

## **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