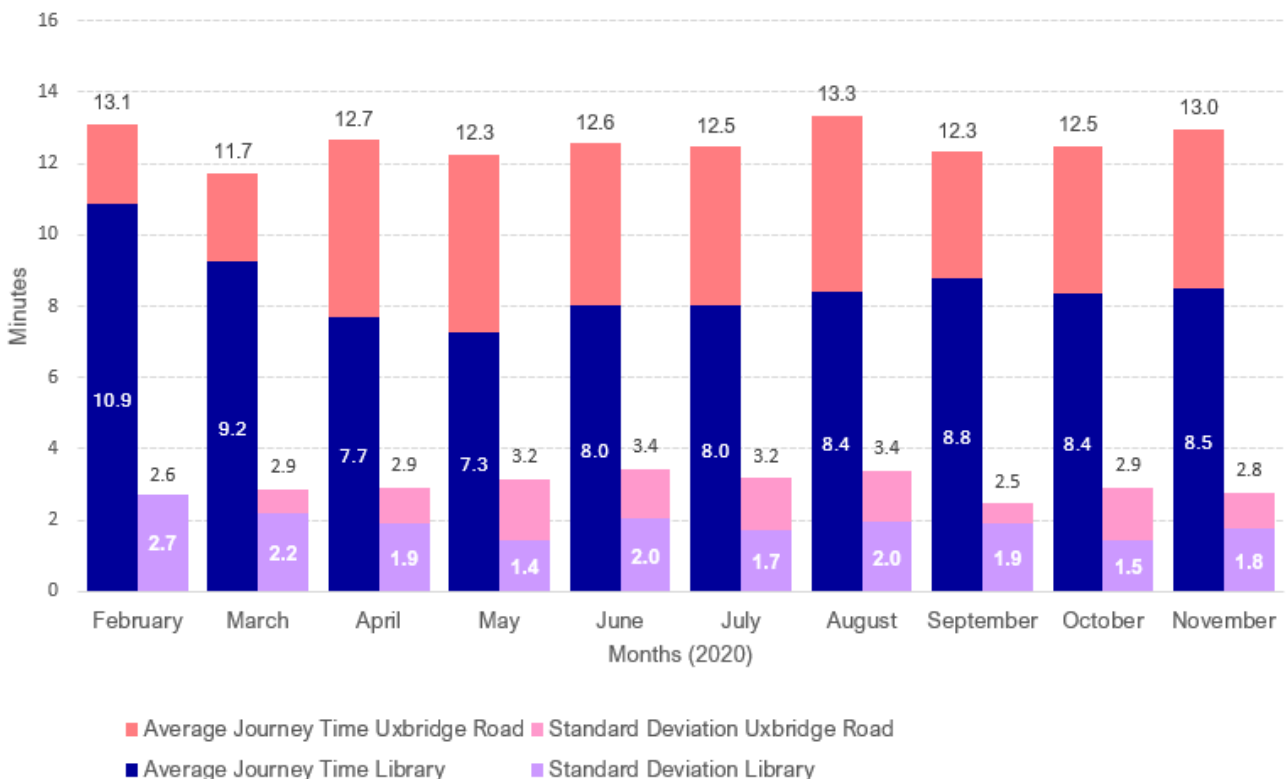


Figure 3-7 - Average journey times and Standard Deviation per month, average of AM and PM peak. Library to Dover Road (blue/purple) and Uxbridge Road Sainsbury's to Dover Road (red/pink).

The image above shows the journey time pattern across 10 months in 2020. It is clear to see the delay experienced by the bus between Slough Library and Uxbridge Road, with a consistently high journey time of

over 3 minutes for three⁵ stops. However, by September 2020 journey time reliability improved to levels similar to February 2020 with comparable and slightly lower journey times to pre-lockdown conditions, although having the same levels of reliability.

The section between Dover Road and Slough Library improved in both journey time and reliability after the implementation of bus lanes, saving 2 minutes in journey time, compared to pre-lockdown conditions and becoming significantly more reliable.

4. Bus Journey and General Traffic Times

In order to determine the impact of the bus priority measures in Slough, an analysis has been undertaken to compare general traffic journey times to the bus journey times.

This analysis has the following parameters:

- Bus data includes weekdays only, the average of AM and PM Peaks;
- Vehicle journey time data is for AM and PM weekday peak periods, Monday to Friday, and was gathered via Bluetooth;
- Heathrow direction is Eastbound; and
- Maidenhead direction is Westbound.

First Bus 4 - General Traffic vs Bus Journey Times - Heathrow Direction

Journeys between February 2020 and November 2020

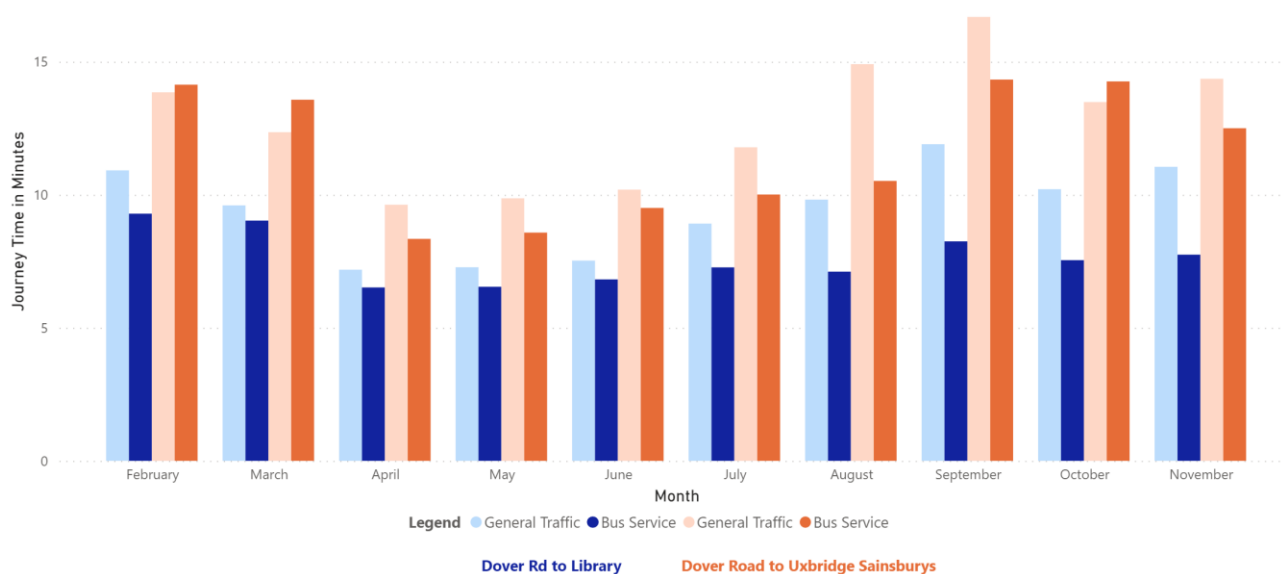


Figure 4-1 – Average Journey Times per month for Service 4 and General Traffic – Eastbound direction. Dover Road to Library (blue) and Dover Road to Uxbridge Road Sainsbury’s (orange)

The above graph shows that in most months, through 2020, bus journey times were lower than general traffic journey times, for both journey segments in the eastbound direction, (i.e. between Dover Road and the Library and between Dover Road and Uxbridge Road Sainsbury’s), with the exception of February, March and October, when bus journey times were slightly higher on the longer route section only. Furthermore, the

⁵ Refers to Uxbridge Road Sainsbury’s, Sorting Office, and Library. The stop “Slough Town Centre, Slough Bus Station (Bay 4)” has not been included in this study due to data capture issues as the bus navigates through the station. Since the bus is circuiting within 30m of the stop, arrival and departure times are consistently inaccurate.

difference in journey times, between buses and general traffic, were greatest between August and November, likely related to the introduction of the bus lanes reducing bus journey times, as well as to some extent related to the fact that overall traffic flows were likely to be higher due to the easing of lockdown restrictions, related to COVID-19, during these times, pushing up general traffic times. In particular, on the segment between Dover Road and the Library stops, bus journey times remained relatively constant (April to November), whilst the traffic journey times increased from July. They are also notably lower than comparative months of February and March (pre-lockdown), suggesting the bus lanes have some impact here.

Overall, it therefore demonstrates that the bus lanes were providing buses with a comparative advantage over car journeys, particularly as traffic builds up (post-lockdown), with some exceptions on the longer route (to Uxbridge Road Sainsbury's) mainly seen in October.

First Bus 4 - General Traffic vs Bus Journey Times - Maidenhead Direction

Journeys between February 2020 and November 2020

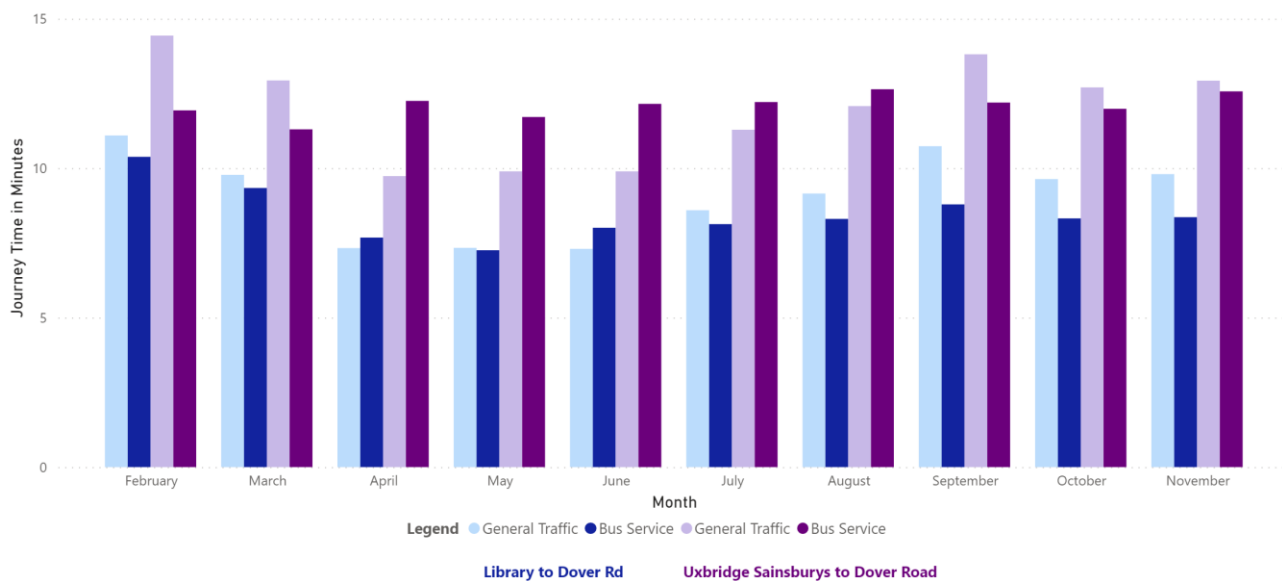


Figure 4-2 – Average Journey Times per month for Service 4 and General Traffic – Westbound direction. Library to Dover Road (blue) and Dover Road to Uxbridge Road Sainsbury's (purple)

The above graph shows the journey times for the westbound direction on the A4 in Slough; again for the shorter section between the Library and Dover Road, as well as the longer section between Uxbridge Road Sainsbury's and Dover Road. This shows less overall variation in journey times across the year, compared to the eastbound direction, except a slight dip between April and June, which could be explained due to the lockdown restrictions resulting in less traffic on the roads. There is also less variation in journey times between buses and general traffic, on both route segments throughout the year. It should also be noted that on the longer route segment, average bus journey times are actually longer than the general traffic journey times between April and August, which could be explained again by the lockdown restrictions resulting in less traffic on the roads and hence relative less congestion for general traffic.

There is some evidence, however, that as journey times increased for general traffic on both the longer and shorter route segments, notably between August and November, bus journey times remained fairly constant (despite overall traffic flow increases), which could be attributed to the introduction of the bus lanes. The bus journey times were comparatively much higher in February and March, on the shorter route segment, before the bus lanes were introduced.

5. Conclusion

This note has reviewed the bus journey times on the A4 in Slough, both eastbound and westbound, on two key route segments (namely between Dover Road and the Heart of Slough (Library stop) and between Dover Road and the Uxbridge Road Sainsbury's) to assess the effect of the introduction of experimental bus lanes on journey times for buses; hence comparing before and after the introduction of the bus lanes.

Journey times for general traffic have also been reviewed for the same sections and time periods, to provide a means of comparison on these routes, and showing the relative fluctuation across the year. It has also been necessary to consider the results within the context of the effects of the COVID-19 pandemic and its associated lockdown restrictions throughout 2020.

Bus journey time data for most of 2020 was derived from JMW for the First Berkshire Bus Service 4, which runs between Heathrow and Maidenhead via Slough.

General traffic journey time data was extracted from the Slough real-time 'Drakewell' database for the same segments and time periods.

Analysis of the resulting journey times was undertaken, for the monthly weekday average peak hour times (AM and PM Peak average), for the purpose of determining changes in journey time and variability and to monitor the performance of bus priority measures along the A4 through Slough Town Centre.

The graphs comparing journey times for buses and general traffic show a clear fluctuation in overall journey times, most clearly in the eastbound direction, towards Heathrow, with these significantly reduced between April and July (as a result of lockdown restrictions, reducing overall traffic volumes). In nearly all months, in the eastbound direction, bus journey times were lower than the corresponding journey times for general traffic. In particular, on the segment between Dover Road and Heart of Slough (Library stop), as journey times for general traffic were increasing post-lockdown (from August to November), the corresponding bus journey times remain at a relatively constant lower level. These improvements were less pronounced (except in August) on the longer route segment. These trends, although seen to some extent also in the westbound direction, were less pronounced than in the eastbound direction.

The results of the analysis presented above show that bus journey times became more reliable after the reallocation of carriageway space to buses. Whilst journey times for general traffic have been steadily increasing throughout the second half of 2020, the bus service journeys generally remain somewhat more consistent, with a slight reduction in variability when compared to February-March 2020.

Appendix A.

A.1. Notes from JMW

We include these notes as a guidance to understanding the stop run time data provided. If the data is being used in a data model or for other audiences, you should take these notes into account when interpreting the data.

The notes below help to give some insight into the data provided.

1. We register an arrival at a stop as the bus being within 30 metres of the stop.
2. We register a departure as the bus pulling away more than 30 metres from the stop.
3. The system can modify that arrival/departure radius if required but we're not aware of this radius being changed for any stops in Slough.
4. We expect updates every 30 seconds from the bus. This may not occur due to mobile coverage issues or anomalies with the SIRI feed.
5. Due to some anomalies in the SIRI data we may record an arrival time but not be able to determine accurately the departure time if we don't get a good or timely update from the bus. When this occurs the departure time is blank in the data. The cells were left blank as a reflection of the lack of confidence in accurately detecting the departure time. For modelling purposes you can assume the arrival/departure time is the same if the departure time is blank.
6. The following are some notes on the columns:
 - a. The arrive/depart columns indicate the arrival and departure time of the bus we detected via the SIRI feed.
 - b. The "wait time" column is the actual wait time we calculated for the bus at that stop.
 - c. The "run time" column is the time taken to run from the last stop to the current stop.
 - d. The "expected wait time" is the wait time from the timetable data.
 - e. The "expected run time" is the run time from the timetable data. Note that this includes the wait time from the timetable.
 - f. If you're comparing the timetable (expected) run time and the actual run time then you should compare the "run time + wait time" columns with the expected run time-this is due to the expected run time column including the wait time already (see "expected run time" above).
7. During the period of end of March (29th) through April there were several timetable changes that affect the data due to the pandemic. For this data we believe a Sunday service was being operated. During the early stages of the pandemic (first half of April) we have less faith in the data from the ETM/SIRI and observed a lack of data for the service 12 and the X74. This may be caused by the changes to timetables, or indicate buses were not running due to changes by the operator for the pandemic. For data modelling the April data should be used with some caution. We have a high level of confidence in the service 4 data, but less confidence in the X74 and service 12 data.
8. There are some periods where a SIRI feed issue may occur loss of data. This will be seen as a gap in the data. This shouldn't have an effect on analysis of "averages" or summarised data. If further information is required on gaps in data we can look further at individual instances of this occurring.
9. We include "empty" reports if there is no data. This is so you're aware that the data has not been left out and that it doesn't exist or hasn't been recorded. During the pandemic period of April you may see some empty data as indicated in other notes.
10. The following are some general notes on vehicle activity at the end of the service, particularly with relation to the detection at the final stop:
 - a. We do not modify the data we receive from the bus ETM. This means that any changes in journey number can affect the data, particularly at the end of the journey. It's not uncommon for drivers to update the ETM to the next journey on leaving the second last stop and before reaching the final stop. Alternatively they may also update the ETM just prior to the final stop being reached so they're logged on as the next journey. In our data this occurrence may be observed if the final stop on the journey is not shown with an arrival.
 - b. It's also common for some buses to stop and let off passengers for the final stop prior to it reaching the final stop. For example, a driver may not want to immediately pull into the final stop if it will block other buses and may stop some distance short of the final stop before then moving to the final stop (start of next journey) after a short delay just before the next journey starts. This may show as an anomaly on

the final run time to the final stop as the bus won't be seen as arriving at the final stop until it pulls in from where it is waiting even though the journey is actually complete.

11. We measure wait time as a bus that is in close proximity to a stop for two or more updates from the bus. The limitation of this is that the bus may be stopped in traffic but we will still potentially see that stop as the bus waiting if it occurs at the bus stop. The wait times are therefore estimates based on the data we have from the ETM.
12. We're aware that the First timetable data currently on the system has issues with incorrect stops. The issues we're aware of were corrected in July but there is no new data from First. This may affect the wait times for some services. The reason for this is that we measure the wait times we expect the bus to stop at. If the bus stops at a different stop we won't see that "wait" as a wait time as we won't recognise it as being at the stop.
13. Under the new contract we switched from the old software to the new software in February. The transition shouldn't have affected the data we provide but the timetables were refreshed/renewed in February so if there are any data anomalies during February it is likely to be due to the transition.

A.2. Sample Dataset

The following table shows the data structure post-cleaning of the JMW raw data in Python. This cleaning allowed for a simpler analysis process.

DATE	OPERATOR	SERV	JNY	STOP NAME	ARR TIME	DEP TIME	DESTINATION	RUNTIME SEC	DAY OF WEEK
05/02/20	First Berkshire	4	1	Slough Trading Estate, Salt Hill Three Tuns	03:14:36	03:14:36	Heathrow Central	16	Wednesday
05/02/20	First Berkshire	4	1	Slough Town Centre, Library (Stop W)	03:17:54	03:17:54	Heathrow Central	198	Wednesday
05/02/20	First Berkshire	4	1	Slough Town Centre, Wellington Street (Stop B)	03:18:25	03:18:56	Heathrow Central	31	Wednesday
05/02/20	First Berkshire	4	1	Slough Town Centre, Sorting Office (Stop J)	03:19:57	03:20:13	Heathrow Central	61	Wednesday
05/02/20	First Berkshire	4	1	Langley, Uxbridge Road Sainsbury's	03:21:29	03:21:29	Heathrow Central	76	Wednesday
05/02/20	First Berkshire	4	10	Slough Town Centre, Slough Bus Station (Bay 4)	06:28:59	06:31:32	Maidenhead	611	Wednesday
05/02/20	First Berkshire	4	10	Slough Town Centre, Library (Stop E)	06:32:18	06:32:33	Maidenhead	46	Wednesday
05/02/20	First Berkshire	4	10	Elliman, Gala Bingo Hall	06:33:20	06:33:20	Maidenhead	47	Wednesday
05/02/20	First Berkshire	4	10	Chalvey, Salt Hill Park	06:33:50	06:33:50	Maidenhead	30	Wednesday
05/02/20	First Berkshire	4	10	Baylis, Windmill Road	06:35:07	06:35:42	Maidenhead	77	Wednesday
05/02/20	First Berkshire	4	10	Slough Trading Estate, Salt Hill Three Tuns	06:36:24	06:36:24	Maidenhead	42	Wednesday
05/02/20	First Berkshire	4	10	Slough Trading Estate, Twiches Lane North	06:37:11	06:37:27	Maidenhead	47	Wednesday
05/02/20	First Berkshire	4	10	Slough Trading Estate, Leigh Road	06:38:44	06:38:44	Maidenhead	77	Wednesday
05/02/20	First Berkshire	4	10	Slough Trading Estate, Westgate Retail Park	06:40:01	06:40:47	Maidenhead	77	Wednesday
05/02/20	First Berkshire	4	11	Slough Trading Estate, Westgate Retail Park	05:50:20	05:51:06	Heathrow Central	47	Wednesday
05/02/20	First Berkshire	4	11	Slough Trading Estate, Leigh Road	05:51:21	05:51:37	Heathrow Central	15	Wednesday
05/02/20	First Berkshire	4	11	Slough Trading Estate, Twiches Lane North	05:52:07	05:52:38	Heathrow Central	30	Wednesday
05/02/20	First Berkshire	4	11	Slough Trading Estate, Salt Hill Three Tuns	05:53:24	05:53:55	Heathrow Central	46	Wednesday
05/02/20	First Berkshire	4	11	Baylis, Windmill Road	05:55:11	05:55:27	Heathrow Central	76	Wednesday

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Appendix 4

A4 Bus Lane Scheme: Air Quality Monitoring Results

Background

In August 2020, Slough Borough Council announced that dedicated bus and cycle lanes in both directions on the A4 was to be trialled, running from Huntercombe Roundabout to Sussex Place (subsequently the section between Huntercombe Roundabout and Cippenham Lane was reduced to cycle lanes only). This restricted the use of the bus lane at all times except for buses, cycles and emergency vehicles. The scheme is funded by the central government's Emergency Active Travel Fund (EATF), introduced during the Covid-19 pandemic to encourage people to travel actively and sustainably, support social distancing measures for cyclists and pedestrians, and to prepare for the borough's recovery.

The experimental scheme was first in operation between 31 August and 3 December 2020. During this period, the Council received many consultation responses. Following a review of the responses during that initial consultation, operational changes to the experimental bus and cycle lanes were introduced from 4 December 2020. The experimental bus and cycle lanes now operate peak time only, from Monday to Friday during the hours of 7am-10am and 3pm-7pm (previously at all times).

The 6 month consultation period was due to end on 4 June 2021. As a result of the easing of Covid-19 restrictions, the consultation period was extended to finish on 31 August 2021, to give residents the opportunity to comment on the scheme with it being fully operational in normal traffic conditions. This consultation period has now ended and the impacts of the scheme are being reviewed, which will be taken into consideration when the Council makes the decision to either remove the scheme or make it permanent.

Air Quality Background

Slough currently has 5 Air Quality Management Areas (AQMAs), declared as such due to exceedances of the Air Quality Objective (AQO) for nitrogen dioxide (NO₂), predominantly caused by road transport emissions. Three of Slough's AQMAs are within close proximity to the A4, therefore air quality is one of the key factors being considered when reviewing the impacts of the bus lane scheme. There is risk that the congestion caused by the scheme may result in a worsening of air quality on the A4 and connecting roads, as vehicles are restricted to using one lane of traffic only, but conversely the scheme has potential to improve air quality by increasing the distance between the receptors and the main traffic flow, and allowing for greater increase of active travel and use of public transport, reducing congestion in the long term.

It should be noted that the bus lane was implemented at a time where traffic volumes were reduced far below typical levels, due to Government imposed lockdowns and a tiered system of varying restrictions, which had resulted in a positive air quality impact. This therefore makes the review of bus lane related impacts using monitoring data very challenging, as the effect of the pandemic is likely to mask bus lane related impacts. Nevertheless, the monitoring data available has been examined to draw out potential impacts the scheme may have.

Data from monitoring locations along the A4 and connecting roads have been reviewed and reported in this document. Figure 1 shows a map of the monitoring locations that have been considered in this review. The monitoring locations include:

- Windmill and Wellington Street continuous analysers
- Existing passive diffusion tubes along the A4 and connecting roads

- New passive diffusion tubes at 6 locations (Councillor requested) on surrounding roads

The impact of both the full scheme and the peak time only scheme are discussed below.

Continuous Monitoring Data

Slough currently operates 5 continuous analysers which report NO₂ data on an hourly basis. The data from two continuous analysers (Wellington Street SLH 10 and Windmill SLH 12) have been reviewed to determine the impact of the scheme both when first operational (August – November 2020) and with the new peak time only operations (December 2020 – August 2021). The respective graphs are shown in Figure 2.

The graphs demonstrate that the pandemic has resulted in much lower NO₂ concentrations during 2020, as these concentrations are much lower than monthly averages from previous years. It is therefore difficult to determine whether the bus lane has had a positive or negative impact on air quality during 2020, as any influence of the scheme is masked by the impact of the pandemic. It is clear however, that the bus lane had not caused emissions to exceed concentrations recorded in previous years, suggesting that the bus lane has not caused a worsening of air quality relative to previous data.

Despite easing of restrictions towards the end of summer, travel restrictions were re-introduced from November to December 2020, with the third national lockdown implemented on 6 January 2021. This resulted in a large decrease in traffic volumes, causing the lowest NO₂ concentrations in January compared to previous years at both the Windmill and Wellington Street monitoring stations. After this period, traffic levels began to increase and have continued to do so up to August 2021. Although NO₂ concentrations are higher in 2021 than in 2020 at Windmill and Wellington, concentrations have not returned to pre-Covid-19 levels. When comparing to Pippins, Colnbrook (Sloughs background monitoring location), this is also the case here, suggesting that this may be natural meteorological variation rather than attributable to the bus lane scheme.

Passive Diffusion Tube Monitoring Data

The Council currently monitors NO₂ at 32 diffusion tube locations in close proximity to the A4. The majority of these locations have been in place for over 5 years, however diffusion tubes SLO 112-123 were introduced in December 2020 for the purpose of monitoring the bus lane impacts on surrounding roads. This section therefore reviews the impact of the bus lane on the long term monitoring sites to determine the impact of both scheme variations, and those introduced from December 2020, to determine the impact of the peak-time only operations.

All of the reported data has been bias adjusted in relation to the continuous analysers. As the continuous monitoring data is provisional at this stage, this bias adjustment factor may be amended in future. Typically, diffusion tube data is reported as an annual average due to reduce uncertainties caused by meteorological effects, however for the purposes of this study, the data has been corrected and reported for each month, to determine whether the bus lane has caused a monthly variation in the data.

Existing A4 sites

Figure 3 displays the data for long term diffusion tube monitoring sites along the A4 during 2020 and 2021. A colour scale has been applied to highlight high concentrations in red and low concentrations in green. Cells that are greyed out have either shown anomalous results or were not able to be collected, for example in May 2020, many diffusion tubes were not able to be collected due to Covid-19 restrictions. Due to the implementation of the third lockdown, this was also the case in January 2021, therefore the monitoring period was 9 weeks covering January to February 2021. As this exceeds the typical exposure period, data obtained during this period should be treated with caution.

Annual NO₂ concentrations vary naturally with seasonality. In winter, climatic conditions typically give rise to higher NO₂ concentrations when compared with the summer months. This is reflected in data shown in January 2020, with higher NO₂ concentrations across all monitoring sites in the borough. At monitoring locations which are close to an emission source, such as close by a major road, this variation is less distinct, such as concentrations shown at Yew Tree Road (SLO 29).

When the bus lane was introduced in August 2020, the increase in NO₂ concentrations from August to September and October was not significant and in some cases, saw an improvement in NO₂ concentrations (Princes Avenue SLO 5 -3.5µg/m³). The highest increase in NO₂ from August to September was observed at Windmill care centre, Bath Road by 5.2µg/m³, however it is expected that NO₂ concentrations rise as summer ends and the autumnal season begins, so it cannot be determined whether the introduction of the bus lane has added to this increase.

The highest concentrations recorded by month since the bus lane was implemented was November 2020. This increase reflects seasonal variation rather than an impact caused by the bus lane, as this trend is observed across all diffusion tube monitoring sites across the borough and mirrors trends from previous years. Comparing to 2019 data specifically, concentrations are much lower in 2020 across the majority of the diffusion tube sites. Locations which have seen an increase in NO₂ relative to November 2019 are distributed across the borough and therefore the increase experienced in 2020 cannot be attributed to the introduction of the bus lane. When comparing to traffic data obtained from ATCs on the A4, traffic levels are far greater in December 2020 than in November 2020, however this increase is not reflected in the monitoring data, further supporting that the November 2020 increase is due to natural seasonal variation.

Concentrations recorded at monitoring locations close by the A4 have remained low throughout 2021, despite the increasing traffic levels, with the exception of Yew Tree Road (SLO 29). This suggests that the peak-time only bus lane is not causing a worsening of air quality at these monitoring locations. SLO 46 for example experienced concentrations above the AQO from 2015 to 2018, with 2019 being the first year of compliance. 2020 concentrations in comparison were reduced to <30µg/m³ and this trend has continued into 2021. It is not clear why SLO 29 continues to have high NO₂ concentrations and it is recommended that this location is investigated further.

Now that the impact of the pandemic is starting to reduce, the impact of the bus lane will become more evident. It may be that the bus lane has sustained the positive effect of the

pandemic into 2021, however meteorological conditions may also influence this. A longer term study would be needed to verify this conclusion.

New bus lane sites

Figure 4 shows the corrected diffusion tube concentrations from December 2020 to August 2021. This data only represents impacts of the peak time only bus lane scheme.

The highest concentration observed in December 2020 was at Elliman Avenue (SLO 115). This concentration is unlikely to be attributed to the bus lane scheme as concentrations recorded in the following months are much lower, therefore this may have been caused by a specific local source or be an anomalous result. The highest average concentration is experienced at Ledgers Road (SLO 121), however a higher rate of data capture is needed at this location to confirm if this site should be of concern.

The data collected to date does not suggest that the bus lane is causing a worsening of air quality at any of the new diffusion tube monitoring sites. It is expected that concentrations will rise into the autumn and winter months, and the pandemic's impact on traffic levels are expected to be much reduced by the end of the year, which will be more representative of a typical year, unless further restrictions are imposed. It is recommended therefore that further monitoring is conducted to provide further evidence of the bus lane impacts.

Summary

In summary:

Continuous monitoring:

- Data from Wellington Street (SLH 10) and Windmill (SLH 12) show NO₂ concentrations much lower in 2020 when compared to previous years and continue to be low despite the introduction of the bus lane on 31 August 2020, suggesting that the initial introduction of the scheme did not cause a worsening of air quality.
- NO₂ concentrations steadily increase from September 2020 onwards and peak in the winter months at both continuous monitoring sites. As this is experienced across the borough, this peak is likely to result from seasonal variation rather than due to the scheme. Despite the peak observed in November 2020, concentrations remain far below those observed for previous years, suggesting that the bus lane has not resulted in a worsening of air quality at these monitoring locations.
- After the implementation of the revised scheme in December 2020, concentrations remain low despite increasing traffic levels up to August 2021. This is experienced across the borough and therefore this improvement cannot be solely attributable to the bus lane scheme, however it may be a factor which contributes.

Passive diffusion tube monitoring:

- Existing A4 monitoring sites experienced variable concentrations when comparing month on month. The winter peak is most evident in November, which coincides with the introduction of the initial bus lane scheme, however it is unlikely to be the cause of the peak as this trend is observed borough wide. This is supported by traffic count data which shows a greater traffic volume in December than November, indicating that the increase in NO₂ in November is not linked to increases in traffic volume. Looking into 2021, concentrations continue to remain low despite increases in traffic levels, suggesting that climatic variation has a stronger influence on concentrations than traffic

levels and suggests the scheme is not causing a worsening of air quality at these monitoring locations. SLO 29 is the only monitoring location that has shown continued high concentrations (neither a worsening or an improvement).

- Monitoring data from the new bus lane sites show low NO₂ concentrations and do not suggest that air quality is worsening at any of these monitoring locations. The highest concentrations are recorded at Ledgers Road (SLO 121) however further data is required to determine whether this is a site of concern.

In conclusion, the data suggests that neither of the bus lane schemes have caused a worsening of air quality at monitoring locations in close proximity to the scheme or on connecting roads.

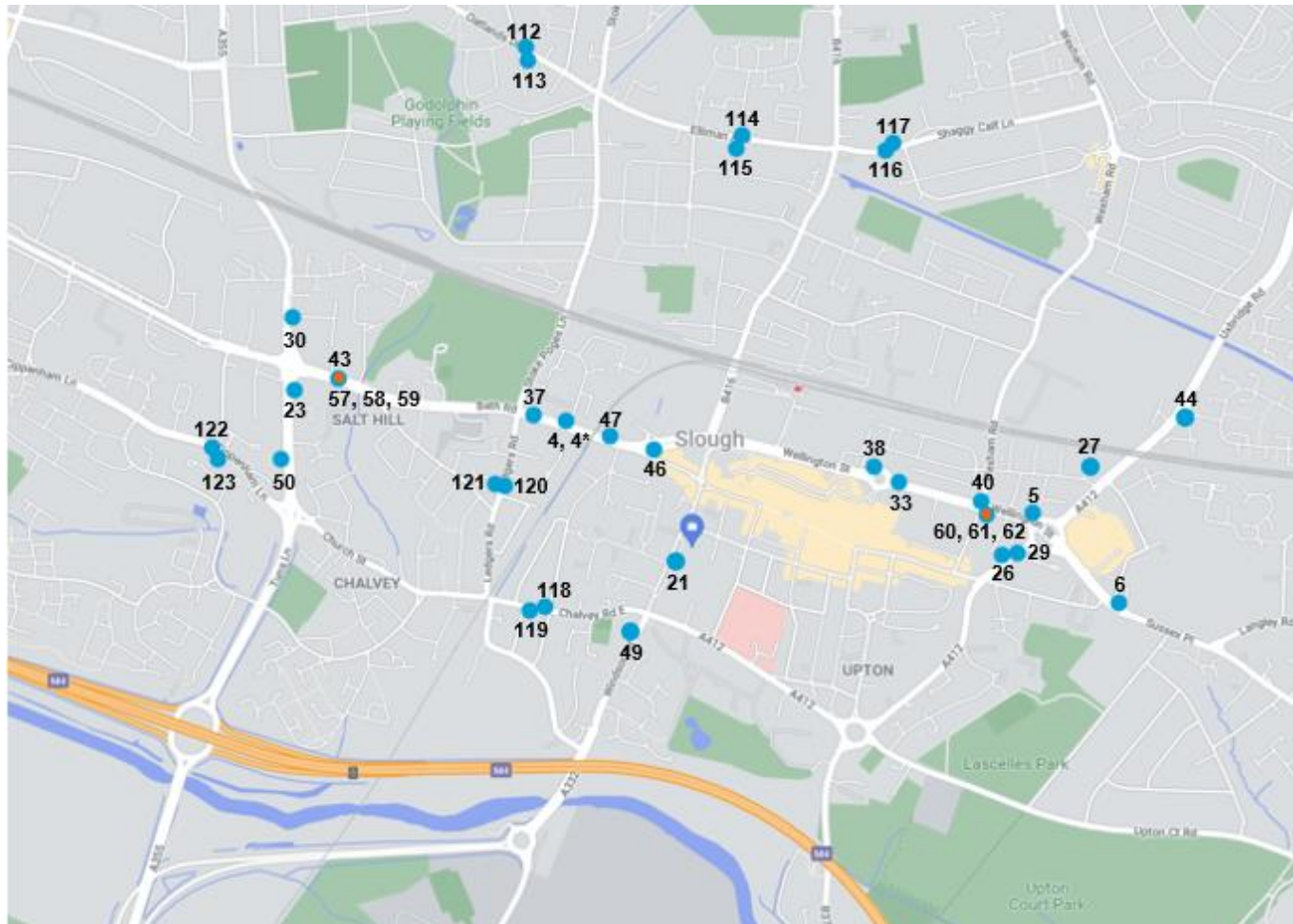
Due to the influence of the pandemic on traffic levels, it is difficult to ascertain the level of improvement that the bus lane has on NO₂ concentrations, as most impacts would be masked by the positive effect of the pandemic. When reviewing 2021 data, NO₂ concentrations across Slough have not returned to pre-Covid-19 levels, despite traffic volumes starting to return to typical levels. This may be due to climatic effects or could be due to schemes such as the experimental bus lane, however the data suggests that low concentrations of NO₂ are experienced borough wide, rather than just at locations in close proximity to the bus lane scheme. It may be that both factors are causing a positive impact on air quality, however to determine the full impact of the scheme, it is recommended that further monitoring is conducted to the end of 2021, to determine whether NO₂ concentrations continue to remain low as traffic levels continue to rise.

Kind regards,

Sophia Norfolk
Principal Environment Officer

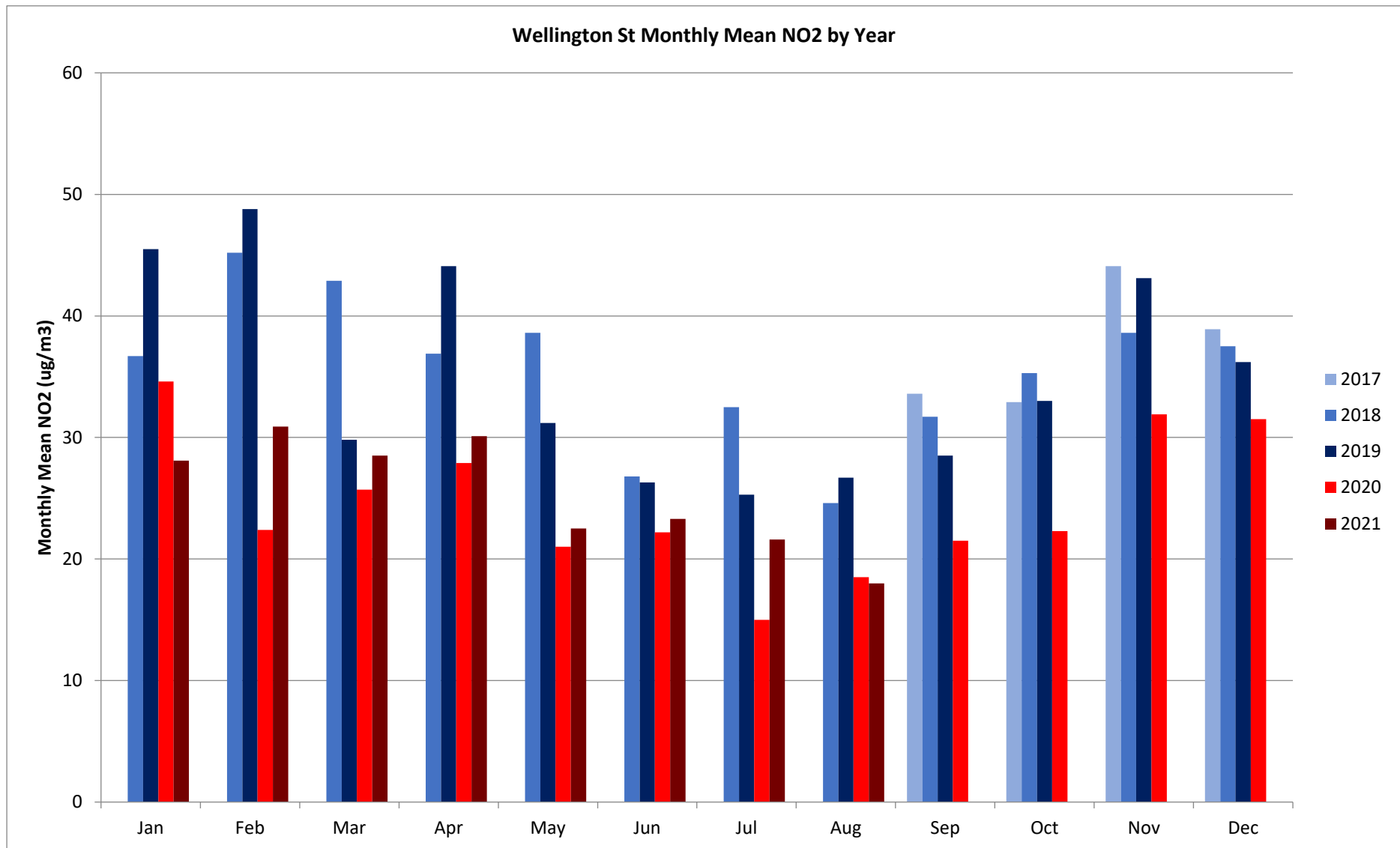
Figures

Figure 1: Map of Monitoring Locations



*Two locations marked in orange represent the two continuous analysers: Windmill (SLH 12) on the western end of the A4 and Wellington Street (SLH 10) in the central section of the A4.

Figure 2: Continuous Monitoring Data from Wellington Street (SLH 10) and Windmill (SLH 12)



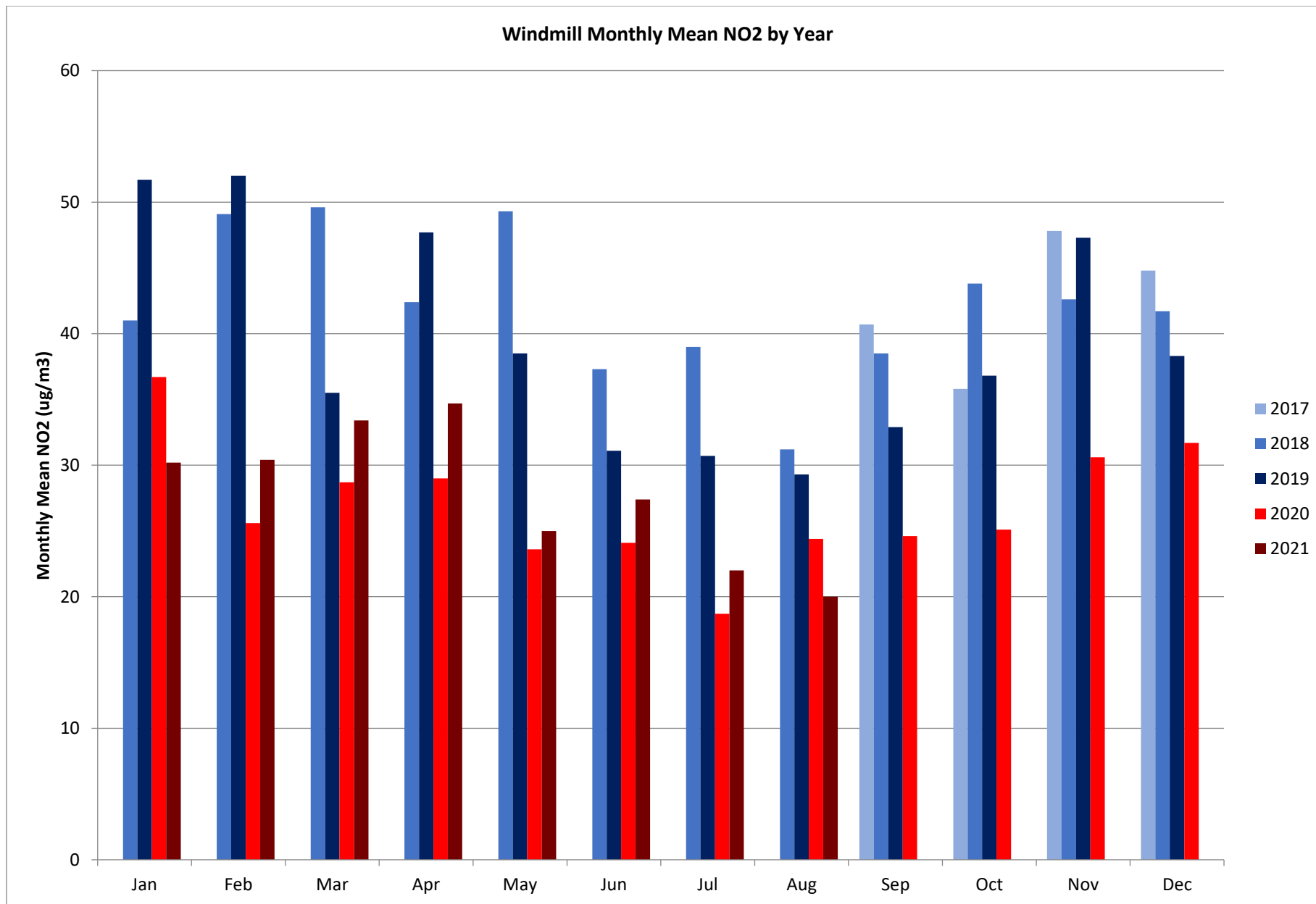


Figure 3: Diffusion Tube Data for Existing A4 Sites

		2020											
Site ID	Location	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
4	Lansdowne Avenue	34.18	28.89	26.63	21.37								
4*	Lansdowne Avenue										21.05	26.46	21.36
5	Princes Street	32.77	29.05	23.68	22.07		25.13	19.50	28.23	24.72	29.10	38.22	30.94
6	Sussex Place	29.52	23.48	19.09	15.48		17.59	15.78	17.25	21.36	19.79	28.87	24.93
23	Tuns Lane	27.00		19.80	20.97		19.43	17.27	22.37	22.15	21.49	27.88	21.15
26	Yew Tree Road (B)	27.44	22.04	24.57	26.02		22.14			30.61	25.35	35.81	25.98
29	Yew Tree Road (Ux Rd)	45.04	30.39	31.47	27.65	24.40	29.24	30.75	37.53	39.69	35.00	41.30	33.71
30	Farnham Road (2)	33.92		21.44	17.55		19.07	17.53	20.58	21.56	24.07	32.59	23.93
33	Wellington St - Stratfield	30.03	24.61	21.72	19.08			18.98	19.22	22.11	23.61	29.79	22.08
37	Blair Road	37.31	33.49	28.01	24.89		25.64	22.22	26.37	26.37	28.09	31.42	25.95
38	Wellesley Road	31.92	29.26	24.44	21.51		19.99	19.28	22.69	23.98	24.13	32.36	25.61
40	Wexham Road	38.08	32.86	27.63	24.91		23.03	22.10	29.82	30.52	29.43	37.56	31.15
43	Windmill (Bath Rd)	28.13	25.44	24.32	22.44		22.89	19.56	25.37	26.79	25.54	29.53	24.84
46	Cornwall House, Bath Rd	37.96	33.70	27.48	27.62	22.34	29.24	23.57	28.44	28.18	29.27	35.99	27.76
47	Princes House, Bath Rd		23.90	19.43	21.19		19.66	18.17	21.18	26.09	23.65	29.17	22.70
50	Tuns Lane (B)	39.72	29.98	29.81	27.40	22.55	26.39	24.56	30.36	33.33	31.54	39.16	32.94
57	Windmill Co-location	33.34	29.08	28.49	23.37	21.19	24.20	23.72	26.18	31.37	28.94	30.16	28.42
58	Windmill Co-location	34.38	29.24	25.68	25.51	22.03	22.52	21.88	27.35	29.18	28.40	32.35	27.11
59	Windmill Co-location	31.87	27.54	23.16	25.21	25.54	25.38	23.11	26.47	31.19	29.47	33.07	25.90
60	Wellington St Co-location	32.31	24.30	23.95	26.79	20.03	22.50	19.85	24.12	23.65	26.51	30.76	23.84
61	Wellington St Co-location	30.69	24.80	21.12	25.67	20.19	22.75	18.96	23.50	21.91	26.40	32.81	27.53
62	Wellington St Co-location	31.61	24.61	22.35	26.33	20.91	22.80	19.28	23.78	23.24	25.96	31.93	27.22

		2021						
Site ID	Location	Jan/Feb	Mar	Apr	May	Jun	Jul	Aug
4	Lansdowne Avenue							
4*	Lansdowne Avenue	21.70	20.14	21.01	16.60	15.84	17.42	15.19
5	Princes Street	29.09	27.24	21.78	21.23	19.63	23.36	19.01
6	Sussex Place	23.43	22.76	19.99	17.63	15.95	19.49	15.28
23	Tuns Lane	23.54	22.51	24.95	19.69	20.04	20.74	16.79
26	Yew Tree Road (B)	27.34	29.12	34.00	26.00	31.56	29.89	26.47
29	Yew Tree Road (Ux Rd)	36.62	42.71	44.32	40.58	44.02	39.87	37.04
30	Farnham Road (2)			20.73		18.26		17.18
33	Wellington St - Stratfield	22.24	22.43	20.06	18.13	14.14	15.56	14.51
37	Blair Road	28.16	28.12	24.33	25.80	23.16	23.24	20.90
38	Wellesley Road	24.33	23.98	20.84	20.49	16.60	20.08	16.01
40	Wexham Road	28.29	28.72	28.02	29.30	27.61	28.49	23.80
43	Windmill (Bath Rd)	26.62	25.58	25.62	23.04	24.79	22.17	21.60
46	Cornwall House, Bath Rd	28.30	27.63	27.33	27.79	22.40	24.60	21.90
47	Princes House, Bath Rd	23.65	24.78		21.58	21.86	20.12	16.19
50	Tuns Lane (B)	29.10	30.55	30.01	30.73	30.80	29.12	25.69
57	Windmill Co-location	27.43	10.38	27.95	24.69	30.30	24.83	24.13
58	Windmill Co-location	26.62	27.45	28.50	26.28	28.59	25.89	24.57
59	Windmill Co-location	27.15	28.52	28.93	26.33	28.02	25.15	24.65
60	Wellington St Co-location	27.01	25.73	28.87	21.27	24.50	25.02	19.86
61	Wellington St Co-location	26.77	26.08	27.33	25.70	25.19	25.51	19.51
62	Wellington St Co-location	26.39	25.12	29.37	24.02	26.46	26.19	21.10

Figure 4: Diffusion Tube Data for New Bus Lane Sites

ID	Location	2020	2021							Average
		Dec	Jan/Feb	Mar	Apr	May	Jun	Jul	Aug	
SLO 112	Oatlands Drive (a)	29.33	26.57	23.60	24.59	24.16		25.13		25.56
SLO 113	Oatlands Drive (b)	27.34	25.48	21.33	22.79	20.69	19.36	20.81	17.72	21.94
SLO 114	Elliman Avenue (a)		30.46				23.94	25.41	22.72	25.63
SLO 115	Elliman Avenue (b)	40.30	29.01	22.29	20.74	24.62	21.02	24.19	18.28	25.06
SLO 116	Shaggy Calf Lane (a)	28.29	26.21	25.08	21.82	22.42	18.29	21.70	18.61	22.80
SLO 117	Shaggy Calf Lane (b)	23.03	22.53	21.70	17.07		17.69	20.25	15.57	19.69
SLO 118	Chalvey Road East (a)							22.65	17.84	20.25
SLO 119	Chalvey Road East (b)	30.34	28.53	28.52	22.80	26.82	21.44	22.80	19.61	25.11
SLO 120	Ledgers Road (a)		26.79	23.33	22.39	22.99	20.90			23.28
SLO 121	Ledgers Road (b)	33.76	29.40			30.17		29.01	27.69	30.01
SLO 122	Cippenham Lane (a)	29.32	28.50	27.82	24.09	18.62	21.12	22.50	17.31	23.66
SLO 123	Cippenham Lane (b)	26.40	25.59	21.32	20.31		16.56	17.89	13.15	20.17

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Equality Impact Assessment

Directorate: Community and Place	
Service: Transport	
Name of Officer/s completing assessment: Misha Byrne, additional content by Eddie Hewitt	
Date of Assessment: 18 October 2021, revised December 2021	
Name of service/function or policy being assessed: The A4 Bus Lane Scheme	
1.	<p>What are the aims, objectives, outcomes, purpose of the policy, service change, function that you are assessing?</p> <p>The scheme was initially introduced to allow for social distancing measures and reprioritisation of road space for pedestrians and cyclists, in response to the impacts of COVID-19 on the network and all road users in Slough. The objectives of the scheme are to reduce bus journey times, improve bus reliability and encourage the switch from car use to buses. The scheme was also designed to ensure that the recovery from the impacts of COVID-19 was not car-led.</p> <p>Subsequently, the proposal to make the scheme permanent is part of the wider overall response to the need to promote Public Transport (and Active Travel), and to contribute to the overall response to the National Bus Strategy: <i>Bus Back Better</i>. This also aligns with the Council's wider Transport policies, and the related priorities that will lead to the success of the Council's Carbon Strategy.</p>
2.	<p>Who implements or delivers the policy, service or function? State if this is undertaken by more than one team, service, and department including any external partners.</p> <p>The scheme is being delivered by the Transport Strategy Team (Place Directorate, Strategy and Infrastructure).</p>
3.	<p>Who will be affected by this proposal? For example who are the external/internal customers, communities, partners, stakeholders, the workforce etc. Please consider all of the Protected Characteristics listed (more information is available in the background information). Bear in mind that people affected by the proposals may well have more than one protected characteristic.</p> <p>In general, 'normal' traffic will be affected by the proposals, however bus users will benefit from the bus lane.</p>

More widely, the overall expectation is that this proposal will lead to improvements for those who use bus services in Slough, along with those who engage in Active Travel, with wider benefits potentially for all groups. However, it is acknowledged that bus travel may be engaged in and relied upon by certain protected groups more than others and there may be some negative impacts for particular groups.

The following groups are expected to be affected:

Age:

Older people are often particularly reliant on public transport and bus travel to access the high street, community centres and GP surgeries.

Disability:

As above, people with disabilities are often reliant on public transport. Therefore, improved journey times and bus reliability will help them access services with ease.

Pregnancy and maternity:

There may be some specific impacts for this category, relating to access to healthcare and facilities for parents and also young children.

Race:

Generally speaking, there are no specific impacts here. However, there may be some cultural cultural/religious aspects which relate to the perceived and actual benefits or otherwise of public transport services and patronage.

Religion and Belief:

Generally speaking, there are no specific impacts here. However, there may be some impacts, including better access to places of worship. Furthermore, as above, there may be some cultural/religious aspects which relate to the perceived and actual benefits or otherwise of public transport services and patronage.

Gender Reassignment:

No specific impacts associated with this category.

Marriage and Civil Partnership:

No specific impacts associated with this category.

	<p>Sex: No specific impacts associated with this category.</p> <p>Sexual orientation: No specific impacts associated with this category.</p> <p><i>Details relating to the nature of the various, expected impacts are set out in sections 4 and 5 below.</i></p>
4.	<p>What are any likely positive impacts for the group/s identified in (3) above? You may wish to refer to the Equalities Duties detailed in the background information.</p> <p><i>The positive impacts for all groups identified above, and indeed for all bus travellers from all groups in the long term, are likely to be:</i></p> <ul style="list-style-type: none"> • More frequent bus services • More reliable journey times <p>The above-mentioned improvements are expected to result in:</p> <ul style="list-style-type: none"> • Lower fares • Multi-operator ticketing arrangements (a simpler ticket and therefore easier travel) • Better quality buses • Improved air quality, reduced carbon emissions • A more extensive network of services / greater access to places of work and education, shop, services, healthcare, and other destinations <p><i>Nb the above list of likely benefits is not exhaustive. A full package of improvement measures has been included in Slough's Bus Service Improvement Plan (BSIP) which is currently being considered by the Department for Transport. The measures included are expected to further strengthen and complement the improvements arising from the A4 Bus Lane Scheme</i></p>

	<p>Other likely benefits or aspects which are particularly relevant to the specific groups identified are as follows:</p> <p>Age More frequent services with better travel time reliability will be especially helpful to both older people and young people. This will lead to increased perceptions of safety and, for the elderly mainly, greater comfort / minimised physical pain related to traditionally longer waiting times. A more reliable network of services will also increase connectivity and social inclusion, as well as easier access to a range of destinations.</p> <p>Disability As above, similar benefits will arise as for older people.</p> <p>Parents and young children Again, as above, more frequent and reliable services will improve safety (perceived and actual) especially for parents of young children and young children themselves. Benefits will also be associated with better access to healthcare related destinations. Lower fare costs may well be of particular benefit here too.</p> <p>Religion and Belief More reliable bus services, reduced waiting times, and a better bus network are all likely to provide a more attractive travel option to those seeking to travel to places of worship across the borough. In addition, there may also be some benefits in terms of safety – again, perceived or actual – for members of certain religious groups who may generally feel vulnerable on public transport.</p> <p>Low income groups An improved bus network with greater priority for buses is likely to be of particular benefit to people in low income groups, who are less likely to have access to private vehicles.</p> <p>The scheme will also be of benefit to all those who engage in Active Travel, especially cyclists, many of whom will be young people and/or people from low income groups. More widely, greater uptake of active travel will bring benefits to everyone, through improved air quality, better health and enhanced quality of life as well as increased accessibility, connectivity and potential for economic growth.</p>
5.	What are the likely negative impacts for the group/s identified in (3) above? If so then are any particular groups affected more than others and why?

In comparison, there are relatively few negative impacts anticipated for any of the groups identified above. However, there will inevitably be some, as follows:

As a general drawback, any increased levels of congestion on the A4 would be likely to result in delays for all road users.

The following specific groups have responded or been referenced in the public consultation on the proposed scheme:

Older people

Older people may be less able to use public transport, and more reliant on private vehicle travel. Hence, there would be less benefit to this group from the A4 Bus Lane scheme, and potentially some adverse impact due to reduced lane space on the network for cars. From the consultation responses, there is only one response specifically referencing the elderly, and this targets poor bus services rather than congestion (which is one of the main impacts expected to be experienced by all).

People with disabilities

Similarly, people with disabilities may also be less able to use public transport, noting especially the limited space available for wheelchairs on buses, as well as other difficulties.

Again, such people would be more reliant on private vehicle travel, which would be subject to potential adverse impact due to reduced roadspace for cars.

From the consultation responses, there are 3 with specific references to people with disabilities. As above, one of these relates more to quality of bus services rather than impacts (e.g. congestion) expected to be caused by the scheme.

Parents with young children

As above, due to limited space on buses for pushchairs, some parents with young children might be adversely affected by increased priority accorded to buses on the network.

From the consultation responses, there are 3 responses specifically mentioning young children. A further 14 responses mention parents with comments mainly on school journeys, with difficulties expected from increased congestion.

In addition (not referred to in the consultation responses):

	<p>Race</p> <p>Improved bus services are expected to provide a more attractive, more efficient travel option for all, however the benefits here may be less attractive to certain groups within the community. Although it can be hard to demonstrate with empirical evidence, certain attitudes towards public transport may be of particular relevance to certain ethnic minority groups. Themes include actual and perceived safety on public transport. However, the negative impacts of the scheme are most directly associated with anyone who prefers to use their own car, or for whatever reason cannot use public transport.</p> <p>Overall</p> <p>The actual and perceived negative impacts are taken very seriously, however in several cases they appear to be related to more general factors already in existence. To address the various concerns, the scheme is expected to lead to wider improvements in bus services, which in turn is expected to greater modal choice, accessibility and connectivity. In response to comments on school travel, in policy terms there is an overriding requirement for a reduction in school trips by private car. This is an essential part of an overall sustainable transport solution which will ultimately reduce congestion.</p> <p>Nevertheless, a likely outcome in relation to the above impacts could be an increase in shorter journey times due to the actual or perceived cost or difficulty in using public transport. In all the above cases, there would be a disproportionate negative impact due to the scheme for the reasons given. However, this negative impact is deemed to be 'disproportionate' when taking into account the benefits which are expected to be experienced by the same groups (and indeed all groups in many aspects), where such positive benefits are considered to be considerably greater. The greater benefits relate to the expected improvement in air quality, reduction in CO² emissions and the related improvements in public health, as well as the benefit of increased connectivity and social inclusion, and more widely the potential for economic growth, a more vibrant town and overall an enhanced quality of life.</p>
6.	<p>Have the impacts identified in (4) and (5) above been assessed using up to date and reliable evidence and data? Please state evidence sources and conclusions drawn (e.g. survey results, customer complaints, monitoring data etc).</p> <p>A consultation exercise was undertaken to gather feedback/ comments from residents and commuters about how the bus lane was operating. A consultation exercise was undertaken between 4 Dec 2020 and 4 Jun 2021 via the Slough Citizen Space online portal. https://slough.citizenspace.com/transport/experimental-a4-bus-and-cycle-lanes/. Additional survey results can be found in the monitoring report.</p>

7.	<p>Have you engaged or consulted with any identified groups or individuals if necessary and what were the results, e.g. have the staff forums/unions/ community groups been involved?</p> <p>Officers analysed a total of 862 responses (including 40 Stakeholder responses). The respondents highlighted issues with journey time delays, congestion on the network and road safety.</p>
8.	<p>Have you considered the impact the policy might have on local community relations?</p> <p>Public Transport plays a valuable role in the borough, and nationally, in providing greater mobility and accessibility to all members of the community. Permanent scheme will introduce a number of measures and proposals designed to have the overall effect of improving connectivity within and across the town. This will be achieved through more frequent services, more reliable journeys, better value with fares, and all associated benefits. All of these impacts are expected to be valued by the community, and specific community groups, as referred to in section 4.</p> <p>The expected benefits arising from the improved air quality, reduced carbon emissions, reduced congestion levels, will all be particularly valuable in terms of greater social and environmental sustainability. Better, more reliable access to jobs, education and shopping areas will all be expected to lead to greater economic sustainability, with positive implications for all within the various communities.</p> <p>The Council is committed to greater ongoing engagement with residents and community groups.</p>
9.	<p>What plans do you have in place, or are developing, that will mitigate any likely identified negative impacts? For example what plans, if any, will be put in place to reduce the impact?</p> <p>From the analysis of consultation responses and the wider understanding, as covered about in the review of expected impacts above, what makes public transport prohibitive to people is generally cost, concerns about safety, lack of flexibility/routes, physical inaccessibility. There are limits as to how far the proposed scheme can address these issues, noting that the scheme is essentially based on road-space re-allocation. However, in parallel to the introduction of the proposed scheme and related schemes being considered, a range of mitigation measures has been considered and included in the Bus Service Improvement Plan (BSIP), which is dedicated to encouraging wider use of public transport and behavioural change. The full table of measures is available in the BSIP documentation, and this is subsequently being carried forward into the Enhanced Partnership Plan and Scheme (EP).</p>

	<p>It is generally understood that the most difficult period is usually the beginning when people are reluctant to change behaviours and are unclear of the rules, so the Transport service will continue to provide clear messaging about long term benefits to all and clarity on rules. This information will be disseminated via the usual channels including the SBC website and press releases, as well as possible further consultations.</p> <p>In addition, officers will continue to collect the monitoring data which inform reviews of the scheme and potential further enhancements.</p> <p>Ultimately, the success of the A4 Bus Lane scheme will be influenced by the related and various improvements proposed in the Bus Service Improvement Plan, as well as through continual monitoring of transport and travel activity on the network in Slough, taking into account the needs and wishes of the public and all relevant stakeholders.</p>
10.	<p>What plans do you have in place to monitor the impact of the proposals once they have been implemented? (The full impact of the decision may only be known after the proposals have been implemented). Please see action plan below.</p> <p>The proposals have already been introduced under an experimental scheme, however as part of the permanent scheme data will be monitored via permanent automatic counters and permanent Bluetooth detectors along the A4.</p> <p>Furthermore, the development of the Enhanced Partnership Plan (EPP) with the bus operators of local registered services in Slough will follow on from the initial BSIP. The EPP is currently being prepared for submission to the DfT.</p> <p>The success of the EPP and BSIP will both be reliant on continual review of network and bus service performance, and progress towards measures. This includes the monitoring of bus priority infrastructure measures in particular.</p>

What course of action does this EIA suggest you take? More than one of the following may apply	✓
Outcome 1: No major change required. The EIA has not identified any potential for discrimination or adverse impact and all opportunities to promote equality have been taken	✓
Outcome 2: Adjust the policy to remove barriers identified by the EIA or better promote equality. Are you satisfied that the proposed adjustments will remove the barriers identified? (Complete action plan).	✓
Outcome 3: Continue the policy despite potential for adverse impact or missed opportunities to promote equality identified. You will need to ensure that the EIA clearly sets out the justifications for continuing with it. You should consider whether there are sufficient plans to reduce the negative impact and/or plans to monitor the actual impact (see questions below). (Complete action plan).	
Outcome 4: Stop and rethink the policy when the EIA shows actual or potential unlawful discrimination. (Complete action plan).	

Action Plan and Timetable for Implementation

At this stage a timetabled Action Plan should be developed to address any concerns/issues related to equality in the existing or proposed policy/service or function. This plan will need to be integrated into the appropriate Service/Business Plan.

Action	Target Groups	Lead Responsibility	Outcomes/Success Criteria	Monitoring & Evaluation	Target Date	Progress to Date
Submit Scrutiny report	All Groups	Misha Byrne	To inform the Committee about the proposed scheme.	Undertaken as part of the Scrutiny report	1 st December 2021	On track
Submit Cabinet report	All groups	Misha Byrne	To obtain permission to introduce the permanent scheme.	Undertaken as part of the Cabinet report.	20 December 2021	On track
	All groups	Misha Byrne	Review existing road	A road	March	Awaiting

Undertake remedial works			markings and signage before making the scheme permanent.	safety audit will be undertaken to review the scheme.	2022	Cabinet decision
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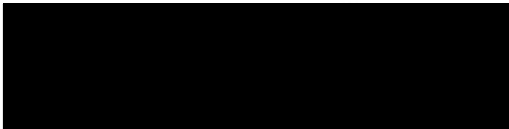
Name: Misha Byrne

Signed:



And Eddie Hewitt

Signed:



(Persons completing the EIA)

Name:

Signed:(Policy Lead if not same as above)

Date:

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.

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.	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.	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
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.	Noted	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
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.	Noted	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
To improve traffic flow, the bus lanes where possible be moved from the A4 into service roads.	Traffic flow is monitored.	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.
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.	Slough licensed Private Hire Vehicles have been able to continue using the bus lanes.	PHV's have continued to use the bus lane although lockdown restrictions have lifted.
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.	If the scheme is to be made permanent, changes will be undertaken to improve the bus route particularly at pinch points.	A Stage 3 Road safety Audit will be undertaken by an independent road safety auditor to identify any additional road safety concerns.
That the design proposals for the cycle lanes take into	Noted	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.</p>		<p>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.</p>
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