

LOCAL ACCESS FORUM REPORT – 21st JANUARY 2014 – AGENDA ITEM 6

CYCLING ABOUT SLOUGH

1. PURPOSE OF THE REPORT

Updates on ongoing specific issues and summary of feedback and decisions required on how to proceed.

Location	Description/ Issue	LAF consensus/action	Feedback rec'd	Outcomes/Updates
East West Walking and Cycling Route – Salt Hill Park section LSTF funded scheme	Three new paths and removal of two paths – scheme to be implemented in two phases. New lighting will be implemented on new and existing paths <ul style="list-style-type: none"> • Phase 1 – link between Salt Hill Way and subway and from subway along northern boundary of park towards Stoke Poges Lane / Lansdowne Avenue • Phase 2 – link between Salt Hill Way leading to Barn Cafe (in the Centre of the Park) 	LAF comments minuted emailed to Transport officers.		Further details requested concerning further details and timescales.
Leigh Road New Bridge	Construction of a new bridge and road works between Ajax Avenue and Buckingham Avenue	Comments so far minuted. LAF requested more detail	New Drawing available for comment	
Borough wide	Pavement parking	Letter to police Minutes recommended SBC use new powers TA met with GR Keep on agenda for updates	Emails with Parking Development Officers– safety audits done, scheme being implemented as an experimental TRO and	Updates – Feedback from Parking Officers requested. Consultation ends on 23rd January 2014. LAF members agreed to take a look at the changes on the ground with a view to making a formal representation.

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			details/final scheme drawings available on consultation website http://tinyurl.com/a43t98k . Formal representations being accepted over the 6 month experimental period.	
Heart of Slough	- Crossing by My Council - Brunel Way north side footway - street lighting columns on footway - Audit of scheme from cycling/pedestrian perspective	Various correspondences. HoS Safety Audit report forwarded to members	Emails from Nick Healey/AD	Crossing by my Council - Changes to the sequencing of the lights at this crossing have been implemented and do seem to be alleviating situation. Audible beepers also installed. HoS Cycle About – TE and IH, PC, AD, SD and JW attended on 1 st November 2012. No Updates
Farnham Road Better Bus Scheme	Various issues including concerns about increased congestion, off c/w cycle lanes.	LAF comments forwarded	Savio DeCruz dealing. See Transport comments below	Scheme currently in process of being implemented.
Lansdowne Ave Experimental Closure	Various issues	Some comments given.	Emails rec'd from Transport (LB) See Transport feedback/comments below. More detailed design provided in papers and SD	Scheme implemented from Mon 13th Jan 2014. Feedback requested from Transport Officer as to effects and how it's being received. See email from RB.
A4 Ledgers Rd to High Street – shared use footway	To implement improvements to footway on south side of A4 – including widening and levelling surface	No comments from LAF	Transport (RB)	All works completed.
Cinder Track LSTF funded scheme	New Land at no.51 Belfast Ave being dedicated by Housing dept to allow narrow section of the			

Cinder Track to be widened where it enters the park. Lighting to be included.			
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2. FEEDBACK FROM COUNCIL

Better Bus Farnham Road

Feedback received from **Savio DeCruz**, Team Leader, Network Management (Savio's comments in RED)

The Local Access Forum made various comments; see below, after seeing the original designs for the Better Bus Farnham Rd and Buckingham Ave Jct Improvement scheme.

- Farnham Road – it was suggested it may be useful to have a drop off zone along the Farnham Road outside the Centre. People already use the bus lane to drop off anyway which blocks the bus/cycle lane. However, members considered there may be safety issues with this. *This is not possible as the Bus Lane TRO would have to include an exemption for private cars. We are at this moment proposing that the bus lane up to Whitby Road may be just for buses but this stage it has not been concluded.*
- Farnham Road/Whitby Rd junction – it was questioned why there is to be a grassed verge area at the junction with Whitby Road which has the effect of narrowing the useable cycle lane, creating a sharp corner and the grass still has to be maintained by the Council. If the Council wants to create off road cycle lanes then why not use all the space available. *There is a balance to be had as the Council also have been tasked with providing greener areas within the urban environment. The design submitted does not include a random patch of green but has been design to push pedestrians and cyclists to a safer crossing point where they have more visibility.*
- There were concerns that reducing the useable lanes width on Farnham Road for a Bus Lane will worsen the congestion. *The bus lane south of the bridge is being proposed as a peak time only bus lane, outside of the specified times all traffic will be able to use it.*
- Clarification is requested about the proposed number of left turn, straight ahead and right turn lanes there will be southbound on the Farnham Road at the Three Tuns junction and how many will be dedicated only to buses. There is concern that there will only be one lane for general traffic. *The left, right and straight on lanes will not be amended in number but altered in positioning only.*

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Lansdowne Ave Experimental Closure

Feedback received from **Lynsey Brookfield**, Team Leader - Integrated Transport and Road Safety (Lynsey's comments in RED)

Lansdowne Avenue experimental closure – the LAF made various comments as follows;

- Members expressed concern that the closure would cause even more pressure and congestion on the Stoke Poges lane/Bath Road junction. – we accept that this is the case, however, those roads are much better suited to a high flow of traffic than the quiet residential area of Lansdowne Road. We will, of course be monitoring the effect of the experimental closure and will take those results into account when we write the report at the end of the consultation period and make recommendations on whether or not to make the scheme permanent.
- There were feelings that the closure was not necessary and that the use of Lansdowne Ave takes pressure off the Junction at Bath Rd/Stoke Poges Lane. It was felt that turning out of Lansdowne Avenue into the Bath Road is not dangerous as the phases at the junction allow sufficient time and space. – see point above regarding suitability of a quiet residential road to experience 'rat running' traffic.
- Members asked to know the reasons behind the closure. What benefit is it felt closing the road will give. – The history of the scheme is in the attached SD for your information.
- It was noted that the drawings don't appear to show sufficient space for vehicles to turn around at the closed end of Lansdowne Ave. – There will be sufficient signs on the approach on Stoke Poges Lane and at the entrance to Lansdowne Avenue to indicate that the road is closed ahead. Anyone choosing to ignore those signs does so at their own risk. It is accepted that there will be a number of vehicles who will ignore the signs in the first instance but once drivers realise that they really cannot use that route, experience has shown with similar closures in the past that numbers of people attempting to still use Lansdowne Avenue as a through route will drop.
- WS suggested that a half closure of Lansdowne Ave as you turn left into Lansdowne off the Bath Road could be a better solution. – Thank you for the suggestion but this is very difficult to engineer as there will always be people who will risk driving the wrong way to

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gain access to the A4. It was felt that a total closure was the best solution for the first phase of the experiment. Other options may be considered at a later date if necessary.

- Why can't barriers be put up as a less expensive way of testing the closure than actually constructing a temporary footway and associated works? This would allow the closure to be tested in a cheaper way. In conjunction with appropriate signage which makes the reason clear. – We have in fact opted for a compromise between these two extremes. The experimental closure will consist of 'stick on' black and white kerbs to form an island, infilled with tarmac, which has been successfully used elsewhere in the borough. Bollards will run along the island to stop traffic from driving over it.
- It would benefit cyclists if there could be a dropped kerb all the way along the closed section at the Lansdowne Ave/Bath Road junction. – a 1.5m cycle lane will be left on either side of the new island to allow for cyclist access. I will forward a plan when one becomes available.

The closure (if it is made permanent) would form part of the east-west cycle route which aims to improve cycle and pedestrian access through Slough and will also include a direct link from Lansdowne Avenue across a new Zebra crossing on Stoke Poges Lane into Salt Hill Park. The experimental closure will go ahead in the next month and will remain in place for 6 months followed by a consultation which will include residents and interested parties including the LAF. A plan will be forwarded as soon as possible.