

Date of issue: 30<sup>th</sup> May 2013

<b>MEETING</b>	<b>OVERVIEW &amp; SCRUTINY COMMITTEE</b> (Councillors O'Connor (Chair), Bal, Hussain, Malik, M S Mann, Minhas, Nazir, Small and Smith)
<b>DATE AND TIME:</b>	TUESDAY, 4TH JUNE, 2013 AT 6.30 PM
<b>VENUE:</b>	MEETING ROOM 3, CHALVEY COMMUNITY CENTRE, THE GREEN, CHALVEY, SLOUGH, SL1 2SP
<b>DEMOCRATIC SERVICES OFFICER:</b> (for all enquiries)	GREG O'BRIEN 01753 875013

### SUPPLEMENTARY PAPERS

The following Papers have been added to the agenda for the above meeting:-

These additional papers were not available for publication with the rest of the agenda.

#### PART 1

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
5.	Cllr Coad Call-in: Officer Delegated Decision 14/13 - 20 mph zone covering Langley Road, Station Road and High Street, Langley		
	<ul style="list-style-type: none"><li>Additional papers in support of the call-in including copy correspondence, maps and a report from the NAG</li><li>Summary of Significant Decision scheme history and consultations</li></ul>	1 – 70 71 - 96	

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**CORRESPONDANCE BETWEEN MEMBER OF PUBLIC AND SLOUGH TRANSPORT OFFICIALS**

**From:**

**Sent:**

**To:** Dhand Hardeep

**Subject:** RE: Langley 20moh scheme

Dear Sir or Madam

Your response is stunning. Your very first point is incredible.

“Langley Road is used as a thoroughfare by a number of residents and commuters to and from Slough, and as an alternative to using the A4 London Road.”

What planet are you living on? I have lived in Langley for 27 years. How long have you lived there? Do you know anything about Langley? Have you tried to turn right onto the A4 from Langley High Street? Langley Road is NOT an ‘alternative to the A4 for thousands of residents’. It is the natural line into town. Get out a map!

There is absolutely no way that in peak hours it is possible for any meaningful number (if any at all) of road users to exceed the speed limit in Langley village. There is a roundabout which backs up the traffic, and two pedestrian crossings. The traffic is self-regulating, only those of you sitting in offices remote from the village could possibly think otherwise. Perhaps you carefully conduct surveys at times to ensure you get the results you crave.

I attach some photos from one morning last week. Almost all the vehicles shown are stationary! Do you deny this? I suggest the average speed was about 5mph.

Furthermore I attended a meeting last night which was attended by three members of Thames Valley Police. They affirmed in the open meeting that they had conducted a recent speed gun exercise in the scheme area taking a whole morning and the average speeds measured were in the range 18-22 mph with a peak of 26mph.

I notice once again your department’s propensity for selective use of statistics. The accident rate to which you refer is I believe the figure for the whole of Langley Road. It was trotted out last year. Then as now it applies to stretches of road not even covered by the proposals. You might as well say there had been XYZ accidents in the whole of Slough to justify the scheme.

The reduction in lane width is totally unnecessary and is clearly designed to reduce the road capacity by 50%, since that will be the prime result. Peak time traffic does not need to be slowed down as it is frequently already stationary. The queues this will cause will be absolutely horrendous. This is one of the most spiteful and vindictive measures I have seen in a long time.

As for your last sentence I am sure the residents of Langley as they sit stationary in their cars trying to get through the village will be delighted to know that the council is ‘improving’ Farnham Road.

This whole scheme shows the warped sense of priorities of the transport department, valuing selected minority groups of stakeholders at the expense of the majority.

**From:** Dhand Hardeep [<mailto:Hardeep.Dhand@slough.gov.uk>]  
**Sent:**  
**To:**  
**Cc:**; DeCruz Savio  
**Subject:** RE: Langley 20moh scheme

Dear Mr.

Thank you for your email received ... in relation to the Langley Road 20Mph Scheme, I shall be responding on behalf of Savio DeCruz .

You have raised several points which I shall address below.

Langley Road is used as a thoroughfare by a number of residents and commuters to and from Slough, and as an alternative to using the A4 London Road . In the 3 years to May 2012 there were 39 injury accidents recorded on the road and 47 casualties.

On 20th July 2012 we consulted about the proposed 20mph zone with residents, consultation leaflets were delivered to 500 households along Langley Road and surrounding roads. Three public meetings were also held and a majority of residents who attended voiced that they did not support the scheme proposals, citing the proposed vertical traffic calming measures (such as raised tables and speed cushions) as key reasons

During the consultation residents objected to the use of traffic calming measures and to the 20mph zone, they did not object to a 20mph speed limit and highlighted that the currently proposed area as one that would benefit from the reduction in speed rather than the stretch of Langley Road that was proposed initially.

You have stated that speed is self-regulated through congestion at peak times, having analyzed traffic data collected from on and around Langley Road it can be seen that the proportion of drivers exceeding the speed limits are during peak times in the morning and evening. The mean speed of vehicles along this stretch is above the speed limit. Given the number of accidents in the last three years this would reinforce that some action is required.

The new proposed scheme is designed as a trial scheme and will be reassessed after six to nine months and if residents are not in support of the scheme it will be removed and other options investigated.

Unfortunately I am unable to comment on the matters in relation to Langley Hall School as this was not something that was dealt with by the Transport Team.

The reduction in lane width at the Memorial roundabout is not designed to reduce road capacity by 50%, it is designed to reduce vehicle speeds approaching the roundabout and to allow for sufficient pedestrian crossing points to be created. These crossing points are not designed for just school pedestrians but are designed for the large number of residents and pedestrians that use the Harrow Market shopping parade. The proposed scheme should actually provide a safer and easier exit from Meadfield Road, Willoughby Road and Parlaunt Road as vehicles will be travelling at a lesser speed.



As stated above the reduction in lane widths on the roundabout will not decrease the capacity by 50%, the reduction in the flairs at the roundabout to single lane will cause a negligible amount of vehicles not being able to double up at the roundabout, reducing the risk of conflict between vehicles when manoeuvring.

Slough Borough Council policy and objective is to ultimately to reduce car journeys and in order to achieve these improvements changes need to be made on the network to assist pedestrians and cyclists. This will result in prioritising these users rather than the private car however, the council also recognises the importance of keeping vehicles moving and investing in signal improvements along the A4, High Street Langley and Farnham Road to reduce delays.

Regards,

*Hardeep Dhand (Sonny)*


Integrated Transport Technician

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## LANGLEY VILLAGE TRAFFIC SCHEME – EXAMPLE OF PUBLIC OPINION

There is widespread local opposition to this scheme.

### 20mph speed zone for busy Langley road

 John Dickens • Published 22 Feb 2013 10:30   11 Comments

Do you live or visit the area? What do you think of the plans? Let us know below

This article appeared in Slough Observer 21 Feb 13

Have your say. [Post a comment on this article.](#)



**TotallyUnbelievable**

17 posts

Feb 22, 18:48

[Report comment](#)

*Oh this is all a bit too convenient...*

*First the cruel closure of Langley Manor and the expansion of Langley Hall*

*Then suddenly a reduced speed limit and a pedestrian crossing just after the announcement of the expansion*

*Now Sally Eaton, I may have no choice but to live with the deceit between you and CfBT but I don't believe that these "road improvements" just fell into your lap too. You lead such a lucky life.... Shame the Langley Manor children, parents and teachers and sounds like your own school parents, aren't feeling so lucky at the moment.*

*What's next a high speed rail link between the primary and junior schools? Watch out Alderbury Road, she'll have your houses demolished in a flash...*

Recommend?  Yes 24  No 5



**TotallyUnbelievable**

17 posts

Feb 22, 18:51

[Report comment](#)

*oh and to add, I was annoyed before I got to the bottom of the article*

*A roundabout at the end of Middlegreen and Langley Road. What the same junction that Langley Manor parents have had to fight through for years on end - again seems a little too convenient to me..*

Recommend?  Yes 22  No 2



**AngryParent**

5 posts

Feb 22, 20:25

[Report comment](#)

*Langley Hall expansion, extra crossings, new road layouts. Well I suppose with Langley Hall children back & forth from their lunch hall across the busy road & Harrow market, they're going to need it...What Sally Eaton wants, Sally Eaton gets!!! Why not rename Langley to Eaton!! She seems to eat everything that gets in her way!!!!*

Recommend?  Yes 20  No 2



**Nindras**

4 posts

Feb 23, 00:58

[Report comment](#)

*We need to make sure she doesn't eat our children! ^^^^*

Recommend?  Yes 9  No 2



**NotHappyAtAll**

29 posts

Feb 23, 16:40

[Report comment](#)

*What's wrong with the current pelican crossings?*

*A zebra crossing right on the roundabout will mean traffic will back up Langley Road and the High Street as cars can't get round the roundabout to go up Station Road.*

*With over 400 children walking to and from the Harrow for their lunch, the traffic will just grind to a halt, the 20mph limit won't be needed!*

Recommend?  *Yes 23*  *No 1*



**curiousclive**

10 posts

Feb 23, 19:31

[Report comment](#)

*If it is to make it safer for the children to go back and forth between the schools why not build a pedestrian bridge over the road so children do not have to cross any road with cars. Must be cheaper than rebuilding the roads and crossings.*

Recommend?  *Yes 5*  *No 11*



**TotallyUnbelievable**

17 posts

Feb 24, 19:13

[Report comment](#)

*or just do nothing, save the money and make them use the crossing facilities that already exist....*

Recommend?  *Yes 20*  *No 1*



**anon12**

10 posts

Feb 26, 12:10

[Report comment](#)

*it still will not stop the idiotic parents of LH paking dangerously in the bus layby because they are still in their pyjamas or too lazt to park and walk!*

Recommend?  Yes 13  No 0



**anon12**

10 posts

Feb 26, 12:15

[Report comment](#)

*Oh and what lovely language they will hear when the students from the college are out on lunch at the same time!*

Recommend?  Yes 9  No 0



**Dixie60**

1 post

Feb 26, 18:57

[Report comment](#)

*Early mornings, it is already difficult to exit Meadfield or Willoughby Roads due to the volume of traffic. Once that traffic is tailing back beyond the Parlaunt Road lights as a result of this idiocy, it will become impossible. The Parlaunt junction will have to be turned into a box junction, but even then the junction won't work because no-one could enter the box as their exit would not be clear. Traffic will tail back to the A4, making it impossible to turn into the High Street from the M4. At that point, someone from the council will claim this was "unforseeable". All this to avoid the school users having to walk 100m to the existing traffic lights. Does anyone pay money to these council staff for the time they spend at work? It doesn't seem like a rational expenditure.*

Recommend?  Yes 12  No 0



**Bernie**

5 posts

Mar 1, 17:05

[Report comment](#)

*Idiotic scheme, lazy parents who cant be bothered to use the pedestrian crossing these parents dont have the brains to know how to push the button and wait for the green man to appear. They also must have so little regard for there childrens safety that they can not walk 100m to a safe crossing point.*

Recommend?  Yes 6  No 1

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## LANGLEY VILLAGE TRAFIC SCHEME

The Langley village traffic scheme is operating with 20mph speed limits 24/7. Yet the council have recently been reported as being prepared to operate such schemes near schools only when necessary; that is start and finish times. It appears that Langley residents and commuters are being treated more harshly.



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Chair – Alan Wickens,

Submission by Langley St. Mary's Neighbourhood Action Group to the Scrutiny Committee

ref. Langley Village Traffic Scheme

Executive Summary

A traffic scheme has been introduced to Langley village centre. We consider this to be unwanted, and imposed against the stated will of residents, and therefore lacking in local democratic legitimacy. We also consider that the reasons for the scheme are insubstantive, and that the scheme displays a wholly inappropriate favouritism for certain minor stakeholder groups and prejudices against the majority residential council tax-paying community. The reduction in road capacity at the Harrow roundabout by 50% has led to enormous traffic queues at peak times, which was entirely foreseeable. In this paper we illustrate what has led us to these conclusions. It is the wish of the Langley St. Mary's Neighbourhood Action Group that this scheme be cancelled at the earliest opportunity.

This paper has been compiled by ordinary residents, working as unpaid volunteers when and where able in their spare time. We trust the committee will take a sympathetic view if it perceives any failings compared with submissions from council departments who can offer their own responses prepared as part of their normal working day and are paid to do so, in part by those same residents.

Background

The statement of reasons by Slough Borough Council in the Official Notice states the purposes of the current Langley village centre traffic scheme are to manage speeds, reduce the likelihood of serious accidents, improve the traffic flow through the Langley area and nearby roads, and assist pedestrian and cyclist movements. The council subsequently provided further commentary as follows:

'The Harrow Market area, as well as being on a commuter route for some, is a shopping and educational destination in its own right and as such is visited by thousands of people a week. The introduction of a 20mph zone will reduce vehicle speeds in an area of high pedestrian use, making the area safer for vulnerable road users. Narrowing the approach to the roundabout and therefore reducing entry speeds, makes the junction safer for cyclists as well as allowing cars to merge more smoothly. We anticipate that there will be no marked impact on journey time for through traffic.

Creating an area that is more pedestrian-friendly and more accessible to cyclists encourages visitors to make their journey on foot, by bus or by bicycle. The only sustainable solution to tackling congestion in the long term is to reduce car use. ‘

This scheme is to be funded in part from Department of Transport ‘Local Sustainable Transport (Green Transport) Fund and part from Section 106 contributions from local educational institutions.

The Dept. of Transport document states:

‘The purpose of the Fund is to enable the delivery by local transport authorities of sustainable transport solutions that support economic growth while reducing carbon. These solutions will be geared to supporting jobs and business through effectively tackling the problems of congestion, improving the reliability and predictability of journey times, enabling economic investment, revitalising town centres and enhancing access to employment. They should at the same time bring about changing patterns of travel behaviour and greater use of more sustainable transport modes and so deliver a reduction in carbon and other harmful emissions. The Fund also provides the opportunity to take an integrated approach to meeting local challenges and to delivering additional wider social, environmental, health and safety benefits for local communities.

It will be for local transport authorities, working in partnership with their communities, to identify the right solutions to meet the economic and environmental challenges faced in their areas’

The Council is obliged to both consult and agree to the formal adoption of this scheme with local residents and stakeholders.

The main stakeholders being:

- Thames Valley Police
- Fire Services
- First Bus Group
- Ward Councillors
- Langley Neighbourhood Groups/Forums
- Local businesses
- Schools
- Local Health practices (doctors, dentists, and chiropractor)

#### Response to the Statement of Reasons

The response and observations by Langley Neighbourhood Action Group to the Statement of Reasons is as follows:-

##### **a) Manage speeds**

The proportion of traffic that may be considered to be ‘high speed’ is infinitesimally small and confined to a few hot heads who are certainly not going to put off by a reduced speed limit. Furthermore, the speed at the Harrow market roundabout is self-regulating, as is the rest of the traffic scheme area at busy times, as the amount of congestion already caused by the existing road system frequently ensures vehicle speeds far below 20mph. Thames Valley Police have conducted speed reviews and have reported at a NAG meeting that speeds during a week day morning were in the range 16 – 22mph with a peak of 26mph. There is thus no case for ‘reducing vehicle speeds’ as there is no speed issue which needs to be

addressed. In a three year period the one and only accident attributable to speed involved a motor cyclist trying to evade a police car!

**b) Reduce the likelihood of serious accidents**

Our detailed analysis of the accidents in Langley village as provided by Thames Valley Police data, in the last three years, is summarised in Appendix 1

The main conclusions are:

- Council transport officials have disingenuously used an accident figure of 47 to justify the scheme but it transpires most of these are outside the scheme area. Accident levels in the scheme area are much lower, 14 in a 3 year period, and are reducing, with 3 accidents in 2012, none of which involved cyclists or pedestrians.
- There have been only two serious accidents in a three year period in the scheme area. One involved as above the motor cyclist trying to evade the Police, the other involved a vehicle shunt with most traffic being stationary.
- In the one accident causing a slight injury to a cyclist in a 3 year period, the causal factor was that the cyclist was drunk. This was also the only reported accident at the roundabout worst affected by the scheme in a three year period, and occurred in 2010.
- In three accidents involving pedestrians, they were found to be crossing a pedestrian crossing when the road traffic lights were on green

In the context of the main arterial roads of the neighbourhood serving a conurbation with a population of around 28,000, it could be argued these roads are in fact extremely safe.. Indeed, a neighbouring residential cul-de-sac with a tiny fraction of the road usage of the scheme area showed two serious accidents in the same period. There seems to be little relationship between the accident causes and the scheme measures.

**c) Improve the traffic flow through the Langley area and nearby roads**

Pictures appended show typically the congestion that both local residents and through traffic have to endure on a daily basis with the scheme in place. There is no doubt that the scheme has exacerbated these problems in direct contravention of the claimed scheme objectives.

Traffic queues can reach from Langley village centre to past St. Mary's road (to the west), Langley station (north) and Parlaunt Road (south) (Appendix 2)

Also appended (Appendix 3) are traffic comparison screenshots from Google Maps (traffic live data) which depict slow (orange) and stationary (red) traffic during typical rush hour periods in May 2013. These are then compared with historic data available on Google Maps on the same day and times.

It is further evident to many road users and residents, that there is a further increase in tailbacks in key residential roads such as Willoughby, Meadfield, and Spencer (Appendix 4). There is some evidence to suggest road users are now taking increasing risks to enter the main flows on Langley Road and the High Street after excessive queuing. Moreover, outlying roads outside the scheme area are now seeing new queues as some road users seek alternatives to carry out their necessary journeys. This is apparent at Parlaunt Road, Market Lane, and even outside the borough altogether at Mansion Lane in Iver (Appendix 5).

The overall impact of the scheme is apparent on all days of the week as Appendix 6 shows with virtual gridlock experienced on Monday 13<sup>th</sup> May 2013 compared with some slow moving traffic at the same day/time from Google historic records.

It is apparent that since this temporary traffic scheme has been installed, congestion has increased considerably and there is a little reported but noticeable incremental impact throughout the day; small queues where before there were none, larger queues where before there were small queues, and so on.

This increase in traffic queues and delays is an entirely foreseeable consequence of the scheme and was reported as such in advance. It follows straightforwardly from the reduction in lanes at each entry to the Harrow roundabout from two to one, in effect reducing the road capacity by 50%. (Appendix 7)

**d) Assist pedestrian and cyclist movements**

There is no evidence that these measures have or will make any significant impact in encouraging an increase in pedestrian or cyclist movements. Indeed this very objective shows a bizarre ignorance of the mass travel behaviour of populations. European Union statistics show that some 85% of journeys in the UK are by car and only 6% by bus and train. The council has separately estimated only 3% of journeys in Slough are by bicycle. How far are people expected to walk or cycle, in what weathers, and with what amount of luggage? The green cycle lanes newly installed are sporadic and consistently peter out, thus creating a confusing layout for motorists and cyclists alike. They also show ignorance of how local people actually use in practice the existing infrastructure, which in some cases is redundant (appendix 8) and could be reconfigured without inflicting the 50% reduction on roundabout capacity on the majority travelling public. The Harrow Market roundabout is already served by two traffic-light controlled pedestrian crossings.

It is widely held by local residents that the Langley village proposals owe a great deal to assertive representations by management of the new Langley Hall primary academy school which has, with total disregard for common sense, positioned itself on the corner of the busiest road junction in the neighbourhood and is now planning to convert the former Harrow pub into the school canteen. It is almost as if the school wishes to un-invent Langley village centre and re-create it as a part of the school premises, irrespective of the effect on residents. Yet it is surely informative that the school has a catchment area set at 3.25 miles radius. This does not suggest it expects many pupils and parents to walk or cycle, especially in all weathers. Traders report that the Harrow market car park is regularly filled with school parents sitting in their cars waiting for the end of school; this has the further effect of preventing other shoppers from parking, to the detriment of local shopkeepers. Overall it appears that the school is doing little to accept its own share of responsibilities to alleviate the congestion and disruption of its own making; rather it has imposed itself on the village and now expects others to react.

The traffic scheme invokes a permanent 20mph speed limit which we assert represents an unnecessary imposition on residents, not least since reports in the local press on May 17<sup>th</sup>



suggest the council is considering a wider use of 20mph limits outside schools, but only for start and finishing times.

Considering other local schools, there is a body of secondary school students who do cycle locally to Langley Academy or Langley Grammar School; but the normal route does not involve the roundabout but rather the Memorial park and school cyclists typically cross at the pedestrian crossing by the Rite Price grocers. Therefore the Harrow roundabout is essentially redundant for this purpose.

Finally, observation reveals very few pedestrians indeed cross on the immediate south side of the roundabout, not least as a pedestrian crossing is available a few yards further south. Taking all of the above, we conclude that the measures represent an over-reaction to perceived issues which do not obtain in practice, and which prioritise tiny minorities of stakeholders at the expense of the great majority of residents and commuters.

It is therefore the conclusion of the Langley St. Mary's Neighbourhood Action Group that the scheme deals ineffectively with the issues raised in the Statement of Reasons, even assuming that those reasons represent desirable outcomes over-riding all other concerns of residents. The safety arguments in particular appear to be unsupported by the evidence, which raises the issue of why and how they were decided upon in the first place.

## **Other Matters**

### **The Mechanism of Consultation**

It is understood that consultation letters were sent to residents along the whole of Langley Road and some adjacent roads such as Amanda Court. However only a tiny number of letters were sent to residents who have to use the scheme area to get into Slough; no or almost no residents were consulted East of the scheme area or in the adjacent Foxborough ward, many of whose residents live very close and are equally affected by the scheme. It seems very strange that Amanda Court residents, living almost one mile from the Harrow roundabout, were sent consultation letters but residents living just a few yards away, for example in Willoughby and Meadfield Road, were not, despite the obvious greater relevancy of the scheme to the latter group.

It is both the stated objective of the Council and purpose of the Local Sustainable Fund to work in partnership with communities and stakeholders in identifying the right solutions. From the list of stakeholders on page 1 and the consultation mechanism above, it is obvious that the most important stakeholder group, local residents, have been given a very low and insufficient priority, and not least when compared with the vested interests of Langley Hall Primary Academy. This is an unfair approach, in that it subordinates most Stakeholder interests for the benefit of a select few. No group consultations have been organised for residents. It is surely informative that the original Langley Road proposals in 2012 were overwhelmingly rejected, for example at an open meeting at Langley Academy school, and it is understood that some 200 consultation letters were returned with an

approx. 5 to 1 opposition rate (though we note the reluctance of council officials to reveal the actual numbers). Local opposition to the scheme is also clear from the local press (appendix 9)

We would deduce that the Police, Fire and Rescue, Ambulance, and First Bus Group will be frustrated and hampered by the increased congestion. Local Health practises are now having complaints that patients are late for appointments due to both the increased congestion and the worsening parking situation in Langley village. One trader has reported takings down by up to 15% as customers are now dissuaded from getting to his shop and even when they do there can be nowhere to park.

### Conclusions

In reviewing the effects of the Langley village centre traffic scheme the Langley St. Mary's NAG has so far seen:

- increased congestion
- more unreliable journey times
- a clogged up village centre
- changes in travel behaviour only insofar as negatively impacting outlying areas
- increased carbon emissions as a result of slower/stationary traffic

Nor can we foresee any merit being derived for local businesses and jobs.

We note that the original proposal for a zebra crossing opposite the school has now sensibly been withheld. Further traffic congestion would have doubtless been created, and traffic travelling East along Langley Road would have been even more severely affected. It is already tailing back to St. Mary's Road at peak times. In any case, there is a perfectly adequate pedestrian crossing opposite East Berkshire College. It seems bizarre that the parents of the primary academy expect the entire resident population to be inconvenienced to in order to save them from a few seconds of extra walking to the existing pedestrian crossing.

Given the evidence and arguments above, we would strongly urge the Council to withdraw this ill-thought through scheme, which is based on a fundamentally false prospectus.

### Alternative Recommendations

In view of the occasional accidents involving pedestrians who are shown by police records in all cases to be at fault, we would advocate compulsory road safety training in our primary schools, with additional refresher training sessions in secondary schools and for students at East Berks College.

We would also advocate that a better use could be made of redundant or rarely used pavements near the Harrow roundabout. These could be converted to permissive cycle use.

We also respectfully note some dual standards reference arguments about cyclist safety. Almost the whole of the A4 from the M4 junction 5 to Slough centre now has a dedicated and segregated cycle lane. Why therefore are cyclists not prohibited from cycling on the main carriageway? Surely compulsory use of segregated cycle lanes would provide an easy safety win for everyone.



**APPENDICES 1-9**

## Appendix 1 – Safety data, 3 years of accidents in scheme area by cause and detail

ALL REPORTED ACCIDENTS IN LANGLEY TRAFFIC SCHEME AREA FOR 3 YEARS 2010-2012.							Police can report up to 4 causes from a defined list	
Date	Cause 1	Cause 2	Cause 3	Cause 4	Severity	Description	Location	
04/01/10	Failure to judge other person's path or speed	Slippery road (due to weather)			Slight	CAR1 TRAVELLING COLLIDED WITH REAR OF CAR2 WAITING TO TURN RIGHT.	LANGLEY HIGH STREET JUNCTION MEADFIELD RD, LANGLEY, SLOUGH	
23/02/10	Slippery road (due to weather)	Failure to judge other person's path or speed	sleet, snow, or fog	Loss of control	Serious	MOTORCYCLE TRAVELLING W GOT TOO CLOSE TO VEHICLE AHEAD, MOTORCYCLE BRAKED, LOST CONTROL & SKIDDED	LANGLEY RD APP 60M E J/W SPENCER RD LANGLEY	
25/05/10	Wrong use of pedestrian crossing facility	Failed to look properly	Other		Slight	CAR TRAVELLING OVER PEDESTRIAN CROSSING UNDER GREEN AUTOMATIC TRAFFIC SIGNAL HIT PEDESTRIAN CROSSING ROAD	B470 STATION RD O/S LANGLEY COLLEGE LANGLEY	
30/06/10	Failed to look properly	Failure to judge vehicle's path or speed	Careless/ reckless/ in a hurry		Slight	PEDESTRIAN CROSSING CARRIAGEWAY FROM DRIVERS OFFSIDE RAN TO CATCH PSV & COLLIDED WITH CAR	LANGLEY RD LANGLEY APPROX 50M W OF HIGH ST	
04/09/10	Impaired by alcohol				Slight	PEDALCYCLE CLIPPED BY CAR ON ROUNABOUT. CAR FAILED TO STOP, RIDER PEDALCYCLE IMPAIRED BY ALCOHOL	B470 LANGLEY RD JUNC HARROW MARKET RBT LANGLEY SLOUGH	
08/07/11	Travelling too fast for conditions	Failed to judge other person's path or speed	Aggressive driving	Other	Serious	MOTORCYCLE ACCELERATED FROM POLICE VEHICLE AND COLLIDED WITH 3RD VEHICLE	STATION RD J/W SCHOLARS WALK SLOUGH	
26/07/11	Driver using mobile phone	Careless/ reckless/ in a hurry	Failed to look properly		Slight	CAR2 BRAKED FOR ANIMAL (CAT) IN ROAD, CAR1 TRAVELLING BEHIND CAR2 FAILED TO BRAKE IN TIME & HIT REAR CAR2	LANGLEY RD APPROX 150M W B470 HIGH ST LANGLEY	
14/09/11	(Pedestrian) Careless/ Reckless/ In a hurry	Failed to look properly	Wrong use of pedestrian crossing		Slight	CAR TRAVELLING S OVER PEDESTRIAN CROSSING ON GREEN AUTOMATIC TRAFFIC SIGNAL HIT BY PEDESTRIAN RUNNING OVER CROSSING	B470 STATION RD 115M N LANGLEY RED LANGLEY	
17/10/11	Failed to look properly	Wrong use of pedestrian crossing facility			Slight	PEDESTRIAN CROSSING ROAD HAD CROSSED HALF WAY WHEN FOOT RUN OVER BY UNKNOWN CAR WHICH FAILED TO STOP	B470 STATION RD APPROX 40M N LANGLEY RD, LANGLEY SLOUGH	
07/11/11	Failed to look properly	Failed to look properly	Other		Slight	PEDESTRIAN STEPPED INTO ROAD FROM MIDDLE OF LARGE GROUP OF PEDESTRIANS INTO NEAR SIDE OF CAR, DRIVER STATES LIGHTS GREEN	B470 STATION RD APP 110M N RBT J/W LANGLEY RD SLOUGH	
01/12/11	Failed to look properly	Failure to judge other person's path or speed			Slight	CAR1 FAILED TO SEE CAR2 STOPPED TO LET TRAFFIC GO & COLLIDED WITH REAR OF CAR2	B470 HIGH STREET JCT HARROW MARKET CAR PARK, LANGLEY SLOUGH	
21/12/11	Junction overshoot	Disobeyed stop sign or give way or markings			Slight	CAR1 PULLED OUT OF JUNCTION & COLLIDED WITH CAR2. CAR1 FAILED TO STOP	B470 HIGH ST J/W MEADFIELD RD LANGLEY	
28/01/12	Impaired by alcohol				Slight	CAR1 TRAVELLING TOO FAST ON LEFTHAND BEND & COLLIDED WITH CAR2. CAR1 DRIVER INTOXICATED	LANGLEY RD O/S LANGLEY COLLEGE APROX 60M W STATION RD, LANGLEY SLOUGH	
29/06/12	Other				Serious	ALL VEHS TRAVELLING W TO E. CAR1 COLLIDED WITH REAR CAR2 PUSHING IT INTO HGV3. CAR2 & HGV3 WERE HELD UP BY VEHICLE WAITING TO TURN RIGHT CAR1 DRIVER STATES FOOT SLIPPED OFF BRAKE.	LANGLEY RD O/S 297 JCT SPENCER RD, SLOUGH	
06/12/12	Not coded	Not coded			Slight	LGV STATIC AT JUNCTION WAITING TO TURN RIGHT, TAXI WENT TO OVERTAKE LGV AS LGV TURNED RIGHT & COLLISION OCCURRED	B470 HIGH ST J/W MEADFIELD AVE LANGLEY SLOUGH	
			On the fringe and may be outside scheme area					
		Accidents by year						
	2010		5					
	2011		6					
	2012		3					

**Appendix 2** – Examples of queues along Langley Road, Station Road, and the High Street after scheme introduction.

A typical queue along Langley Road at 5.30pm. The queue starts here, at the junction with St Mary's Road .....



.....and continues all the way along Langley Road.....



...all the way to the Harrow roundabout. The new green cycle lanes at the roundabout can be seen



Note the relative numbers of car users, pedestrians and cyclists (none). Photos taken around 5.30pm



On the same day just a few minutes later, here is the view along Station Road. The queue starts at the roundabout....



...and stretches back at least as far as Langley railway station. No cyclists or pedestrians are visible.



In this picture, taken at 3.50pm on May 7<sup>th</sup>, the queue from the Harrow roundabout stretched back down Langley Road to Amanda Court, over three quarters of a mile. Note that working vehicles, including for the disabled, are also caught up in the scheme's effects.



This picture taken at 8.40am on May 2<sup>nd</sup>, shows the queue as it appears from the traffic lights at the junction of Parlant Road and Langley High Street



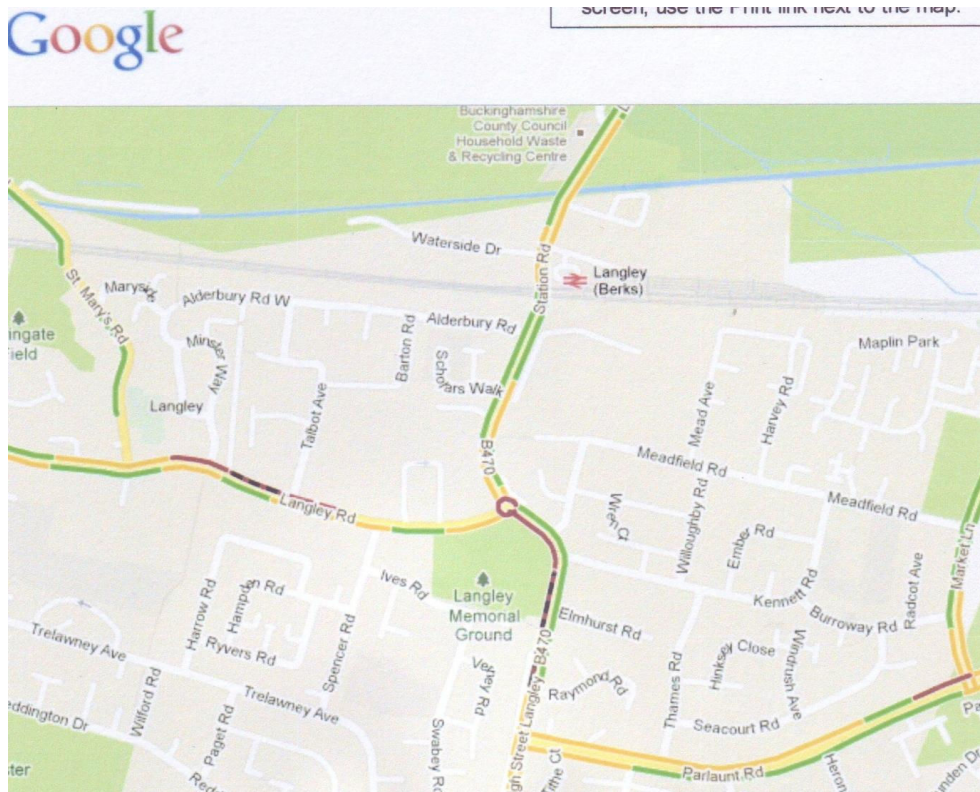


**Appendix 3 – Google maps 10/05/13**

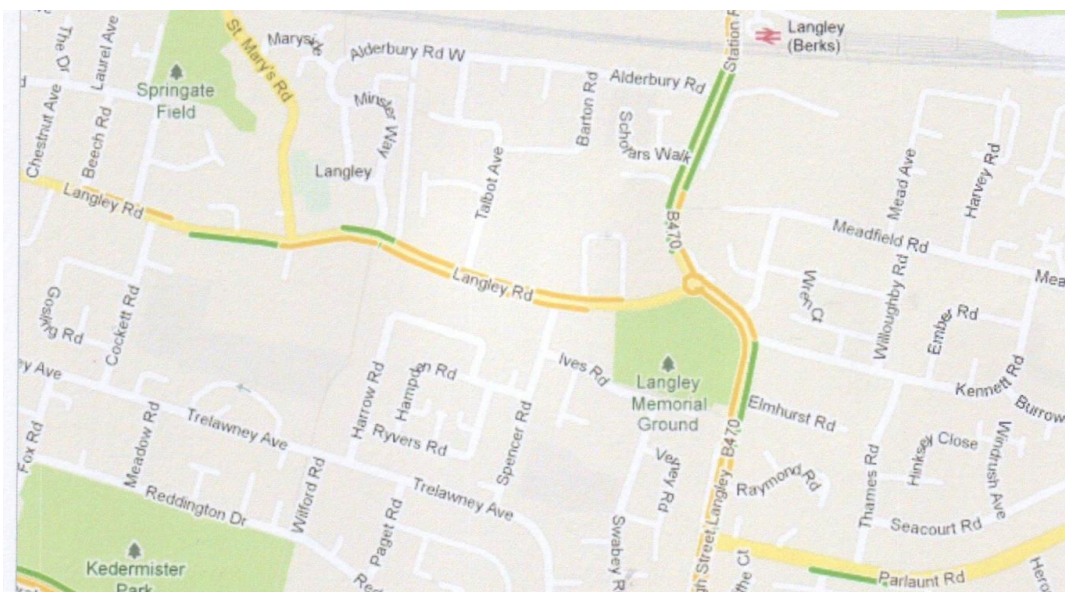
Google Map show real time traffic queue data, according to the following colour scheme



Google Maps – Live data Friday 10/05/13 at 8.45am. Huge queue on approach from the south

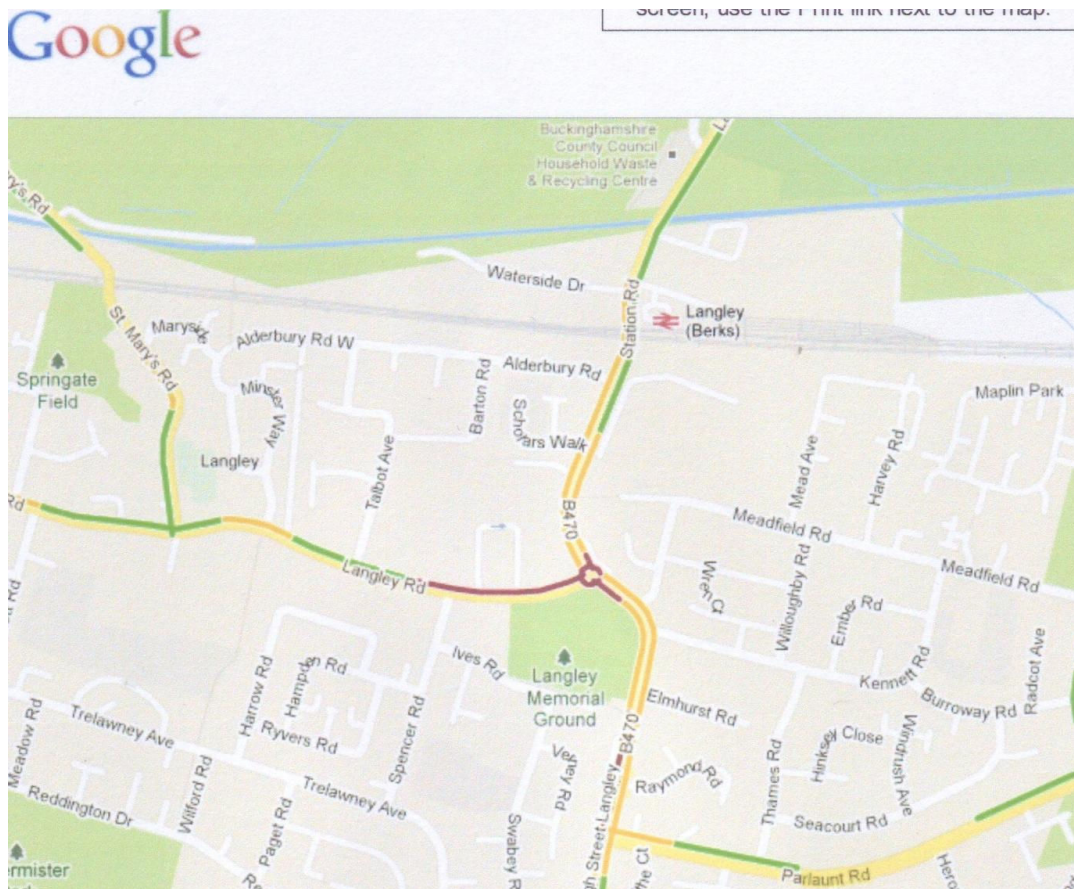


Historic data for Fridays at 8.45am

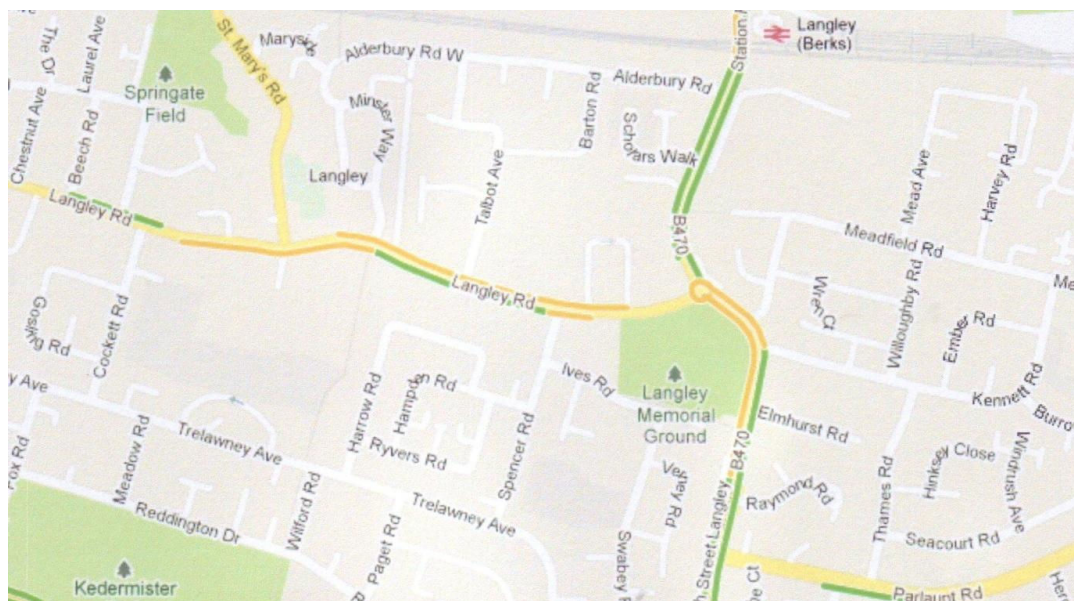




Google Maps – Live data Friday 10/5/13 at 3.45pm. Huge queues on all roundabout approaches

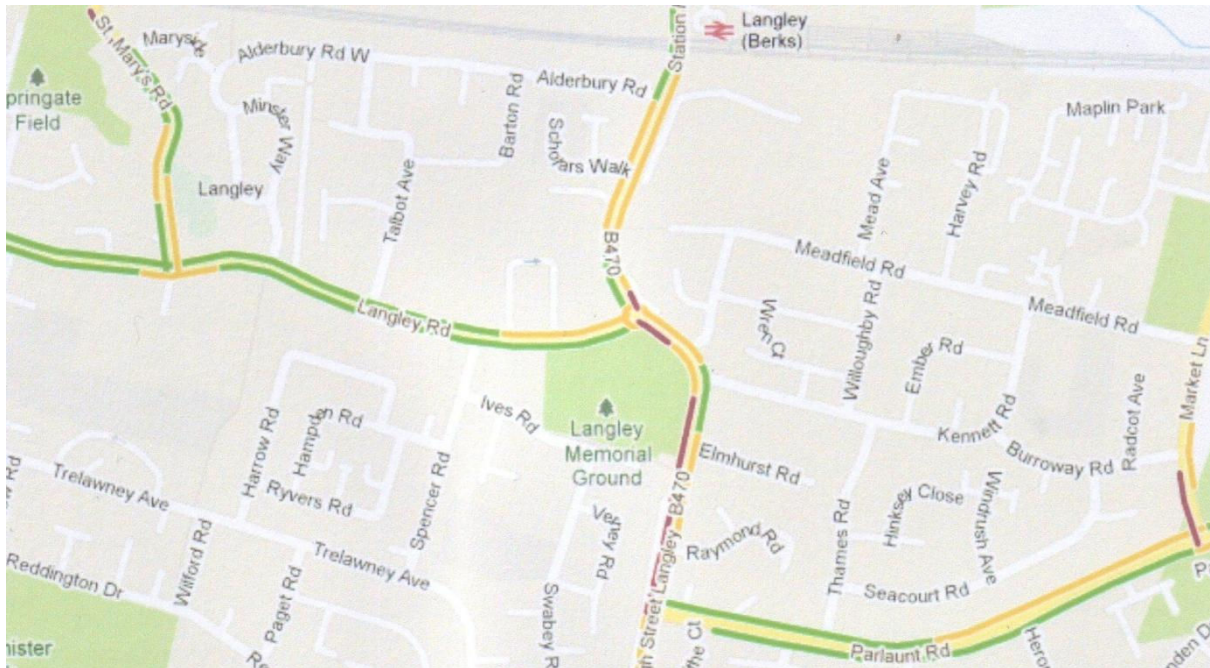


Historic data for Fridays at 3.45pm

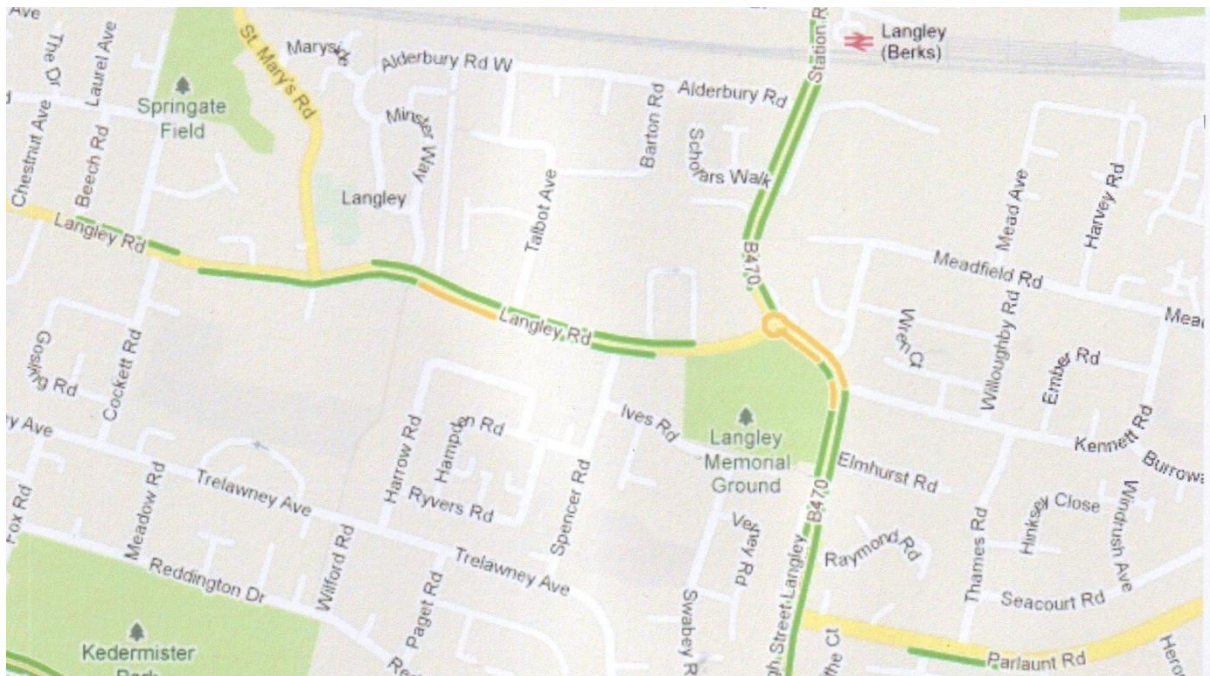




Google Maps – Live data for Friday 10/05/13 at 6.45pm



Historic data for Fridays at 6.45pm



**Appendix 4 – Scheme effects on adjacent roads**

Queue of local residents trying to get out from Meadfield Road onto Langley High Street towards the Harrow roundabout around 8am



Queue of local residents trying to get out from Willoughby Road onto Langley High Street towards the Harrow roundabout around 8am





**Appendix 5** – Photos of Parlaunt, Market Lane, and Iver on May 2<sup>nd</sup>, around 8.45 – 9am.

The scheme is affecting outlying roads. Here traffic is trying to turn out of Parlaunt Road but was prevented by the tailback from the Harrow roundabout, photo from 8.45am on May 2<sup>nd</sup> 2013 (see last photo in appendix 2)



Traffic is finding other ways around the new village centre gridlock. More traffic is using the route along Market Lane and Mansion Lane between Foxborough and Iver. The result is new and/or longer queues as here at the junction of Market Lane and Parlaunt Road, now stretching back to Meadfield Road



At the other end of this route, the queue to exit at the 'Kwikfit' junction in Iver is now enormous. The waiting time from this point for the one junction alone was 12 minutes.

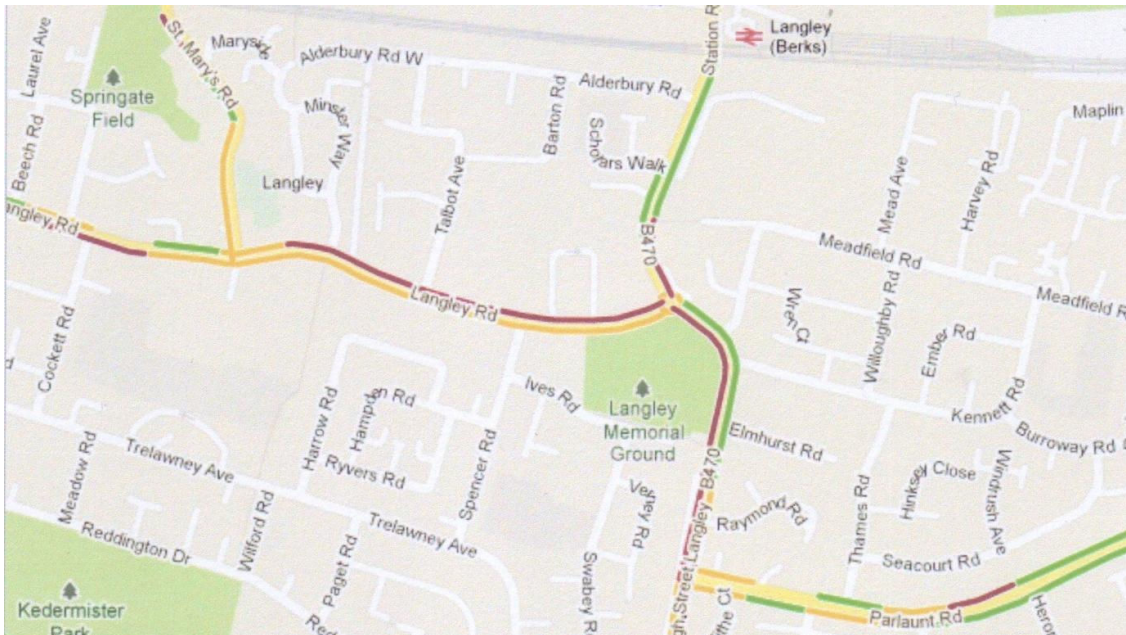


Note again the relative proportions of cars, cyclists and pedestrians in all preceding photographs.

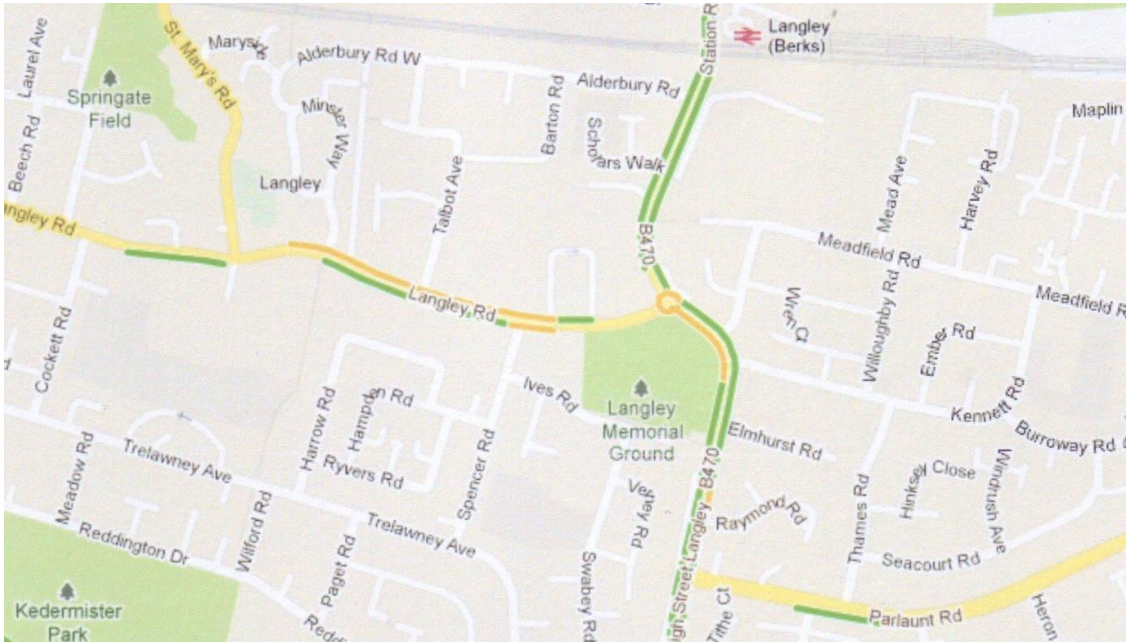


**Appendix 6 – Google maps 13/05**

Google Maps – Live data for Monday 13/05/13 at 9am. Huge queues throughout the area.



Historic data for Mondays at 9am



**Appendix 7 – Photos of roundabout before and after scheme introduction**

Before – two lines of traffic can flow from Langley High Street



After – traffic is now limited to one lane only





Before – again, two lanes of traffic can flow, this time from Station Road



After – only one lane, causing traffic in this case to tail back to Langley station (see appendix 2)



The same is also true for the Langley Road entrance to the roundabout

**Appendix 8 – Photo of redundant pavement**

Unused, wide pavements at the Harrow Market roundabout could be used by cyclists instead of eating into the road space. Such segregation would surely be safer. Memorial Park side of roundabout shown



A similar situation holds on the Shops side of the roundabout. Almost all pedestrians use the shops precinct.



Note as before the relative proportions of cars, cyclists, and pedestrians



Appendix 9 – Selection of Press Clippings

**Blind-sided by danger junction**

I ATTENDED the Langley Neighbourhood Forum meeting when Hayley Fails and co. asked for the community's views about road safety in Langley. Our chief concerns were the St Mary's Road, and Middlegreen Road junctions with Langley Road. The 'planners' have ignored our concerns.

I watched a Royal Mail lorry trying to negotiate the roundabout in the village, the driver had to watch the rear of his vehicle to avoid the bollards. How could he possibly see anyone in front of him at the same time? An accident waiting to happen.

The council's desire to stop residents using their cars is 'pie in the sky'; most folks' main ambition is to own a car.

**E Jones  
Langley**

**More problems with 20mph limit**

I HAVE to say that the new 20mph zone in Langley is something of a joke. The traffic is ridiculous.

To get to my home on the Orchard Residential Park after visiting my dad in Raymond Road, because on a number of occasions the cars are queuing way back up the road, I have to now go down Parlaunt Road, Market Lane and Mansion Lane.

Surely all this is doing is creating extra air pollution from petrol and diesel fumes, which cannot be very healthy for the children in the school?

I also notice that the mums are not teaching their children to use the right way to cross the road by using the zebra crossings, instead they cross right by the roundabout. I am surprised that there hasn't been an accident yet.

**M STEVENS  
Orchard Residential Park  
Langley**

**Deadline for submissions: 5pm Tuesdays**

**Improving facilities for a few cyclists**

IN THE past few weeks you have published articles and letters regarding the proposed introduction of a traffic calming trial in Langley village, and in particular the astonishing proposal to reduce the traffic lanes at the Harrow Market roundabout from two to one, at a stroke reducing road capacity at this key arterial junction by 50 per cent and therefore doubling the peak time traffic queues.

This at a time when the council is known to be concerned about traffic congestion!

In last week's paper, one Hayley Fails, an unelected official, justified inflicting these proposals in part because of cyclists.

Just how many cyclists have readers seen on the roads during the cold, windy, snowy weather of the past week? I cycle sometimes, but truly the bias of the council officials in favour of certain preferred stakeholder groups is extraordinary.

Yet this is not quite the issue. To my certain knowledge, three local councillors for the Langley area, each representing a different mainstream party, have queried the traffic lane reduction, as have the Langley Neighbourhood Action Group and, as you reported last week, also the Langley Neighbourhood Forum.

This weight of local opinion seems pretty convincing yet appears to count for nothing when compared with an unelected, unaccountable official whose sole desire appears to be to justify and inflict a prejudiced set of proposals on the majority population. It speaks volumes that an open consultation meeting has not been called to deal with these proposals.

*Does local democracy not mean anything?*

**Request for second consultation over roundabout 'ignored' say campaigners**

CAMPAIGNERS who called for a second consultation over planned changes at Langley's Harrow Market roundabout have been left disappointed.

Sheila Papall, chairman of the Langley Neighbourhood Forum, said that the request had been 'ignored' and the red and white road blocks already installed.

She has written to Slough Borough Council this week saying: "To go ahead with present plans is to create huge traffic problems during peak hours, increased risk to cyclists and questionable benefit to pedestrians since the zebra crossing will be too close to the roundabout."

"If my assumptions are wrong then I will be only too pleased to have this explained but not with platitudes which fail to deal with the issues raised."

The changes will see a 20mph zone implemented, with lanes approaching the roundabout reduced from two to one.

The scheme will be introduced on a trial basis for a period of six to nine months.

**ANGRY: Sheila Papall (centre) with other campaigners against the council's plans for the roundabout.** Ref:116122-3



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## **COPY EMAIL**

Further information from residents for scrutiny

Having had chance now to reframe the Thames Valley Police accident data, please find a spreadsheet attached, which will just about fit on one page of A4

In three years there were 14 accidents in the scheme area of which.....

There are two cycling accidents (one just outside the scheme area). In one the cyclist was drunk, in the other the cyclist was riding on the pavement (illegally) and collided with a car passenger door – the car was stationary. Thus both cyclist accidents were entirely their own fault and preventable by them.

There are five pedestrian accidents, all due to the pedestrian not looking, three took place actually ON the pedestrian lights when the lights were green for vehicle users.

Two accidents were caused by a cat running out into the road

One accident was due to a motor cyclist trying to escape from a Police car (this caused a 'serious' accident though may have been just outside the scheme area)

NO accidents occurred at the Harrow roundabout.

Accidents rates were 8 in 2010 and 2011, and 4 in 2012. They are reducing from a low and, as the descriptions show, very random level. No accident seems to be attributable to Langley Hall primary academy.

The published 'Statement of Reasons' for the scheme mentions the need to 'manage speeds', and 'reduce the likelihood of serious accidents'. This is pure council fantasy.

Not a single accident has 'exceeding the speed limit' as a cause. One accident (the serious accident above when evading a police car) has 'driving too fast for the conditions' as a causal factor. Would the scheme have prevented that?

There is simply NO SAFETY CASE for these proposals. The council either know this and are being disingenuous or do not know in which case they are incompetent.

Meanwhile the lives of 28,000 residents are disrupted in many cases on a daily basis. If each resident uses the Harrow market once a week on average that is 1 million journey a year being disrupted. For what? The scheme is utterly disproportionate. Peak time queues now stretch back to the Station, St Mary's Road, and Parlaunt Road, and there are knock on effects at Parlaunt Road, Market Lane, Spencer Road, and no doubt elsewhere

There was a serious accident caused by travelling too fast. And there was a slight accident when a cyclist was hit by a car at the Harrow roundabout. Is the council policy therefore vindicated? Errrr, no!

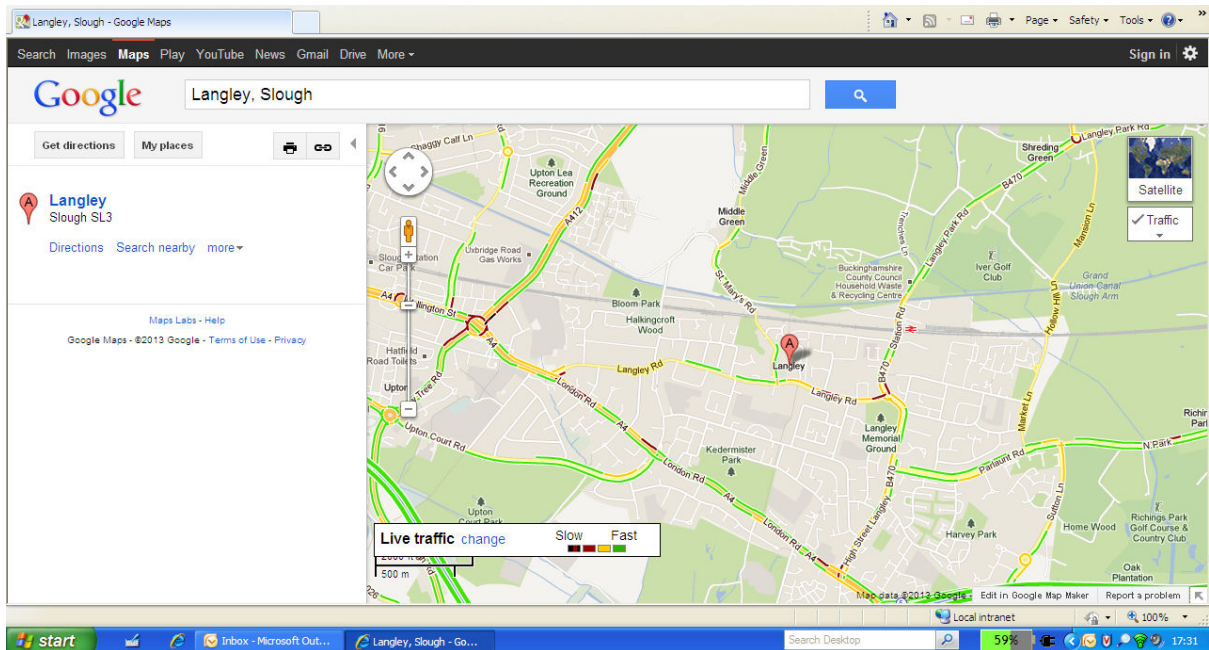
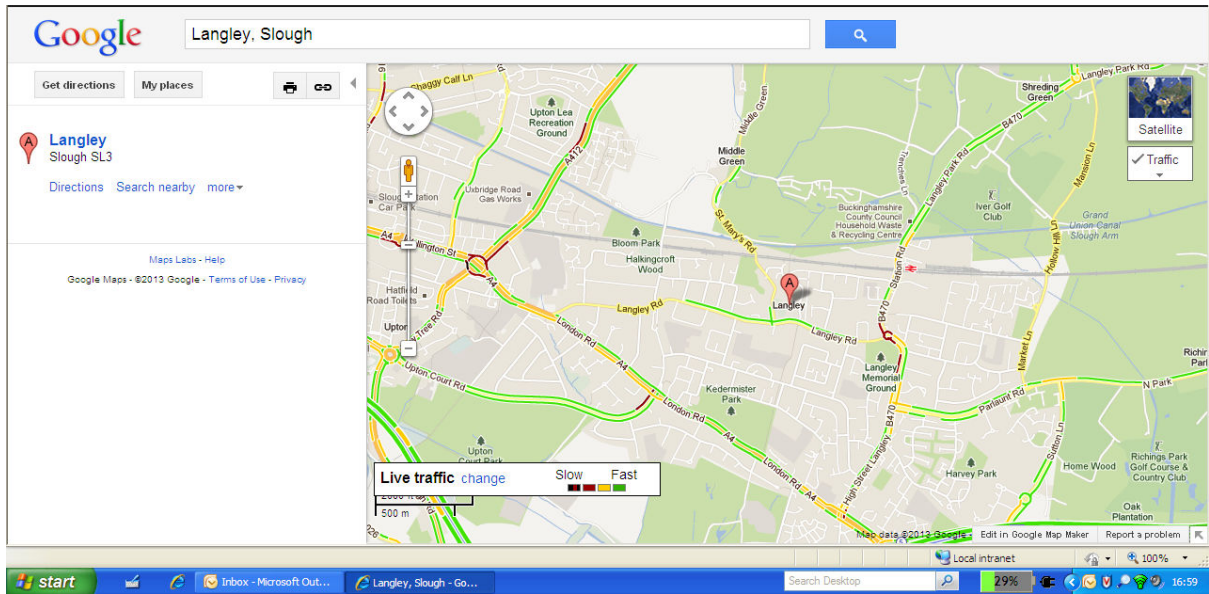
In fact a motorcyclist was the victim of the serious accident travelling too fast as a result of trying to escape from a Police car !!!!!!!!!!!!!!!!!!!!!!!

And the cyclist? He/she was drunk !!!!!!!!!!!

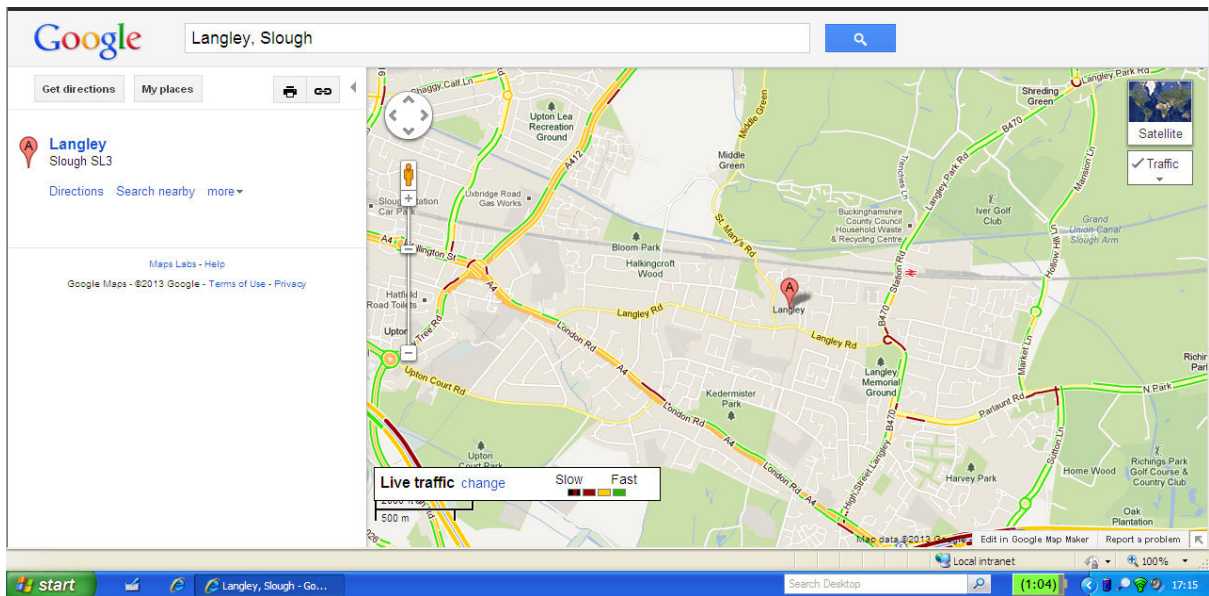
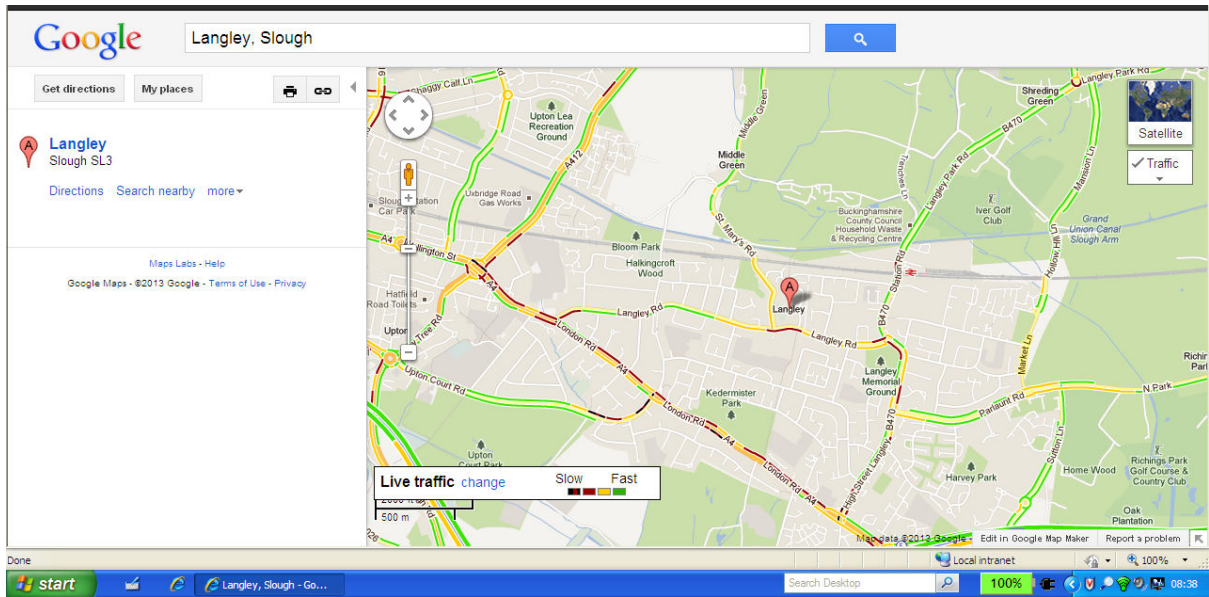
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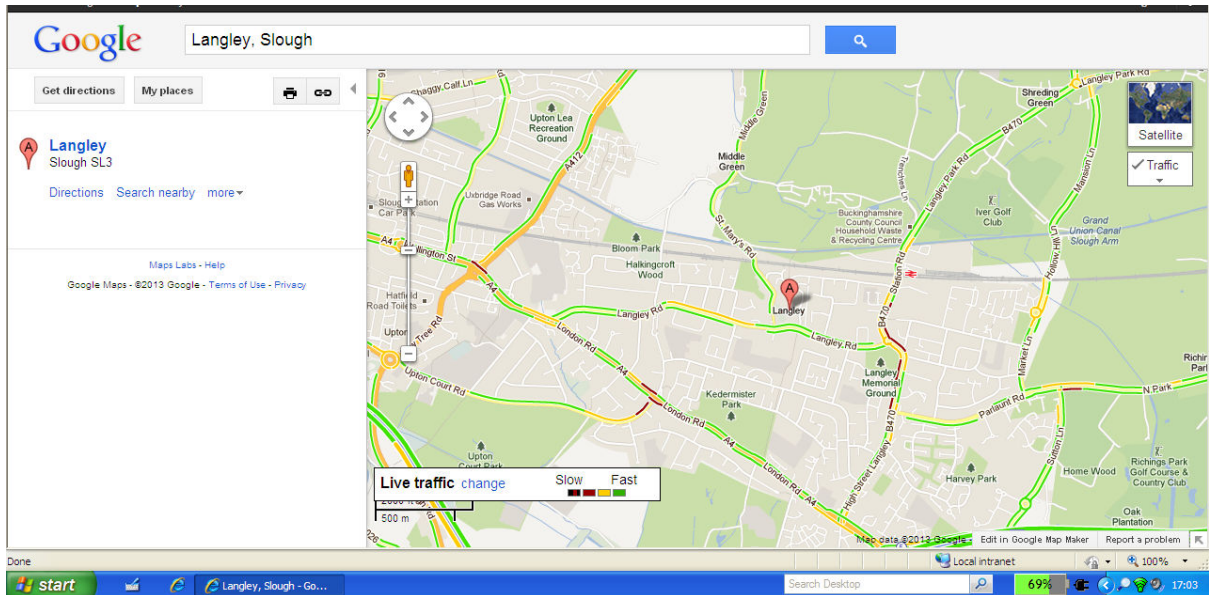
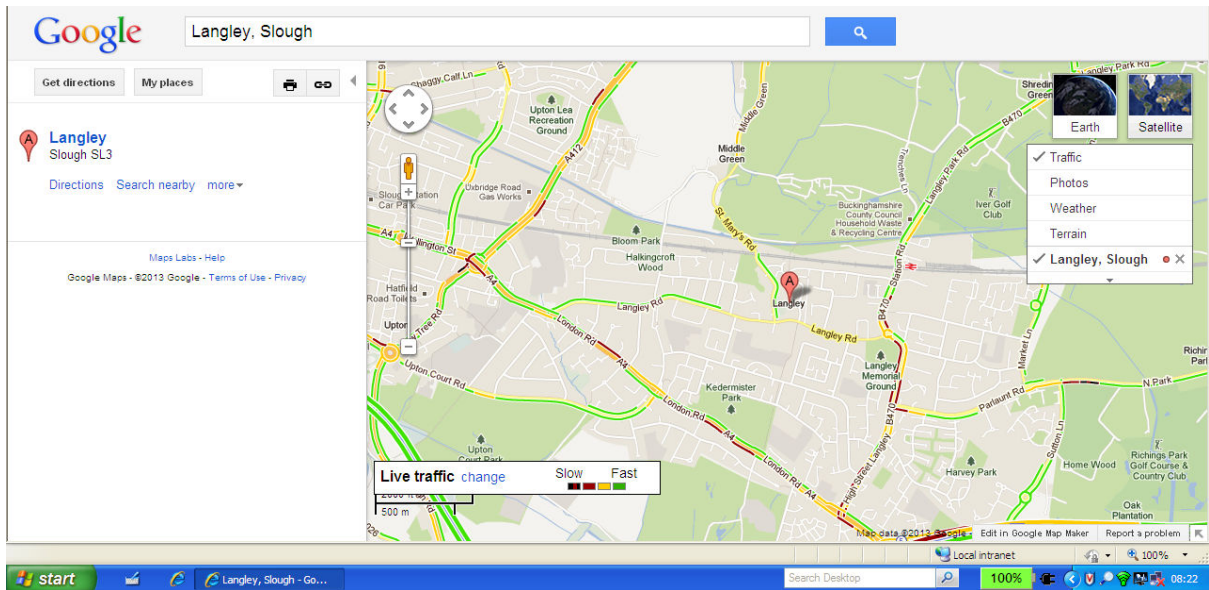
Mon 13 May



Tuesday 14<sup>th</sup> May

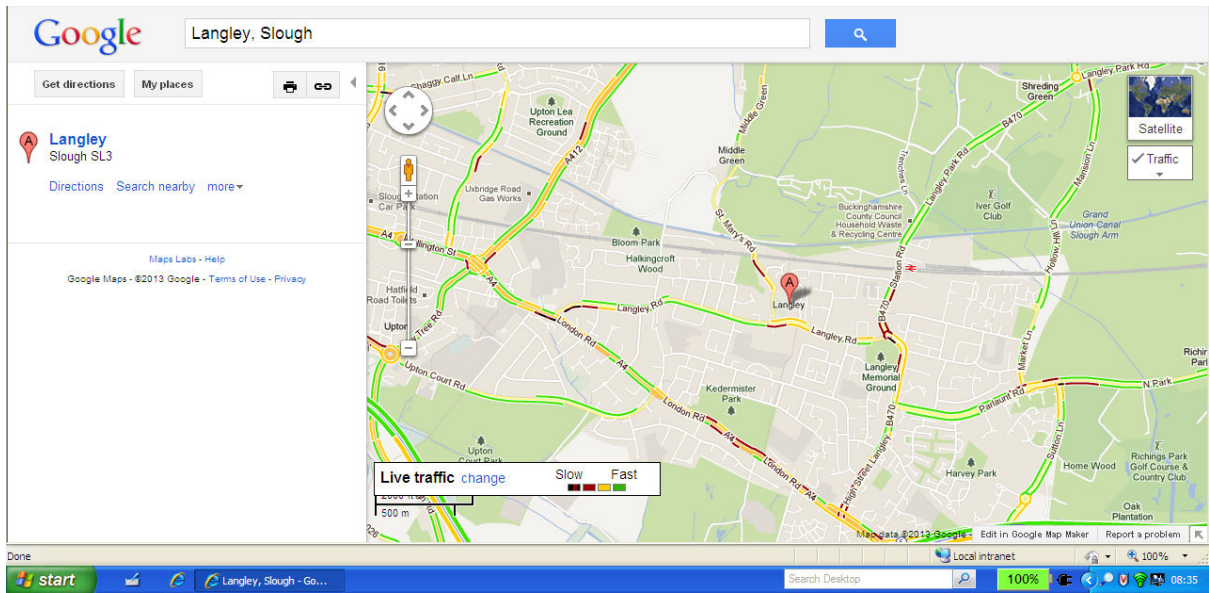
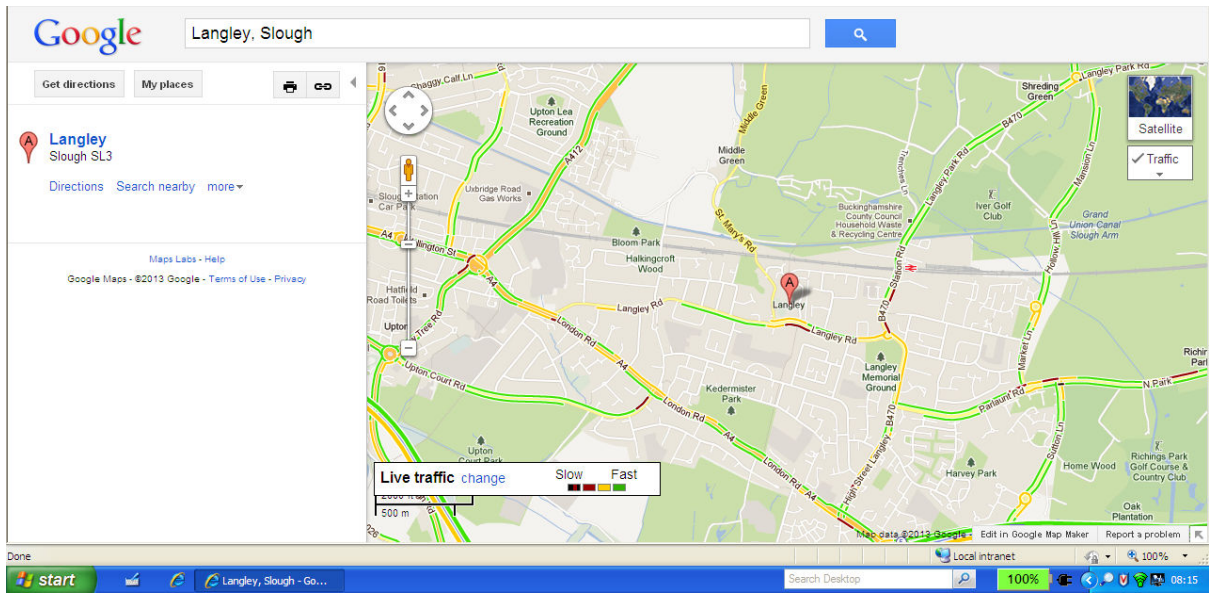


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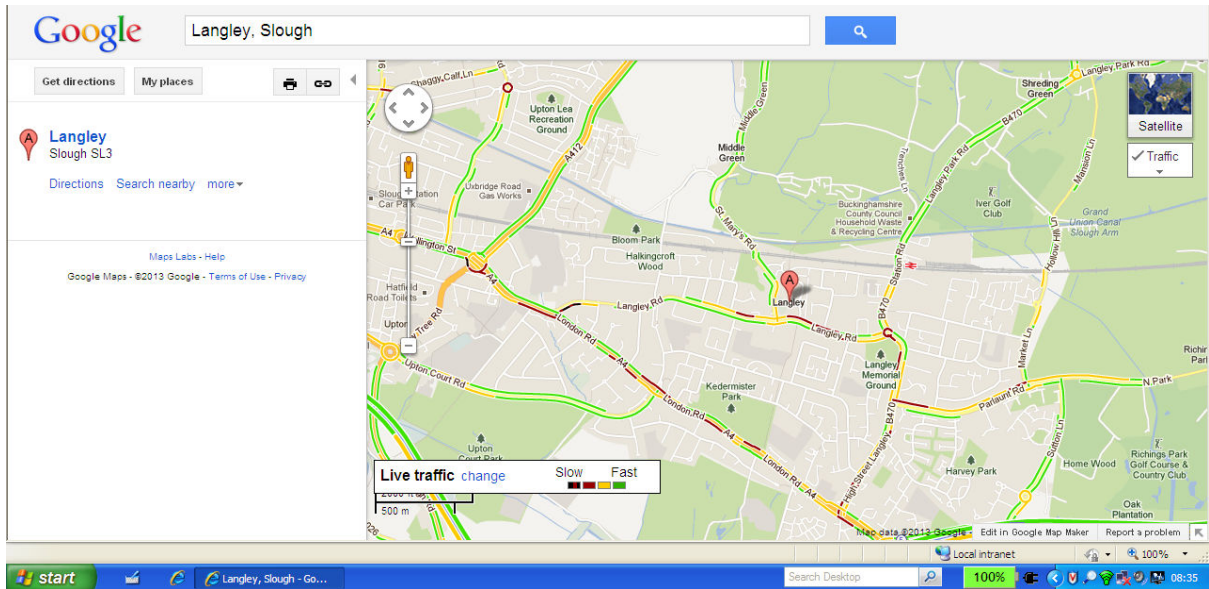


Thursday 16<sup>th</sup> May





Monday 20<sup>th</sup> May



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## **OVERVIEW & SCRUTINY COMMITTEE – 4<sup>TH</sup> JUNE 2013**

### **Cllr Coad Call-in: Officer Delegated Decision 14/13 – 20 mph zone covering Langley Road, Station Road and High Street, Langley**

#### **Summary of Significant Decision Scheme History and Consultations**

The Significant Decision report is attached.

Residents were initially consulted about the proposed 20mph zone on the 20<sup>th</sup> July 2012. The Consultation leaflet (attached Langley Consultation Document and Map with pictures) were delivered to 500 households along Langley Road and surrounding roads, and an electronic version was posted on the council's internet consultation portal (Uengage).

Three public meetings were held (East Berks College, Monday 30<sup>th</sup> July; St Bernard's, Tuesday 7<sup>th</sup> August and Langley Academy Tuesday 14<sup>th</sup> August). The majority of respondents did not support the scheme citing the proposed vertical traffic calming measures (such as raised tables and speed cushions) as the key reasons.

A design workshop was organised in conjunction with Langley Neighbourhood Forum on the 11<sup>th</sup> September (attended by over 50 members of the public). The outcome from this meeting was that a smaller 20mph zone be implemented on an experimental basis. The proposed traffic calming measures are psychological ones such as road narrowing, textured surfacing and signing, rather than physical ones (speed cushions or tables). Attendees at the meeting were advised that the Council would inform residents of the revised changes, but that no further consultation would take place.

On 13<sup>th</sup> February 2013, a construction letter was circulated informing residents about the proposed scheme; delivered to properties along the whole stretch of Langley Road, Whitehouse Way, Spencer Road, Lambert Avenue, Padstow Close, Scholars Walk, part of High Street Langley and Station Road.

Statutory stakeholders were informed at both stages.

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## Customer and Community Services

### Significant Decision

#### Langley Road experimental 20mph zone, junction improvements and cycle/pedestrian safety scheme

**Prepared by:** Rudo Beremauro, Assistant Engineer Integrated Transport.

**Purpose of Significant Decision:** To approve the construction of the proposed experimental 20mph zone covering; Langley Road, Station Road and High Street Langley.

#### Background

Langley Road is located on the north eastern side of the borough, and forms part of the Langley St Marys and Kedermister wards. The road is used as a thoroughfare by residents and commuters to and from Slough, and as an alternative to using the A4 London Road. Additionally Langley Road connects to existing facilities such as Harrow Market Parade, Langley Station and educational facilities such as East Berkshire College and Langley Hall Academy.

The area was identified for cycle and pedestrian safety improvements due to a high incidence of accidents; in the 3 years to May 2012 there were 39 injury accidents recorded at the Harrow Market roundabout and along Langley Road resulting in 47 casualties.

An initial consultation was carried out in July 2012. The majority of respondents did not support the scheme citing the proposed vertical traffic calming measures (such as raised tables and speed cushions) as the key reasons.

Following a design workshop organised in conjunction with Langley Neighbourhood Forum, it was recommended that a smaller 20mph zone be implemented on an experimental basis. The proposed traffic calming measures are psychological ones such as road narrowing, textured surfacing and signing, rather than physical ones (speed cushions or tables). Attendees at the meeting were advised that the Council would inform residents of the revised changes, but that no further consultation would take place. The extents of the proposed Langley 20mph zone can be seen in drawing number SBC/T/I.T/00041 in *Appendix D*.

The change in speed limit, although forming part of an experimental scheme, will be implemented under a permanent order as there is currently no provision within the Road Traffic Regulation Act to introduce speed limits on an experimental order. The order will be in place for a period of at least 9 months, with a view to either retaining the limit or revoking it within a year. A significant decision (SD) report, to this effect, was signed and approved on the 8<sup>th</sup> February 2013. (Please see *Appendix A* for signed SD).

#### Consultation

Letters informing residents about the proposed scheme were delivered to properties along the whole stretch of Langley Road, Whitehouse Way, Spencer Road, Lambert Avenue, Padstow Close, Scholars Walk, part of High Street Langley and Station Road. The Council received ten objections to the proposals from Councillors and residents (Please see *Appendix B* for a summary).

The main objection is to the narrowing of the approaches to the roundabout, many feel this will lead to a large increase in journey time for through users. The redesign of the roundabout will reduce vehicle speeds on entry, increase safety for cyclists and reduce pedestrian crossing distances. We



do not expect the alterations to have a marked impact on journey time, however we will carry out journey time surveys to measure and evidence any delay. The purpose of introducing the scheme experimentally is so that we can monitor the situation actively, and can continue to engage with all users and stakeholders. By measuring the success of the scheme, and acknowledging any unsuccessful changes, we can adapt it should that prove necessary.

A number of residents objected to the proposal to introduce a zebra crossing at the roundabout junction with Station Road. This proposal has been deferred and will be revisited once the initial changes have been evaluated.

Consultation with the statutory stakeholders was also undertaken, with no objections being received.

### **Supporting Evidence**

Having considered the objections from the residents the council recommends that the scheme be implemented in line with the objectives set out in the council's Third Local Transport Plan (LTP3), guidance from the Setting Local Speed Limits report from the Department for Transport (DfT) and evidence of history of accidents at this site.

### **LTP3**

The following extracts from the LTP3 supplementary document, Road Safety Strategy, demonstrate the council's commitment to interventions that support the introduction of a 20mph scheme.

1. Making sustainable transport options accessible to all through the improvement and modifications of the road design and in turn make it safer. This can be carried out through the creation of safer crossing places, slowing down traffic, the implementation of 20mph zones and reallocation of road space in order to give more space to pedestrians and cyclists.
2. Enhancing the social inclusion and regeneration of deprived areas, combining target regeneration initiatives with traffic calming such as 20mph zones that will improve road safety in deprived areas.
3. Minimising the noise generated by the transport network and its impacts by introducing road safety improvements that encourage a modal shift away from car usage to walking and cycling, thereby reducing noise pollution.
4. Improving the journey experience of transport users across Slough's transport networks through engineering measures.
5. Mitigating the effects of travel and the transport system on the natural environment, heritage and its impacts through road safety initiatives that also encourage a shift towards more sustainable modes transport.

### **DfT Guidance**

In addition, the Department of Transport supports the implementation of 20mph schemes especially in areas with high pedestrian flow by encouraging local authorities to keep their speed limits under review with changing circumstances, ensuring greater safety for pedestrians and cyclists.

**Source:** Setting Local Speed Limits

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/2733/setting-local-speed-limits.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/2733/setting-local-speed-limits.pdf)

### **Accident history**

The area was identified for remedial improvements due to a high incidence of pedestrian and cycle accidents. Following the initial round of consultations a further 3 year accident investigation (Jan 2009- Dec 2012) was undertaken at the area covered by the reduced zone. A total of 17 injury accidents were recorded, whilst only 2 of these resulted in serious injury 7 involved vulnerable road user groups (those for whom there is little or no protection from their vehicle). There is an element of chance in the outcome of a collision for such casualties, and often little separates a slight outcome from a serious or even fatal result. Slight injuries are, in this context, a valuable early indication of



underlying safety problems that could result in a more serious outcome. The data from the previous 3 years was also considered (2007- 2009) and a similar trend was observed, evidence of a long term accident problem at this site. (Please see Appendix C for crash types and locations).

Using the Transport Analysis guidance (TAG) from the Department for Transport it can be determined that the cost to society of 17 injured casualties of this type is £893,410 (See table 1 below). In support of the Council's commitment to making Slough's roads safer, this valuation also lends weight to the importance of addressing locations where there is clear need to protect vulnerable road users.

Casualty type	Number of casualties	Average Value of Prevention, for a casualty of this type (£)	Total Value of Prevention (£)
Pedestrian	5	76,880	384,400
Cyclists	1	48,430	48,430
Motorcycle	1	91,880	91,880
Cars	10	36,870	368,700
Total	17		893,410

Table 1: Department for Transport, Transport Analysis Guidance (TAG) (www.dft.gov.uk/webtag/documents/expert/pdf/unit3.4.1.pdf)

### Implementation

The scheme will be introduced in a number of stages:

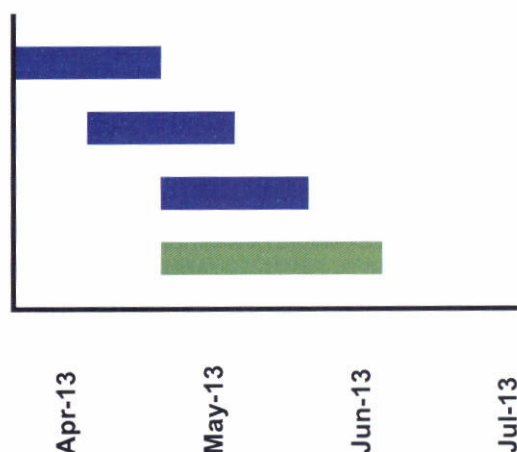
- 1) Experimental 20mph and roundabout configuration.

Temporary roundabout and kerb lines

Temporary cycle lanes and 20mph zone

Journey time surveys and subsequent alterations

Permanent cycle markings introduced- Langley Rd



A period of review will be undertaken in early 2014; in April 2014 the scheme will either be made permanent or revoked.

- 2) Junction improvements A4/ Langley Road – Forms part of the better bus project, date for works as yet unknown.

- 3) Mini roundabout Middlegreen road – will be implemented when funds are available.

### **Financial Implications**

The implementation of the scheme is estimated at £170, 000 (this figure covers the 20mph zone and cycle works only) and will be met from the Greener Travel capital budget.

### **Recommended Decision**

- i) That a 20mph zone be introduced on Langley Road from Spencer Road to the High Street junction and will include Station Road to a point 30 metres south of Scholars Walk and from a point 10 metres north of Willoughby Road and its junction with High Street Langley. See drawing no SBC/T/I.T/00041 (*Appendix D*)
- ii) That the necessary Traffic Regulation Orders and Notices relating to the proposals proceed through the legal process in accordance with the Road Traffic Regulation Act 1984.
- iii) That a permanent 20mph order be implemented and reviewed after 9 months.
- iv) That traffic calming measures are introduced, including imprint, 20mph speed limit roundels and temporary vehicles activated signs to highlight the change in speed. See drawing no SBC/T/I.T/00041 (*Appendix D*)
- v) That cycle awareness markings are introduced along Langley Road (*Appendix E*)
- vi) That the junction improvement at A4 /Langley Road be implemented.
- vii) That a new mini roundabout be installed on Langley Road and its junction with Middlegreen Road.
- viii) That the residents be informed of the council's decision.

### **Supporting Documents**

- Signed Significant Decision – Langley Road trial 20mph zone, junction improvements and cycle/ pedestrian safety scheme. (*Appendix A*)
- Objections to the experimental 20mph zone and response from the Council (*Appendix B*)
- Accident Statistics tables and maps (*Appendix C*)
- Proposed Langley Road 20 mph zone drawing (*Appendix D*)
- Proposed Cycle route design plan (*Appendix E*)



**Approved**

Commissioner for Social and Economic  
Inclusion



Date

2/4/13

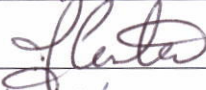
Assistant Director (Enforcement and Regulatory  
Services)



Date

27/3/13

Head of Transport



Date

27/3/13

Project Manager



Date

25/3/13

## Appendix A

Signed Significant Decision – Langley Road trial 20mph zone, junction improvements and cycle/ pedestrian safety scheme.

## Customer and Community Services

### Significant Decision

#### Langley Road trial 20mph zone, junction improvements and cycle/pedestrian safety scheme

**Prepared by:** Rudo Beremauro, Assistant Engineer Integrated Transport.

**Purpose of Significant Decision:** To approve the proposed Langley Road, Station Road and High Street Langley trial 20mph zone, traffic calming and cycle route scheme.

### Background

Langley Road is located on the north eastern side of the borough, and forms part of the Langley St Marys and Kedermister wards. The road is used as a thoroughfare by a number of residents and commuters to and from Slough, and as an alternative to using the A4 London Road. In the 3 years to May 2012 there were 39 injury accidents recorded on the road and 47 casualties.

In order to improve safety for the residents and children attending nearby schools, the council proposed a 20mph zone where the majority of collisions occurred. The vision of 20 mph zones is to help create more pleasant communities through improving road safety, while ensuring that vehicle speeds are kept sufficiently low.

### Consultation

On 20<sup>th</sup> July 2012 residents were consulted about the proposed 20mph zone. Consultation leaflets were delivered to 500 households along Langley Road and surrounding roads, and an electronic version was posted on the council's internet consultation portal (Uengage). Three public meetings were held and a majority of residents who attended did not support the scheme proposals, citing the proposed vertical traffic calming measures (such as raised tables and speed cushions) as key reasons. However the residents were in favour of introducing vehicle activated signs at key locations along Langley Road. A summary of residents' responses are in Fig.1.

The consultation was extended to Tuesday 11 September 2012 to incorporate feedback from an additional meeting organised by the Langley Neighbourhood Forum, following the concerns expressed by residents at the previous meetings. Those who attended the meeting were given the opportunity to make suggestions and highlight on plans, areas they felt the council needed to consider. These are attached in Appendix 1.

During the consultation residents objected to the use of traffic calming measures and to the 20mph zone, though in principle, they did not object to a 20mph speed limit. Having considered the objections and the need to reduce casualties in this area it is recommended that a smaller 20mph zone scheme is implemented without any vertical deflection measures. The proposed Langley 20mph zone will start on Langley Road from Spencer Road to the High Street junction and will include Station Road to a point 30 metres south of Scholars Walk and from a point 10 metres north of Willoughby Road to its junction with the High Street Langley roundabout. This will be implemented under a permanent order but for a trial



period of 6-9 months. If accepted the scheme will remain in place otherwise the order will be revoked.

Other elements in the scheme such as cycle markings and the junction improvement works on the A4 were not opposed by the residents. However residents suggested that the Council consider a mini roundabout at the junction of Middlegreen and Langley Road, this is feasible and will assist in reducing delays on Middlegreen and therefore these works will be implemented.

Consultation with the statutory stakeholders was also undertaken, with no objections being received.

### Results of the Consultation

	Yes	No	Don't Know
Do you agree with the proposed 20mph Zone from Lambert Avenue to the junction with Langley High Street and Station Road?	51	126	5
Do you agree with the raised junction tables at the junctions of St Marys Road and Langley Road?	46	133	3
Do you agree with the raised junction tables at the junctions of Minster Way and Langley Road?	51	129	2
Do you agree with the speed cushions along Langley Road?	41	138	3

*Fig. 1: Langley Road consultation responses*

### Financial Implications

The implementation of the scheme is estimated at £170 000 and will be met from the Greener Travel capital budget.

### Recommended Decision

- i) That a 20mph zone is introduced on Langley Road from Spencer Road to the High Street junction and will include Station Road to a point 30 metres south of Scholars Walk and from a point 10 metres north of Willoughby Road and its junction with High Street Langley. **See drawing no SBC/T/I.T/00041 (Appendix 3)**
- ii) That the necessary Traffic Regulation Orders and Notices relating to the proposals proceed through the legal process in accordance with the Road Traffic Regulation Act 1984.
- iii) Implement a permanent 20mph order for trial period of 6-9 months and subject to no objections being received from residents that physical measures are made permanent.
- iv) Introduce traffic calming measures such as imprint, 20mph speed limit roundels and temporary vehicles activated signs to highlight the change in speed. **See drawing no SBC/T/I.T/00041 (Appendix 3)**



- v) Introduce cycle awareness markings along Langley Road. **See drawing no SBC/T/I.T/00035 (Appendix 3)**
- vi) That the junction improvement at A4 /Langley Road is implemented.
- vii) Introduce a new mini roundabout on Langley Road and its junction with Middlegreen Road.
- viii) That the residents are informed of the council's decision.

**Supporting Documents**

- Residents consultation letter
- Proposed Langley Road 20 mph zone including cycle markings plan.

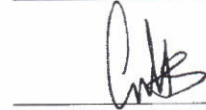
**Approved**

Commissioner for Social and Economic Inclusion



Date 8/2/2013

Assistant Director (Enforcement and Regulatory Services)



Date 4/2/13

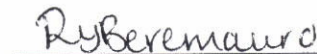
Head of Transport

ON BEHALF OF  
J. CARTER



Date 31/1/2013

Project Manager



Date 30/01/2013

## Appendix 1

### Summary of responses from residents

The following recommendations were made by the residents;

- Think cyclists throughout design
- At each bus stop consider the removal of traffic island; drivers are pulling onto opposing carriageway to overtake stationary buses
- Consider the need for a pedestrian refuge, and the effect pinch points has on cyclists.
- Smiley face SIDs (Speed Information Displays) around schools
- Reduce traffic speeds on roundabout approaches
  - increase the size of the roundabout (temporary trial)
  - tighten up the approaches
- Consider relocating the bus stop on Langley Road approach it is too near the junction.
- Improve the pedestrian crossing points, the pedestrian crossing on the Langley Road approach is too small
- Introduce part time 20mph around school/ 30 SLOW DOWN VAS (Vehicle Activated Signs)
- Improve pedestrian desire line
- Remove refuge and replace with pedestrian refuge crossings on Langley Road and its junction with Hilary Road.

Due to the potential increase in cycle flows the council requested that a provision be made to cater for these users. The council has now designed traffic calming features at areas highlighted by residents. These include:

- a trial 20mph zone
- cycle markings
- relocating the bus stops
- junction improvements
- new road markings and surface treatment.

**Appendix 2**

Drawings

**Appendix B**

Langley Road experimental 20mph zone - Objections and response from the Council

Residents Objection	Response from Council
<p>Concerned about the impact of the proposed traffic calming in Station Road Langley and their fears of increased congestion during the weekday morning peak hour on Langley High Street and surrounding roads in Foxborough Ward.</p>	
<p>Changes to the roundabout in Langley Village involve reducing the two lanes to one lane approach to the roundabout from the High St side and also from the Station Road side. This will have no effect on accident rates, only hinder the traffic even further especially at peak hour traffic time as there will be no left hand filter.</p>	
<p>Changes to Harrow Market Roundabout to reduce vehicle speeds. Would need additional information on how you would do this to make comment.            Additional comments :</p> <ul style="list-style-type: none"> <li>❖ I do support you in trying to reduce the number of accidents and to make the roads safer.</li> <li>❖ I do support improving transport links &amp; initiatives for alternative forms of transport.</li> <li>❖ I do support efforts/steps to help traffic move freely.</li> <li>❖ I would support a Park &amp; Ride scheme for pupils using the local schools. Parents could drop their children off safely and it would reduce traffic congestion.</li> </ul>	
<p>The measures call for all access to the Harrow roundabout to be reduced to one lane. It should be absolutely obvious that at a stroke this will reduce road capacity by 50% at the most important road junction in Langley.</p>	
<p>The traffic already struggles to pass this roundabout with two lanes to enter and exit so to reduce to one lane will cause unbelievable congestion. Meadfield road junction is so clogged because traffic builds</p>	



<p>back from roundabout even with two lanes that people can rarely exit there.</p>	
<p>The parents cause mayhem by stopping all over the place to drop off children and traders are already losing out on trade dramatically because of parents taking up all car parking spaces in Harrow Market to wait for their children or drop them off. Some arrive 30 minutes before school ends to ensure a place and business are expected to pay business rates.</p>	<p>This is a real concern in terms of congestion and safety, but is also one of the best opportunities to achieve a shift away from short-journey car use (and reduce congestion) provided we can achieve and demonstrate the safety improvements to allow it.</p> <p>I have worked with Langley Hall and other local schools on the development of School Travel Plans, which are long term plans to encourage modal shift. Work with schools is ongoing and, as better walking and cycling routes are developed, it is envisaged that fewer school children will travel by car.</p> <p>We have not had any indication from the businesses that the current parking provisions need to be reviewed.</p>
<p>In the press recently it spoke of congestion costing the town £34 million so why are we trying to make it even worse? Parents already stop on the roundabout to drop off children; I suggest officers pay a visit to this roundabout, in term time and early to see just what it is like now without the problems which will occur listed above.</p>	<p>The only solution to tackling congestion in the long term is to reduce car use in the locality. Encouraging car users to travel to or from the area by a sustainable mode (such as walking or cycling) necessitates providing an environment in which they feel safe and secure, while through-traffic needs to be managed so that alternative routes are preferable. There were eleven injury accidents within this short zone in the three years to December 2012; with five of these resulting in injury to a pedestrian and one to a cyclist. The outcome for such collision types is typically worse than those involving only cars, and experiencing this proportion of injury within the vulnerable groups of road users at one site suggests that action ought to be taken to address their needs.</p>
<p>It seems the intention is to close down all business in harrow market and build housing. Many people feel that everything is being done to accommodate the school and nothing to help residents.</p> <p>I also don't want to see the Harrow market disappear. Budgens has always been a convenience store and serves the area well, so it isn't as cheap as some supermarkets but that doesn't make the cheaper supermarkets the better option.</p>	<p>Creating an area that is more pedestrian-friendly and more accessible to cyclists encourages visitors to make their journey on foot, by bus or by bicycle.</p> <p>Slough Borough Council's planning service has not yet received a planning application from Morrison's, so we do not yet have knowledge of what facilities it may include. It is not a Council objective to replace businesses with residences in Harrow Market, nor am I aware of any proposals relating to the introduction of housing at this location.</p>



<p>Some residents did not receive any letters about the proposed scheme</p>	<p>Letters were delivered to residents along the whole stretch of Langley Road, Whitehouse Way, Spencer Road, Lambert Avenue, Padstow Close, Scholars Walk, part of Station Road and High Street Langley. Additionally street notices were attached on lamp columns along Langley Road, part of Station Road and High Street Langley.</p>
<p>What happened to the suggestion of the illuminated traffic speed signs for the lower (Harrow Market) end of Langley Road which the Langley Neighbourhood Forum meeting unanimously agreed to in 2012? Has this been shelved</p>	<p>The Council has not shelved the use of vehicle activated signs on Langley Road. The proposed scheme will be introduced as a trial scheme in order to continually engage with residents and stakeholders. If the scheme is a success temporary vehicle activated signs together with permanent speed limits signs will be installed to inform road users about the speed limit.</p>
<p>There is already a pedestrian crossing further down the road outside the college. Another crossing would create more of a bottleneck and reduce the flow of traffic moving along Station Road. Why not move the existing crossing nearer the school? This can then be used by students at the Langley College and Langley Hall.</p>	<p>The proposed zebra crossing will be introduced at a later date if the new speed measures do not adequately alleviate the difficulties experienced by pedestrians in crossing safely at this location. Please be advised plans are not yet available for the proposed London Road (A4) and Langley Road scheme.</p>
<p>I hold the council responsible for allowing a school – Langley Hall to be built on a roundabout on top of a busy junction i.e. opposite Harrow Market. In allowing this school to open, you took little into account regarding hundreds of parents and children to be dropped off and collected daily and the effect of additional traffic in that area.</p>	<p>The Langley Hall Primary Academy site previously formed part of the East Berkshire College and benefited from a Class D1 use (for non residential institutions including non residential education) and planning permission was not required for a change of use within that class. As a result, the Local Planning Authority was not permitted to consider any matters other than the lawfulness of the use, so traffic and parking (which would normally be taken into account) were necessarily excluded from that process. I have however worked with Langley Hall and other local schools on the development of School Travel Plans, which are long term plans to encourage modal shift. Work with schools is ongoing and, as better walking and cycling routes are developed, it is envisaged that fewer school children will travel by car.</p>

<p>I also think it is ridiculous to build a school on the corner of the busiest arterial road junction in the area and then impose on the local community the need to create additional measures so that school pupils can be walked across to the former Harrow pub for their lunches. Sadly, common sense seems pretty short.</p>	
<p>The council has raised again the apparent need to impose a 20mph speed limit around the Harrow market roundabout, even though this was overwhelmingly rejected by a wide resident community last year.</p>	<p>On 20th July 2012 we consulted about the proposed 20mph zone with residents, consultation leaflets were delivered to 500 households along Langley Road and surrounding roads. During the consultation residents objected to the use of traffic calming measures and to the 20mph zone, they did not object to a 20mph speed limit and highlighted that the currently proposed area as one that would benefit from the reduction in speed rather than the stretch of Langley Road that was proposed initially.</p>
<p>The focus is always on tiny groups like cyclists who at best make up 2 or 3% of travelling (and include sometimes me!), rather than the majority community who use their cars (and why should they not?</p>	<p>Slough Borough Council policy and objective is to ultimately reduce car journeys and in order to achieve these improvements changes need to be made on the network to assist pedestrians and cyclists.</p>



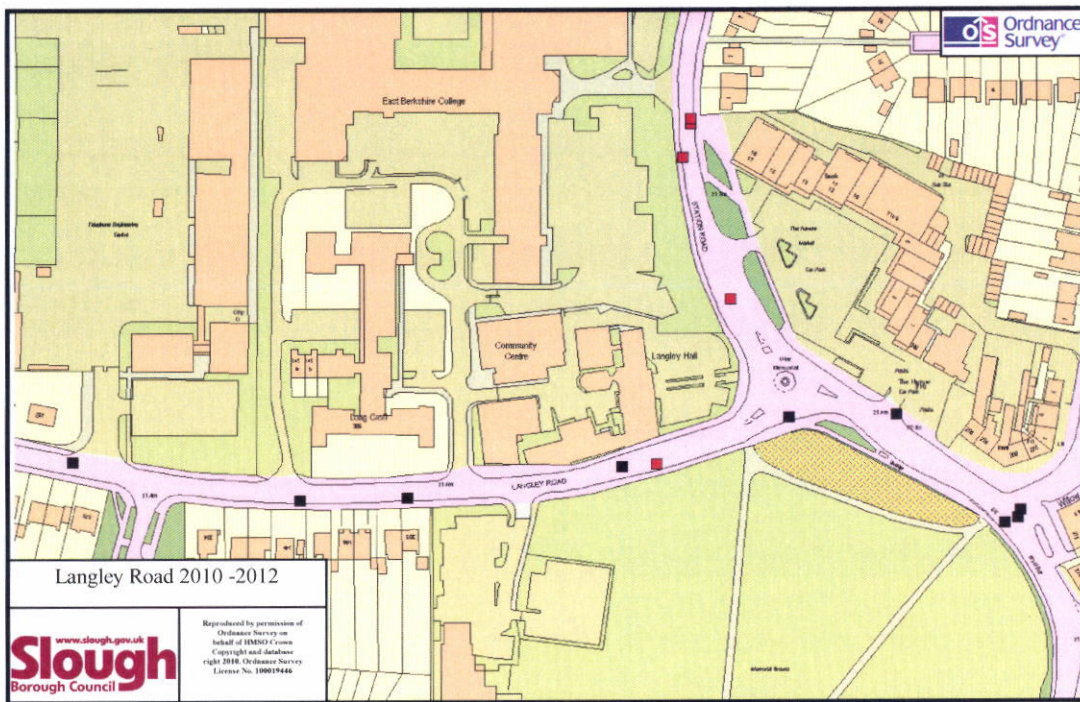
**Appendix C**

**Accident History**

Table 1 shows a the accident data and figure 1 shows the Crash locations between 01/01/2010-31/12/2012

Road user type	Number of casualties	Serious injury
car	10	1
Pedestrian	5	
Cyclist	1	
Motorcyclist	1	1
Total	17	

**Table 1 Accident data 01/01/2010- 31/12/2012**



**Figure 1 for Crash locations 01/01/2010- 31/12/2012**

Accident data from the previous three years (2007- 2009) have also been considered and a similar trend was evident at this location. See table 2 for accident data and figure2 for crash locations

**Accident data 01/01/2007 – 31/12/209**

Road user type	Number of casualties	Serious injury
car	13	1
Pedestrian	4	1
Cyclist	2	1
Motorcyclist	1	
Total	20	

**Table 2 Accident data 01/01/2007- 31/12/2009**



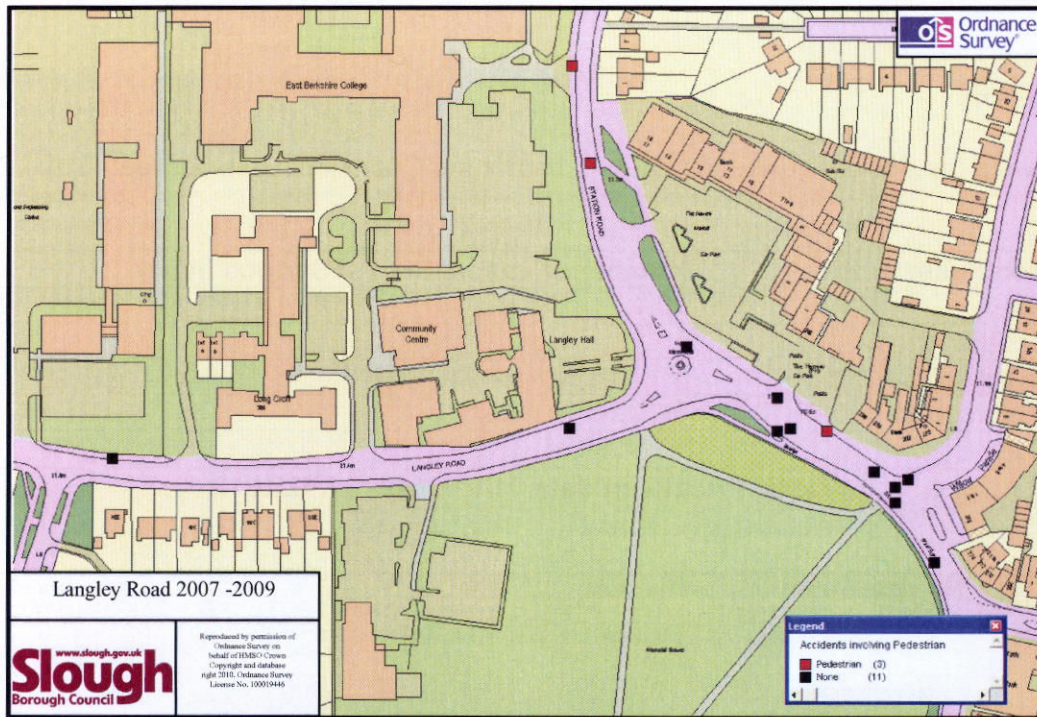


Figure 2 for Crash locations 01/01/2007- 31/12/2009

**Appendix D**

Proposed Langley Road 20 mph zone drawings

**Appendix E**

Design - Cycle route

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20 July 2012

Dear Resident,

Re: Proposed Langley Road Cycle Route and 20mph Zone

The council is consulting with residents within the Langley St Marys and Kedermister wards about a proposed cycle route and 20mph zone scheme on Langley Road.

Analysis of accident data and speed surveys indicate that there have been a number of cycle and pedestrian casualties together with speeding problems along Langley Road. To improve safety on Langley Road a 20mph zone is proposed from Lambert Avenue to the junction with Langley High Street and Station Road. This will include various traffic calming measures such as gateway signs, speed cushions, junction tables, 20mph speed roundels and reduction of existing hatching. The proposed traffic calming features are a necessity in ensuring that vehicle speeds are kept sufficiently low and that the 20mph zone is self enforcing. In addition to traffic calming proposals, the scheme will also include the introduction of cycle awareness markings across junctions instead of cycle lanes along the whole of Langley Road. These aim to highlight the presence of cyclists along Langley and connect with existing cycle facilities.

The council also proposes as part of a wider improvement to reduce congestion and casualties at the junction of Langley Road and London A4 by redesigning the junction layout. This will include reducing the carriageway width to one entrance and one exit and increasing the width of the pavement.

It is anticipated that the proposed measures will create a safer environment that will particularly benefit vulnerable road users such as the young, elderly and cyclists within the area.

To assist you in understanding the scheme there are plans on the back of this letter showing some of the proposals.

We would like to hear your views on the proposals and invite you to a drop in session at the following locations:

<b>East Berkshire College Room 01</b>	<b>on Monday 30 July 2012, 15:00hrs – 18:00hrs</b>
<b>St Bernard's School</b>	<b>on Tuesday 7 August 2012, 18:30hrs – 20:00hrs</b>
<b>Langley Academy</b>	<b>on Tuesday 14 August 2012, 18:30hrs – 20:00 hrs</b>

This consultation will end on **Friday 24 August 2012** and following this exercise a report will be produced explaining the results. If you have any comments or questions about the proposed scheme, please complete the attached questions and return to us. Alternatively please contact Rudo Beremauro, **Phone: 01753 475111** or **Email: [transportdevelopment@slough.gov.uk](mailto:transportdevelopment@slough.gov.uk)** or fill in the form on Web: [www.slough.gov.uk/consultations](http://www.slough.gov.uk/consultations)

Yours sincerely,

Rudo Beremauro



Assistant Engineer Integrated Transport  
L3

1. Do you agree with the proposed 20mph Zone from Lambert Avenue to the junction with Langley High Street and Station Road?

Yes  No  Don't Know

2. Do you agree with the raised junction tables at the junctions of St Marys Road and Langley Road?

Yes  No  Don't Know

3. Do you agree with the raised junction tables at the junctions of Minster Way and Langley Road?

Yes  No  Don't Know

4. Do you agree with the speed cushions along Langley Road?

Yes  No  Don't Know

Comments

Freepost RSGB-CUZZ-EBHJ  
Slough Borough Council  
Transport & Planning (SMP GW)  
Town Hall  
Bath Road  
Slough SL1 3UQ

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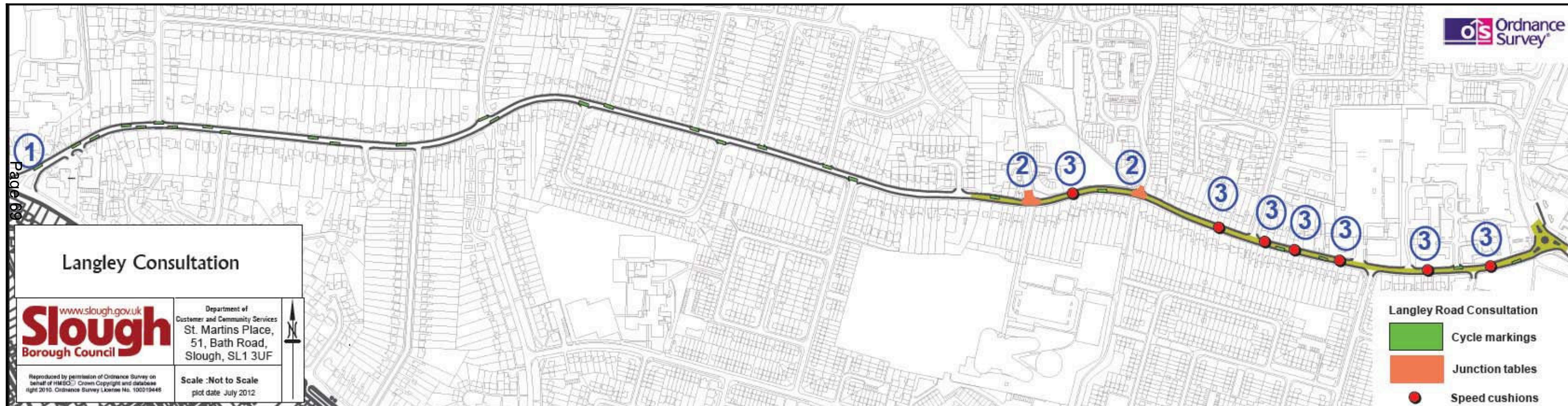
Junction Tables ②



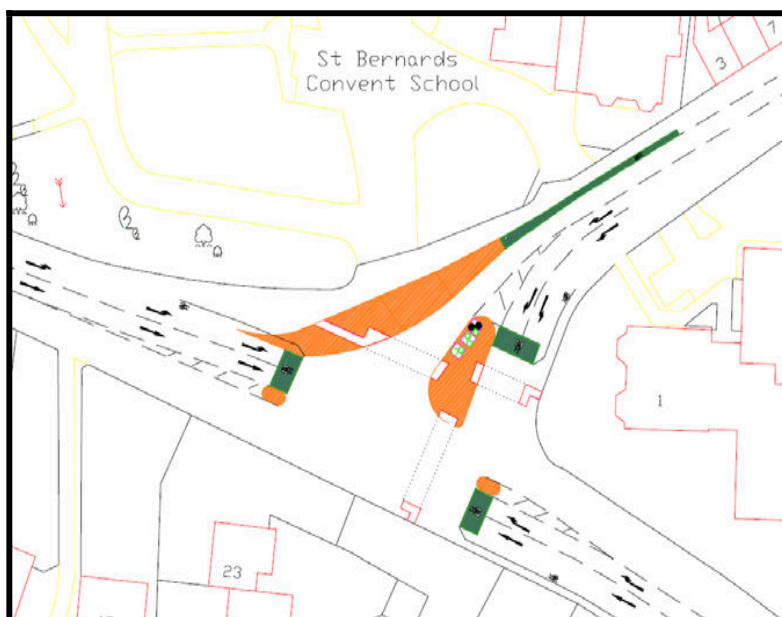
Speed Cushions ③



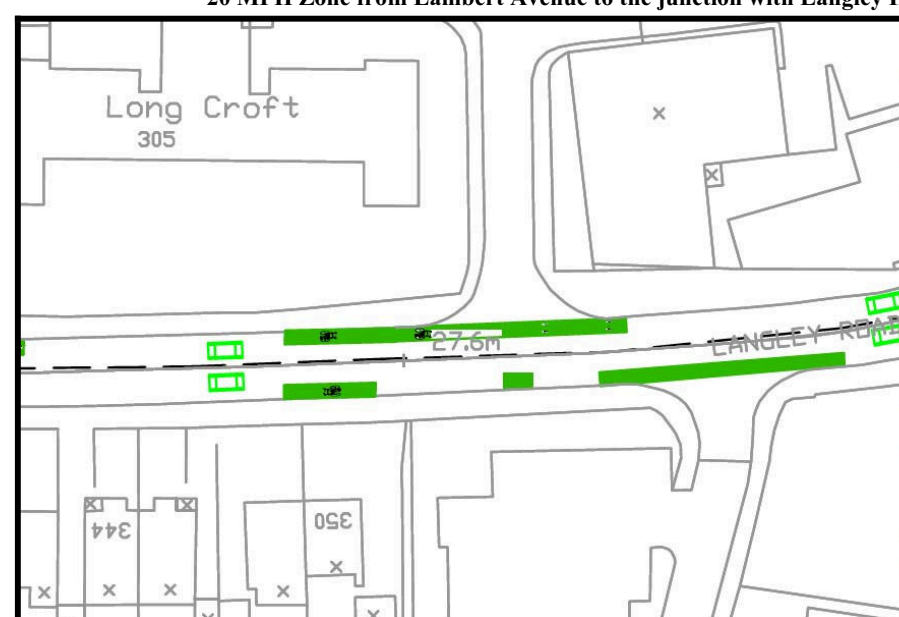
20mph sign



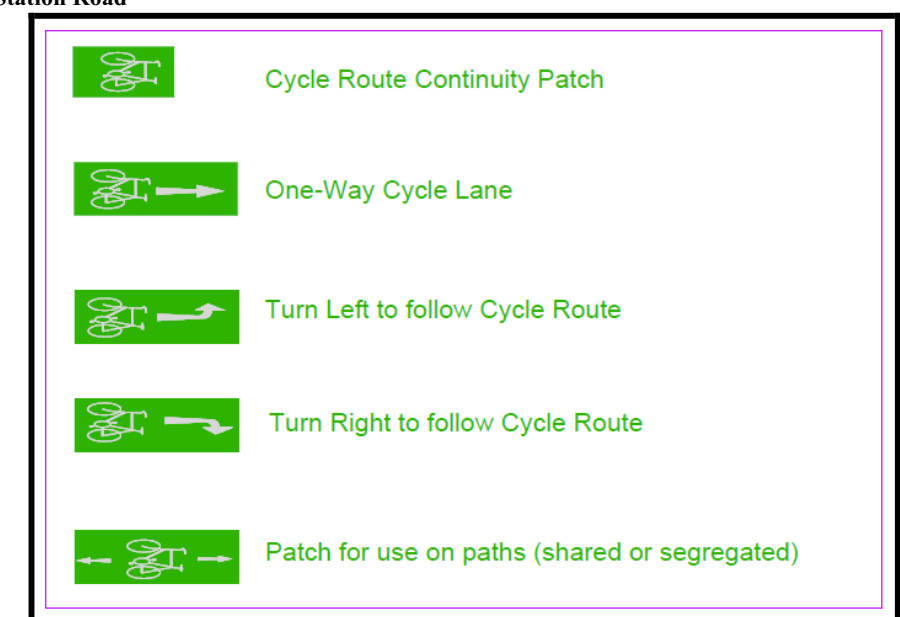
20 MPH Zone from Lambert Avenue to the junction with Langley High Street and Station Road



Sussex Place Langley Road junction improvements ①



Cycle awareness marking on junctions



Cycle Awareness Markings



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