

SLOUGH BOROUGH COUNCIL

REPORT TO: Neighbourhoods and Community Services Scrutiny Panel

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WARD(S): Colnbrook with Poyle

PART I

FOR DECISION

A4 BRANDS HILL

1. **Purpose of Report**

To provide the information requested by the Neighbourhoods and Community Services Scrutiny Panel (NCS Scrutiny Panel) regarding the decisions made for the road layout.

2. **Recommendation(s)/Proposed Action**

The Panel is requested to note the information provided and resolve its final response on the matter.

3. **The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan**

3a. **Slough Joint Wellbeing Strategy Priorities**

Priorities:

- **Health:** Providing transport facilities that ensure residents can access the health services they need.
- **Economy and Skills:** Continue to provide residents with access to essential services by improving connections and journey times between work, home, leisure, school and making alternatives to the car more attractive.
- **Regeneration and Environment:** Improving facilities and access to bus services to increase the use of sustainable form of transport.
- **Housing:** Improved public transport links to the area, with quicker journey times for the bus routes serving the area and giving greater choices for residents as to where they can live and access work an facilities.
- **Safer Communities:** Reduced traffic congestion at the location to improve the environment for residents at the location. This should make a place where people feel safe to live and visit.

Cross-Cutting themes:

Improving the image of the town: By enhancing the sustainable transport links to Heathrow Airport and beyond, with the reduction in journey times of local bus services.

3b. **Five Year Plan Outcomes**

Slough will be the premier location in the south east for businesses of all sizes to locate, start, grow, and stay. By improving access to Heathrow Airport from Slough Trading Estate through alternative forms of sustainable transport in this instance buses, with the journey times reduced to appeal to more commuters.

4. **Other Implications**

(a) Financial

The better area bus project was entirely supported from funds allocated by the Department for Transport as part of a national scheme and this amounts to £1.415m of ring-fenced capital. There are no further financial implications.

(b) Risk Management

There are no reported risks associated with the recommendations stipulated in section 2.

(c) Human Rights Act and Other Legal Implications

There are no Human Rights Act Implications associated with the recommendations of this report.

(d) Equalities Impact Assessment

There is no requirement for an EIA as this report is to provide members on an update on current services and projects within the passenger transport section.

5. **Supporting Information**

5.1 The NCS Scrutiny Panel received a report on the decisions made to create the present road layout. The full discussion on the matter is recorded in the minutes of the meeting on 30th June 2015.

5.2 The Panel decided at the end of this discussion that they required a series of supplementary documents and answers to create a clear audit trail for the final decisions which were made. The matters which required further information were as follows:

- 1: The Transport Signs Regulation and General Directions guidance (with particularly reference to the issue of a solid white line)
- 2: The Design Manual for Roads and Bridges standards and guidance relating to the selection of the S2 + 1 road design
- 3: The stage 1, 2 and 3 safety audits
- 4: The reasoning for the decision not to place a 'no right turn's sign by the BP garage
- 5: The decision to apply the bus stop lay by policy to a 40mph road
- 6: Data on air quality before and after the new road layout

5.3 With regards to question 4, a 'no right turn' sign could only be enforced by the

Police in the Borough. Due to budget constraints, Thames Valley Police will not be able to monitor the site continuously.

- 5.4 On question 5, the decision to apply the bus stop lay by policy to a 40mph road was introduced because buses were experiencing journey time delays due to vehicles not giving them way to move off once they had picked up passengers. The removal of the lay by allows buses to easily re-join the main flow of traffic without having to wait for the flow of traffic to stop. In order to allow vehicles travelling westbound to pass the parked bus without any conflict, the westbound bus stop has been relocated near the Holiday Inn Hotel.
- 5.5 In relation to question 6, the monthly air quality data before and after the new road layout cannot be used to demonstrate the effect of the scheme to the air quality. Advice from the Environmental Quality Manager Team Manager states that Air quality fluctuates on a month by month basis due to a number of reasons that range from changes in traffic composition, traffic volume, and metrological conditions such as April were there are spikes in data because of Saharan dust episodes and other pollution incident locally, regionally and even nationally. Air Quality data relevant for the scheme will be available early 2016.
- 5.6 The response to question 1 can be found in Appendix A.
- 5.7 The response to question 2 can be found in Appendix B.
- 5.8 The response to question 3 can be found in Appendix C.

6. **Comments of Other Committees**

In addition to the meeting on 30th June 2015, the Panel had also scrutinised the matter on 30th March 2015.

7. **Conclusion**

The Panel is asked to make its final views clear on the basis of the information presented in this report.

8. **Appendices Attached** *(if any - If there are no appendices delete the heading)*

- 'A' - The Transport Signs Regulation and General Directions guidance
- 'B' - Design Manual for Roads and Bridges standards and guidance
- 'C' - Stage 1, 2 and 3 safety audits

9. **Background Papers**

- '1' - Minutes from the NCS Scrutiny Panel, 30th June 2015
- '2' - Minutes from the NCS Scrutiny Panel, 30th March 2015