

## **SLOUGH BOROUGH COUNCIL**

**REPORT TO:** Cabinet                      **DATE:** 16<sup>th</sup> November 2020

**CONTACT OFFICER:** Misha Byrne, Senior Transport Planner  
**(For all Enquiries)** (01753) 477243

**WARD(S):** All

**PORTFOLIO:** Sustainable Transport & Environmental Services,  
Councillor Anderson

### **PART I** **NON-KEY DECISION**

#### **A4 EAST WEST CYCLE HIGHWAY ROUTE**

1. **Purpose of Report**

To provide Cabinet with an overview of a proposed cycle route, utilising existing wide verges, service roads and the existing shared path route to establish a segregated/part segregated A4 east-west cycle route along the A4 from Huntercombe to the Town Centre.

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

Cabinet is requested to resolve:

- a) That the background to the scheme proposal be noted.
- b) That the recommendation to introduce a segregated/part segregated east-west cycle highway along the A4 be noted.
- c) That the estimated financial commitment for the project be noted.
- d) That a further paper be brought back to Cabinet for decision when the project has been detailed.

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

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

The scheme aims to address the following Slough Wellbeing Strategy 2020-2025 priorities:

1. *Priority 1: Starting Well-* By encouraging the use of sustainable mode of travel, the experimental bus and cycle lane aims to improve air quality along the route therefore could play an important role in increasing quality of life for young people with respiratory disease and reducing Slough's health inequalities in the long term.
2. *Priority 2: Integration-* By providing transport infrastructure that includes safer access to transport hubs bus shelters, bus routes that will enable vulnerable

elderly members of the community to access health facilities and community centers.

3. *Priority 3: Strong, Healthy and Attractive Neighbourhoods* - The experimental bus and cycle lane aims to support active travel that plays a crucial role in maintaining good health, preventing illness, supporting mental wellbeing and generally enabling people to be healthier and happier for longer.
4. *Priority 4: Workplace Health*- The experimental scheme aims to establish better connectivity between places for home and work, provide reliable and sustainable transport for Slough residents.

### 3b. **Five Year Plan Outcomes**

- *Slough children will grow up to be happy, healthy and successful* - Enable children and young people to lead emotionally and physically healthy lives – by improving air quality through schemes that reduce congestion and improve safety at key locations.
- *Our people will be healthier and manage their own care needs* -Through the facilitation of, and uplift in active travel. Build on success in making Slough safer, by incorporating road safety measures into all engineering schemes delivered across the Council
- *Slough will be an attractive place where people choose to live, work and stay* - Reduce social isolation and improve access to local facilities by improving connectivity of public transport and supporting safe, sustainable travel options.
- *Slough will attract, retain and grow businesses and investment to provide opportunities for our residents* - Ensure a fit for business transport infrastructure, by reducing congestion and making journey times more reliable and safer

### 4. **Other Implications**

#### (a) **Financial**

The current capital financial implications for this project are estimated in the region of £2m to £2.5m. More work will be required to determine the exact cost and therefore it is proposed that the business case to the Capital board be submitted once the detailed design and cost estimate have been produced. Officer time will be included within the total capital cost. There are a number of existing funding sources available which will contribute to the delivery of these schemes, including:

- Local Transport Plan funding
- Tranche 2 Emergency Active Travel Fund
- Access Fund Grant
- S106 developer contributions

- CIF Active Travel Contribution

The second tranche funding has been agreed for the Emergency Active Travel fund with an allocation of £552k (November 2020) to support delivery of walking and cycling infrastructure (See Appendix 1).

In addition, we will seek to maximise opportunities to secure future funding through mechanisms including Local Enterprise Partnership funding to strengthen infrastructure improvements already delivered through the LEP funding for the A4 (2017/2018).

To note, SBC was successful in its bid to the DfT's Safer Roads Fund, with a commitment made by the DfT to grant fund A4 road safety improvements with an allocation of £1.7m. Due to the pandemic, payment of this capital fund has been delayed. The A4 Cycle Highway Scheme and Safer Roads Fund share joint objectives providing an opportunity to bring forward these programmes in parallel to offer design and delivery cost savings.

We will seek to secure additional funds for walking and cycling measures and continue to actively pursue future opportunities for the DfT grants which will result from the project being included in the Council's adopted LCWIP.

*(b)* Risk Management

- The following section identifies the risks/threats/opportunities associated with the council approving (or otherwise) the recommendations in section 2 above; and
- Includes actions they (and others) intend to take to mitigate the threats etc. identified.

<b>Recommendation from section 2</b>	<b>Risks/Threats/ Opportunities</b>	<b>Current Controls</b>	<b>Future Controls</b>
The estimated financial commitment for the project.	Funding from government for cycling and walking schemes is determined by commitment to deliver high quality cycling and walking infrastructure  Space constraints may result in sub-standard design which will not be	This will be co-ordinated with other work streams in parking and major projects to minimise the impact on residents and businesses	Additional funds received by the DfT for tranche 2 of funding to support expansion of cycling and walking infrastructure.  -Continued project management and financial monitoring of the scheme with continued adherence to the

	<p>funded by DfT bids. Therefore it may be necessary to consider creating cycle route utilising green verges, or pursuing compulsory purchase order to secure land.</p>		<p>DfT design standards.          -Continue to pursue the A4 Safer Roads Fund as committed by the DfT.          -Utilise the existing Access Fund revenue grant payment to reinforce travel behaviour change.          -Continue to lobby the DfT and ministers to help fund expansion of high quality cycling infrastructure.</p>
<p><b>Consultation</b></p> <p>Unfavourable response to wider public consultation.</p>	<p>Opportunity to undertake engagement using Citizen Space platform.</p>	<p>Programme allows for detailed design to be modified where necessary to meet specific objections.</p>	<p>Public consultation offers the opportunity to sell the scheme to residents of the borough</p>
<p><b>Public unaware of proposals</b></p>	<p>Create consultation plan to support design and delivery timelines.</p>	<p>Appropriate consultation to be carried out before the works carried out.</p> <p>Keep public updated on progress of scheme via Council website / Citizen Space</p>	<p>Utilise Access Fund to support ongoing engagement and continued communication regarding progress of scheme.</p>

### (c) Human Rights Act and Other Legal Implications

Traffic Regulation Orders are required and these will be subject to procedures under the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

### (d) Equalities Impact Assessment

An Equality Impact Assessment (EIA) was not undertaken. The Council would conduct an EIA where there is a reasonable expectation that a scheme may have an impact on any protected group(s) in society. The A4 bus lane has been introduced as an emergency response to the pandemic and therefore relevant to all groups in society.

## **Supporting Information**

### **Background**

- 5.1 In May 2020, a significant decision report was approved which agreed to the introduction of an experimental bus and cycle lane on the A4 and which prioritised sustainable modes between Dover Road and Uxbridge Road. The measures were introduced via an Experimental Traffic Regulation Order (ETRO), in line with the Government's statutory guidance - Section 18 Traffic Management Act 2004: Network Management duty guidance in response to COVID-19. The trial was proposed to run for a minimum of six months alongside consultation and monitoring of the impact of the measures.
- 5.2 Delivered in August 2020, the scheme supports national and local transport, environmental and public health policies in promoting more sustainable forms of transport to reduce the environmental impact of road traffic congestion and improvement to health outcomes including:
  - SBC's Local Cycling and Walking Infrastructure Plan (LCWIP), (a local output of a national Government policy) forms an essential part of the national Cycling and Walking Investment Strategy (CWIS) in which there is an ambition to double cycling nationally by 2025.
  - SBC's Low Emission Strategy sanctioned in September 2018.
  - SBC's Air Quality Action Plan
  - Local Transport Plan
- 5.3 It should be noted that SBC's full council passed a motion titled 'Climate Change' which noted the urgency for national and international action to combat climate change and included a commitment to '*reducing emissions from transport by promoting sustainable transport, reducing car travel and traffic congestion and encouraging behaviour change*' (July 2019)
- 5.4 Opposition to the experimental A4 cycle and bus lane scheme was demonstrated in a petition '*Abolish the Bath Road bus lane*' which received

5272 signatures. The petition was reviewed at an extraordinary Joint Scrutiny meeting on 29 October 2020 where officers proposed to bring forward a high level concept design to improve cycling and walking infrastructure on the A4.

- 5.5 The Department for Transport issued the DfT's 'Gear Change' vision which set out government's commitment to double cycling levels by 2025 and supported by a £2 billion commitment and direct investment into cycling and walking infrastructure across England (a six-fold increase on previous years' investment). Design standards have been set out in the Local Transport Note (LTN/1/20). The guidance is clear that any submission of sub standard schemes, where carriageway space is not reallocated to cyclists and/or pedestrians would not be funded. Accessing cycling and walking funds requires a local commitment to double cycling levels by 2025 and to improve safety by reducing cyclist KSI's.
- 5.6 This commitment has been identified locally within SBC's Local Cycling and Walking Plan (LCWIP, Significant Decision Report, July 2020). At the time of preparing the LCWIP, there officers considered any significant change to the A4 would not be possible due to the extent of funding required. The LCWIP routes are determined through the application and consideration of the five principles as set out in the DfT guidance to provide coherent, *direct, safe, comfortable and attractive routes*. During development of the LCWIP, the A4 scored well for safety and therefore other routes were prioritised. Recent guidance from the DfT has reiterated the need to reallocate existing road space, provision of segregated or part segregated cycling facilities where space allows with separation of cyclists and pedestrians. Cyclists should be protected where possible to encourage all types of cyclists including children and women and to enable potential cyclists to feel confident to use the facility rather than solely providing for existing cyclists.

### **Existing Facilities and Infrastructure**

- 5.7 The majority of the A4 corridor comprises a single carriageway road with two traffic lanes operating in both directions. Additional traffic lanes are gained at the approach to the major junctions that are present along its length. Traffic data provided by SBC indicates that the peak hourly two-way traffic flows on this section of the A4 are approximately 1500 vehicles per hour. The vehicle average speed is 30 miles per hour. The route section also includes a four-arm signalised junction at the intersection between the A4 Bath Road, Station Road and Elmshott Lane. There is also a large roundabout at the A4 Bath Road, Goldsworthy Lane and Huntercombe Spur (for the M4 Junction 7). The existing A4 cycling provision offers a predominantly shared use path, delineated by a white line on the footway to separate cyclists and pedestrians. Cyclists are required to cross at junctions with pedestrians with provision of dropped kerbs to transition on and off the carriageway along some (but not all) of the route.
- 5.8 Since August 2020, a bus and cycle lane has been introduced. Prior to the implementation of the A4 bus and cycle scheme, cycle count data indicated that cyclists used the footways to travel along the A4 rather than using the

carriageway. This suggests reluctance by cyclists for using the carriageway, which may be reflective of the traffic conditions along the route. Officers are awaiting cycle count data for the relatively recent introduction of the A4 bus and cycle lane scheme. However, it is also acknowledged that as car use returns to Pre-COVID levels, cycle lanes which do not provide any physical protection from moving vehicles, or does not provide a continuous route and protection through busy junctions may be perceived as unacceptable for safe cycling. Take up of cycling may therefore likely remain low.

5.9 Despite offering some improvements to safety delivered through the A4 bus and cycle lane, the existing shared-use scheme does not satisfy the principles of providing a route that is *direct, comfortable, and attractive*. In terms of coherence the A4 is a linear route which serves a range of destinations along the route including providing commuter routes to Segro Trading Estate to the west of the borough, with shopping facilities within central slough and additional commuter journeys to the Poyle trading estate and eastward to Heathrow however wayfinding and connectivity to other National Cycling Network routes needs improvement.

### Propensity to Cycle

5.10 A preliminary study to review cycling on the A4 has been undertaken by Officers to understand the latent demand, or cycling potential for cycling journeys in Slough. The Propensity to Cycle tool uses 2011 Census data to look at modes for commuter journeys and looks at which of these journeys could be switched to cycling. The scenarios consider the hilliness and trip distances which determine how attractive a route may be and include:

- Government target which assumes a doubling of cycling nationally and
- Go Dutch scenario which assumes the numbers of cyclists that could be reached if Dutch cycling infrastructure and culture was achieved.

	Commuter Cycle Flows		
	2011 Census Scenario	Gov't Target Scenario	Go Dutch Scenario
Section 1: <a href="#">Huntercombe</a> roundabout to Station Road, Burnham.	69	178	726
Section 2: Station Road Burnham to <a href="#">Cippenham</a> Lane.	90	228	935
Section 3: Dover Road to <a href="#">Twinches</a> Lane.	61	149	615
Section 4: <a href="#">Twinches</a> Lane to <a href="#">Farnham</a> Road.	67	184	781
Section 5.1: <a href="#">Farnham</a> Road to Stoke <a href="#">Poges</a> Lane.	82	224	905
Section 5.2: Stoke <a href="#">Poges</a> Lane to High Street Slough.	75	208	873
Section 6: Wellington Street to Sussex Place.	105	321	1253

Sources: [DfT's Propensity to Cycle Tool \(PCT\)](#)

5.11 The potential to increase cycling is significant but is dependent on investment into good quality cycling infrastructure and includes provision of additional facilities such as cycle parking at key destination sites and continued rollout of behaviour change interventions such as cycle training for all. A wide range of positive transport outcomes can be achieved through take up of sustainable

modes including congestion reduction alongside meeting wider environment and public health objectives.

See *Appendix 2* for further details and mapping of application of the Propensity to Cycle tool.

- 5.12 A high level concept design has been included within Appendix 3 of the report which is the first draft of the proposed route. This proposal will then be taken forward through to preliminary and detailed design with a full cost breakdown and will be used to support an internal business case and bid submissions to the DfT.

6. **Conclusion**

Slough has a huge potential to become a sustainable town and with significant growth proposed over the next 5+ years, it will be essential to move more users of the highway to cycling as an economical, sustainable and healthier way of getting around the network. The proposed east west cycle highway route will encourage more of our residents and commuters to switch modes and obtain faster and more reliable journey times compared to the private car. Therefore it is recommended that Cabinet support the next stage of the development of this new infrastructure.

7. **Appendices Attached**

- Appendix 1 - Emergency Active Travel Fund, Tranche 2 letter
- Appendix 2 - Propensity to Cycle tool results
- Appendix 3 - Cycle Super highway Concept design

8. **Background Papers**

- a) LTN 1/20
- b) DfT Gear change 'a bold vision for cycling and walking'





From the Secretary of State  
**The Rt. Hon. Grant Shapps**

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Cllr James C. Swindlehurst  
Leader of Slough Council

13 November 2020

Dear Cllr James C. Swindlehurst,

### **Active Travel Funding Tranche 2 Allocations**

Further to my letter of 16 October, I am now writing with details of your authority's final allocation for tranche two of the Active Travel Fund. I am pleased to award Slough Council £552,000 for delivery of tranche 2 schemes. This will be split 80% CDEL and 20% RDEL. A formal Section 31 grant offer letter will follow shortly. I am grateful to your staff for putting together and submitting proposals over the busy summer period which I know was a testing time for all local authorities.

A list of final allocations awarded to local authorities is attached at annex A, and these will also be published on gov.uk. Authorities will receive either 125%, 100%, 95%, 75% or 60% of their indicative allocations based on the strength of their bids. Where authorities have received significantly less than their indicative allocations, this is due to their proposals being less aligned with the objectives of the fund than those of other authorities. Feedback will be provided where this is the case.

I look forward to seeing this investment in active travel delivering an attractive alternative to the travelling public for shorter journeys, and supporting the Government's drive to tackle obesity given its association with COVID-19. As in our original letter and in the guidance we issued in May, to receive any money under this tranche, you needed to show us meaningful plans to reallocate roadspace to active travel. Anything that did not meaningfully alter the status quo on the road would not be funded.

All this still applies, but experience in the five months since the funding was announced shows that some forms of roadspace reallocation have been more

effective than others. Reducing traffic around schools and giving cyclists protection with segregated lanes have made it easier and safer to choose to cycle or walk to work or school.

In contrast, as I wrote recently, the temporary pavement extensions installed by many authorities in town centres using barriers up to four feet high have often been less effective. They may prevent pedestrians from crossing the road, cause congestion for buses and motor traffic, narrow streets to the detriment of cyclists, and impede access and parking for the kerbside businesses which cluster in these areas. Yet they also appear to be relatively little used by the pedestrians for whom they were intended. I don't want this sort of scheme to undermine the fact that this Government is committed to ensuring all journeys are safe, reliable and efficient for drivers and businesses, including by investing over £27 billion over the next five years through Highways England's roads plan to ensure the road network is fit for the future.

The Department is also therefore publishing today revised statutory Network Management Duty guidance which emphasises, among other things, the importance of consultation on permanent schemes. This second tranche of funding will be much more for permanent schemes than the first, so we expect local authorities to consult more thoroughly than on the temporary schemes you did in the first wave. Councils must develop schemes that work for their communities. I have set out my requirements in full at annex B. Consultation should include objective tests of public opinion, such as scientific polling, to cut through the noise and passion schemes can generate and gather a truly representative picture of local views. It should engage stakeholders, including local MPs, but it should not be confused with listening only to the loudest voices or giving any one group a veto. Before starting work, we will ask you to confirm in writing how you have consulted. Within twelve months of completing work, we will ask you to report on the impacts that schemes have had.

Very few changes to anything will command unanimous support, and we do not ask it for these schemes. But there is clear evidence that for all the controversy they can sometimes cause, ambitious cycling and walking schemes have significant, if quieter, majority support. In recent surveys by my Department, 65 per cent of people across England supported reallocating road space to walking and cycling in their local area and nearly eight out of ten people support measures to reduce road traffic in their neighbourhood.

In individual neighbourhoods from which through traffic has been removed, surveys again find that clear majorities of residents welcome the schemes and want them to stay. Evidence also shows that these schemes are

effective. Evaluation of early School Streets projects has shown traffic outside schools has reduced on average by 68%, children cycling to school has increased by 51%, and harmful vehicle pollution outside schools is down by almost three-quarters.

Funding should, as far as possible, be committed by the end of the current financial year, and schemes delivered as soon as reasonably possible thereafter. In contrast to tranche 1 funding, it is more important that the schemes are delivered robustly and that community support for them is established than it is that they are delivered rapidly.

We also remind you that all new schemes should comply with the newly-updated Cycle Infrastructure Design Guidance, published in July, available at <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>. Active Travel England, once established, will review the quality of schemes delivered by local authorities with this funding, and will take this into account in its reports of local authorities' performance on active travel. The Department reserves the right to reduce future funding, for active travel or other purposes, where consultation and design quality conditions are not met.

Thank you once again for your support for active travel.

Yours ever,

A handwritten signature in black ink, appearing to read 'Grant Shapps', written in a cursive style.

**Rt Hon Grant Shapps MP**  
**SECRETARY OF STATE FOR TRANSPORT**

## Active Travel Fund: final funding allocations

### Combined authorities

Authority name	Final allocation tranche 1 (£)	Final allocation tranche 2 (£)	Total (£)
Cambridgeshire and Peterborough CA	642,429	1,724,250	2,366,679
Greater Manchester CA	3,174,000	15,871,250	19,045,250
Liverpool City Region CA	1,974,000	7,896,000	9,870,000
Transport for London	5,000,000	20,000,000	25,000,000
North East JTC	2,262,000	9,049,000	11,311,000
Sheffield City Region CA	1,437,000	5,461,550	6,898,550
Tees Valley CA	481,542	1,722,000	2,203,542
West Midlands ITA	3,850,997	13,097,650	16,948,647
West of England CA	827,895	2,964,000	3,791,895
West Yorkshire CA	2,513,000	10,053,000	12,566,000

### Local authorities

Authority name	Final allocation tranche 1 (£)	Final allocation tranche 2 (£)	Total (£)
Bedford UA	30,250	363,750	394,000
Blackburn with Darwen UA	77,000	292,600	369,600
Blackpool UA	26,000	312,000	338,000
Bournemouth, Christchurch and Poole UA	312,835	1,062,100	1,374,935
Bracknell Forest UA	57,000	181,800	238,800
Brighton and Hove UA	663,657	2,376,000	3,039,657
Buckinghamshire	513,943	1,748,000	2,261,943
Central Bedfordshire UA	223,454	600,000	823,454
Cheshire East UA	155,000	588,050	743,050
Cheshire West and Chester UA	161,000	611,800	772,800
Cornwall UA	152,000	607,000	759,000
Cumbria	260,323	886,350	1,146,673
Derby UA	227,923	776,150	1,004,073
Derbyshire	443,000	1,684,350	2,127,350
Devon	338,000	1,283,450	1,621,450
Dorset	128,486	438,900	567,386
East Riding of Yorkshire UA	123,000	467,400	590,400
East Sussex	535,171	1,820,200	2,355,371
Essex	968,500	7,358,700	8,327,200
Gloucestershire	321,773	864,750	1,186,523
Hampshire	863,000	3,280,350	4,143,350
Herefordshire, County of UA	20,000	120,000	140,000
Hertfordshire	1,247,329	6,451,450	7,698,779
Isle of Wight UA	62,000	235,600	297,600

Kent	1,600,000	6,098,050	7,698,050
Kingston upon Hull, City of UA	272,000	1,035,500	1,307,500
Lancashire	782,087	2,801,000	3,583,087
Leicester UA	405,568	1,378,450	1,784,018
Leicestershire	335,180	900,000	1,235,180
Lincolnshire	105,500	799,900	905,400
Luton UA	216,000	822,700	1,038,700
Medway UA	242,500	927,000	1,169,500
Milton Keynes UA	228,000	684,750	912,750
Norfolk	295,500	1,498,150	1,793,650
North East Lincolnshire UA	42,000	319,200	361,200
North Lincolnshire UA	41,000	154,850	195,850
North Somerset UA	106,140	473,750	579,890
North Yorkshire	133,000	1,011,750	1,144,750
Northamptonshire	351,000	1,332,850	1,683,850
Nottingham UA	569,806	2,039,000	2,608,806
Nottinghamshire	263,250	2,178,350	2,441,600
Oxfordshire	298,500	2,985,000	3,283,500
Plymouth UA	249,000	945,250	1,194,250
Portsmouth UA	214,515	461,400	675,915
Reading UA	221,250	1,179,000	1,400,250
Rutland UA	2,500	36,100	38,600
Shropshire UA	86,000	259,500	345,500
Slough UA	205,577	552,000	757,577
Somerset	120,000	457,900	577,900
Southampton UA	245,000	1,225,000	1,470,000
Southend-on-Sea UA	309,000	927,000	1,236,000
Staffordshire	183,000	1,832,500	2,015,500
Stoke-on-Trent UA	126,000	504,750	630,750
Suffolk	376,519	1,685,000	2,061,519
Surrey	848,000	6,445,750	7,293,750
Swindon UA	214,515	731,500	946,015
Telford and Wrekin UA	76,000	229,500	305,500
Thurrock UA	288,000	690,000	978,000
Torbay UA	41,250	132,600	173,850
Warrington UA	130,000	650,000	780,000
Warwickshire	129,000	979,450	1,108,450
West Berkshire UA	124,000	495,000	619,000
West Sussex	781,000	2,351,250	3,132,250
Wiltshire UA	227,000	681,000	908,000
Windsor and Maidenhead UA	140,000	335,400	475,400
Wokingham UA	76,000	576,650	652,650
Worcestershire	135,500	649,200	784,700
York UA	193,287	658,350	851,637

## Annex B

### **Active Travel Fund: Strengthening consultation on tranche 2 schemes**

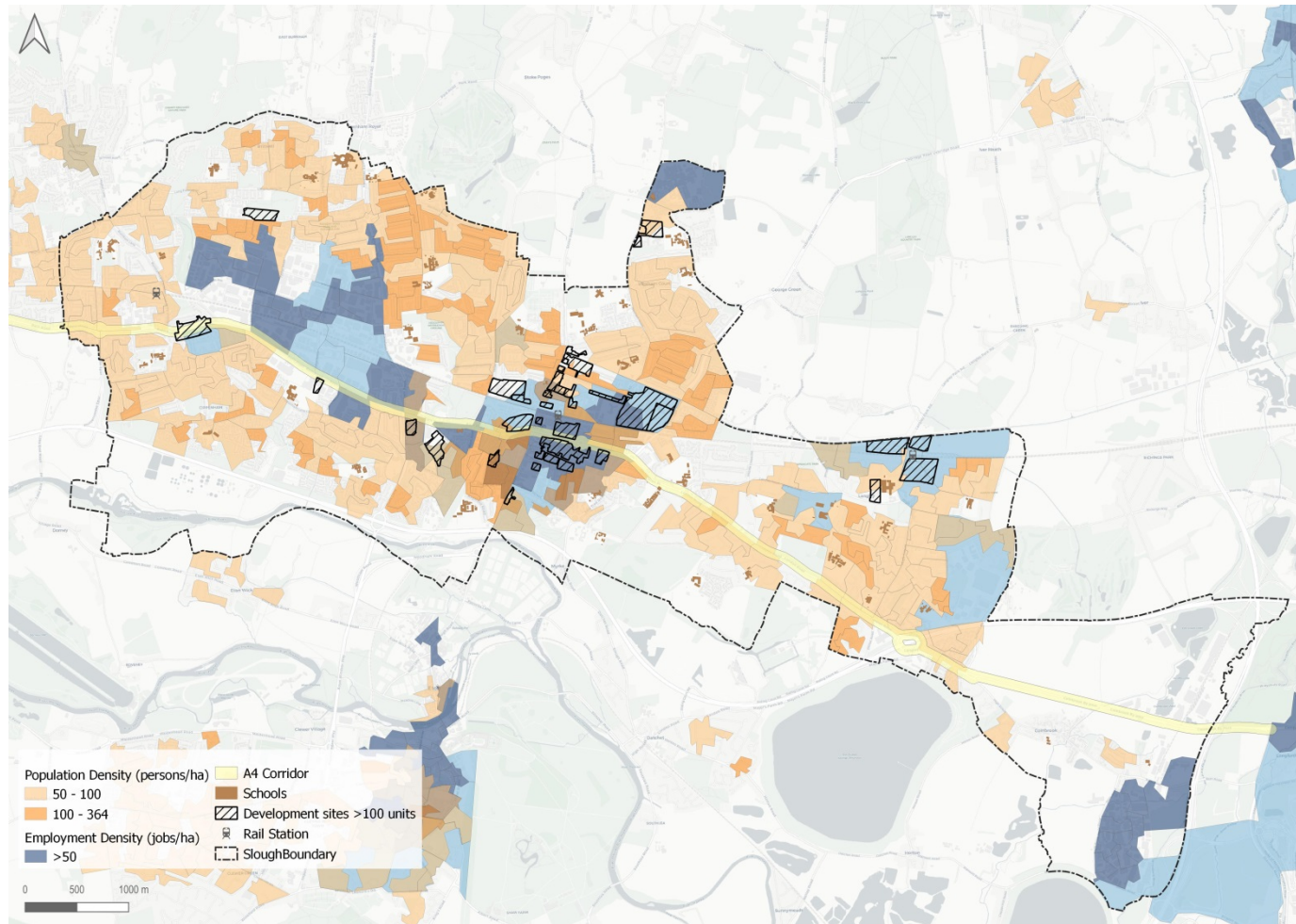
Local authorities are required to:

1. Publish detailed consultation plans to show how they will consult their communities before funding is released;
2. Show 'reasonable evidence' of consultation before schemes can be introduced;
3. Undertake appropriate public opinion surveys before and after implementation;
4. Submit monitoring reports on the implementation of schemes 6-12 months after their opening;
5. Liaise closely with the Department on these requirements and attend briefing sessions where the Department will communicate the strengthened requirements in more detail;

If these conditions are not met, the Department will reduce future funding allocations for local transport measures.

As part of the new body's quality assurance remit, Active Travel England will both support and review local authority plans for stakeholder consultation on future schemes and investment plans.

## Appendix 1 – Propensity to Cycle Tool using different scenarios



Heathrow and the Industrial Estate from the rest of the Borough

### Trip Attractors

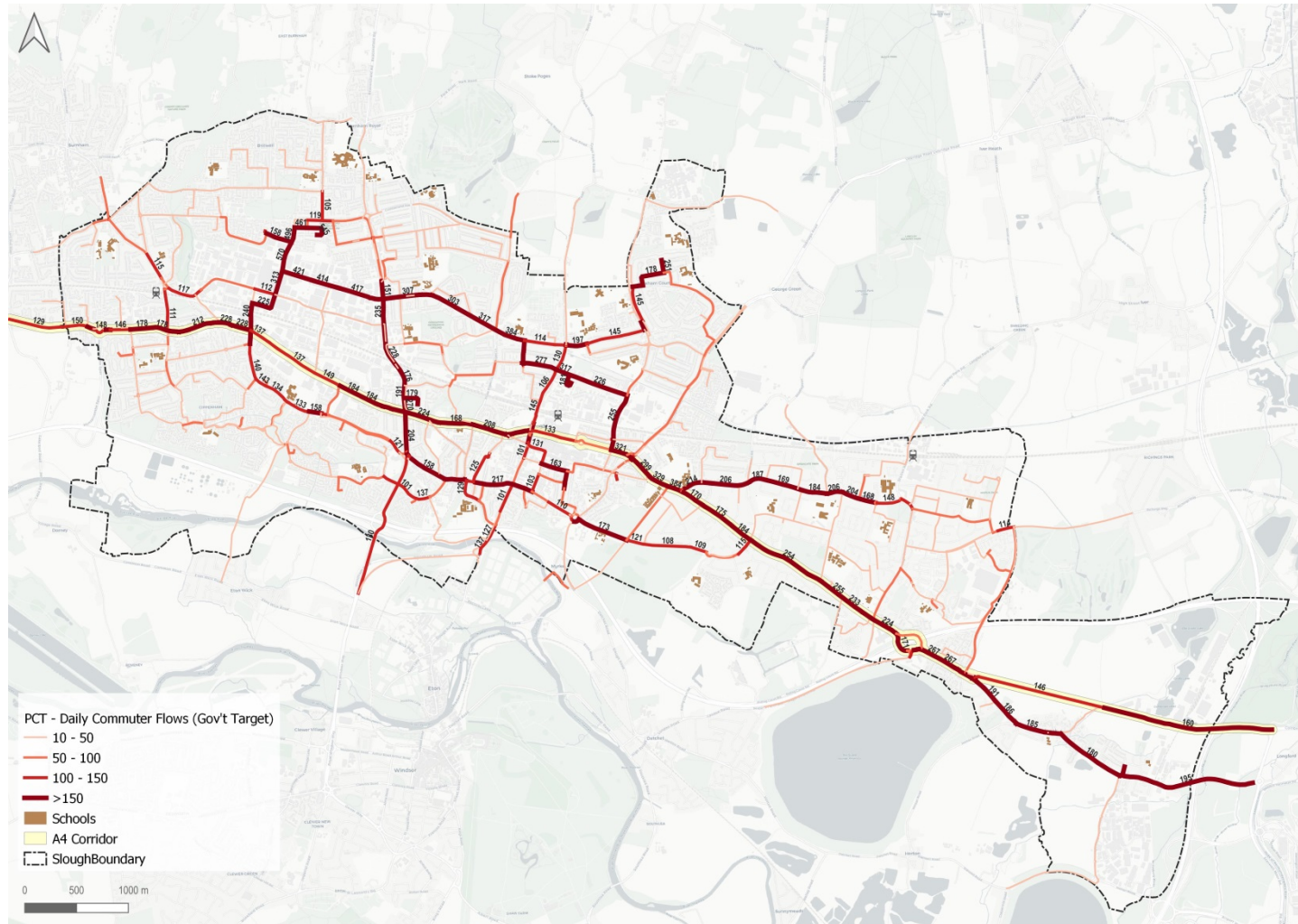
The map illustrates the A4 corridor overlaid on some of the major origins and destinations in Slough, including: residential areas (higher population density), employment areas, schools, large development sites, town centre, and rail stations.

The A4 provides the only continuous east/west corridor across the Borough, supporting direct access to many of the key destinations within Slough. This suggests potential high demand along the A4 for cycling.

Key areas include:

- Town Centre: concentration of jobs, shops and restaurants, population density, rail station, schools near the A4, and significant planned development
- West of Town Centre: access to the Slough Trading Estate and population centres south of the A4
- East of Town Centre: the A4 links residential areas to the town centre, and supports access to employers near

## Propensity to Cycle Flows – ‘Government Target’ Scenario



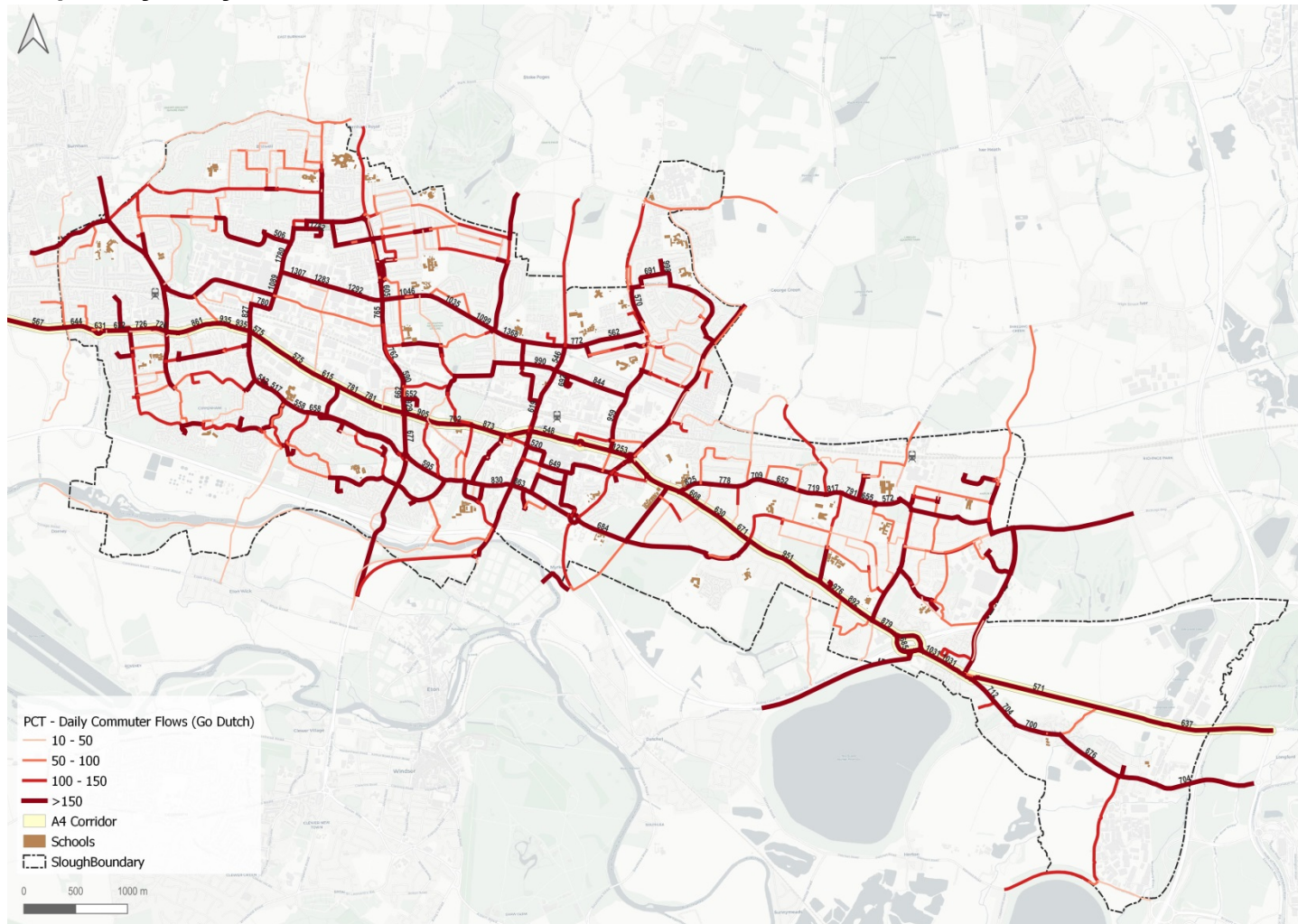
The map illustrates the output from the DfT's Propensity to Cycle Tool (PCT) within Slough. The flows indicate forecast daily commuter cycle trips under the Government Target scenario, which achieves a doubling of cycling nationally (from 3% to 6% of commuters). These flows only account for commuting, and do not include journeys for leisure, utilitarian trips, journeys to school, or other purposes.

Forecast demand along the A4 is relatively high across the entire corridor, making it one of the primary desired cycle routes in Slough. This reflects the direct route it provides to many of the major origins and destinations illustrated on the previous map. Forecast commuter flows generally exceed 150 along the A4.

Commuting trips accounted for 37.6% of all trips in 2011 (National Travel Survey). To estimate all trips (shopping, leisure, etc.), commuter flows can be multiplied by 2.66. Therefore, cycle trips for all trip purposes could be estimated at greater than 400 cyclists.



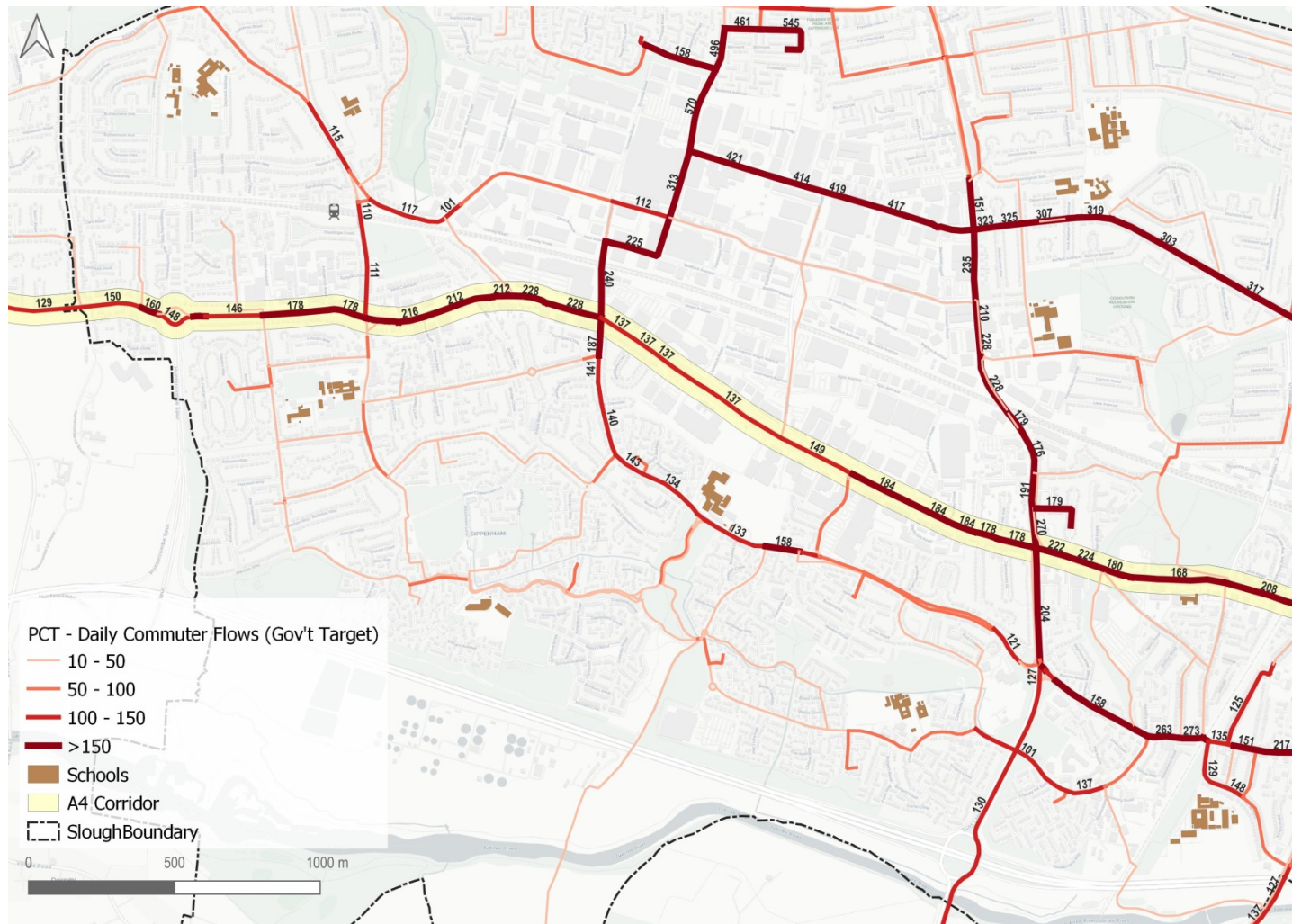
## Propensity to Cycle Flows – ‘Go Dutch’ Scenario



The map illustrates the output from the DfT's Propensity to Cycle Tool (PCT) under the 'Go Dutch' scenario. This indicates the potential daily commuter cycle trips if there is a more transformational mode shift to cycling, similar to patterns and behaviour seen in the Netherlands.

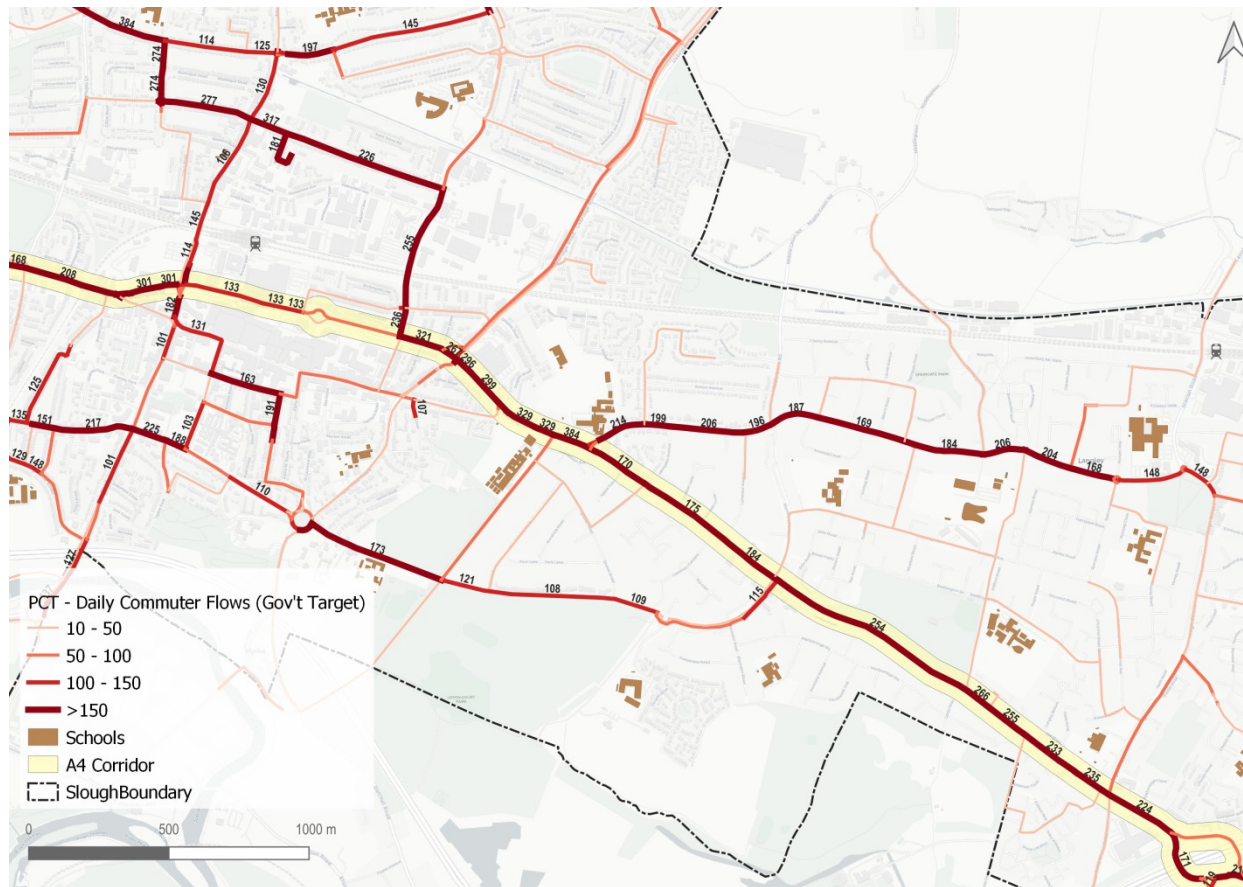
Under this scenario, forecast demand would exceed 500 commuter cycle trips throughout the A4 corridor.

## Propensity to Cycle Flows, West Section – ‘Government Target’ Scenario



A closer examination of the PCT data along the west section of the A4 (Government Target scenario) is shown in the map at right. This illustrates relatively high commuter cycle flows along the A4, with important linkages towards Burnham rail station, the Slough Trading Estate, and the Cippenham and Chalvey neighbourhoods.

## Propensity to Cycle Flows, Central Section – ‘Government Target’ Scenario



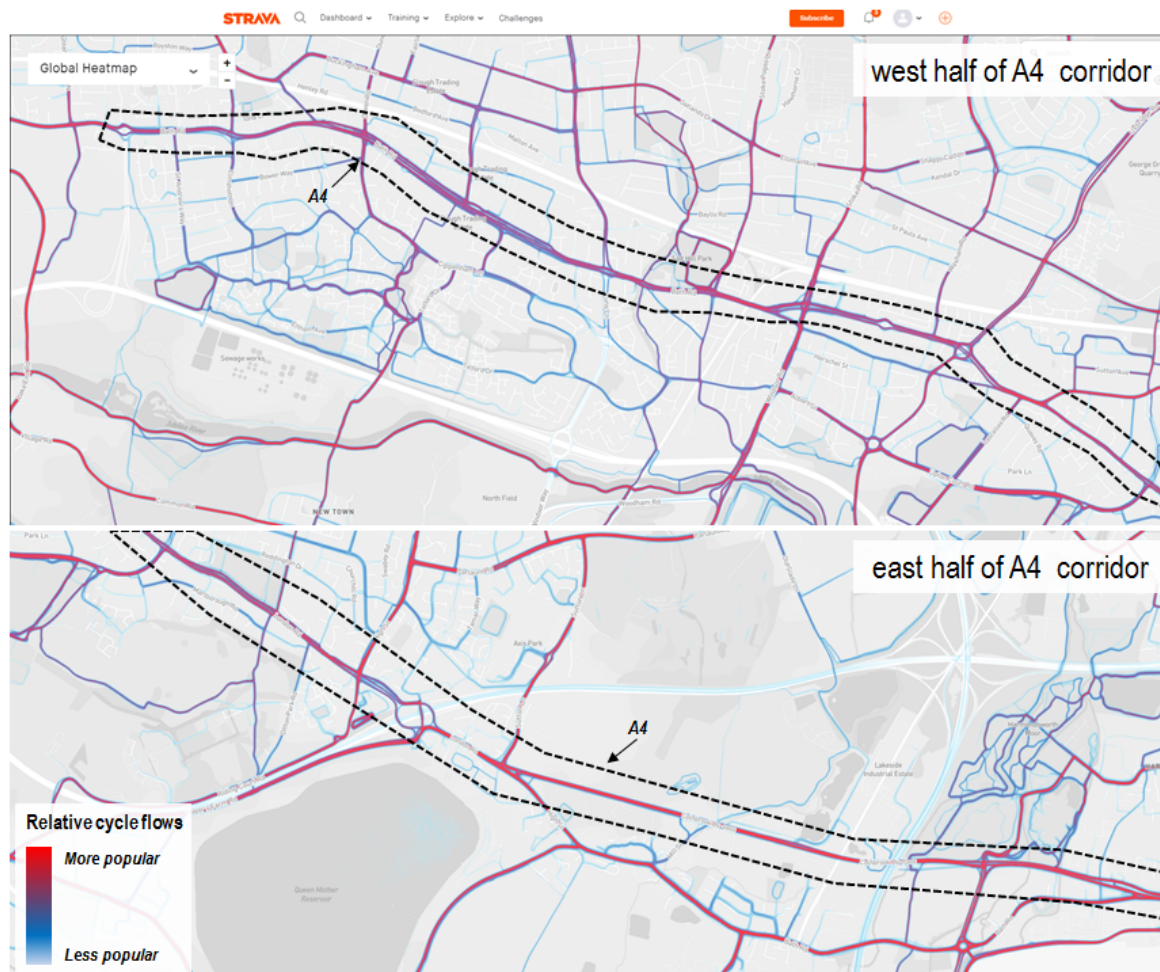
A closer examination of the PCT data along the central section of the A4 (Government Target scenario) is shown in the map. This illustrates relatively high commuter cycle flows along the A4, with access to the town centre, Slough rail station, and schools near Langley Road, as well as linkages to residential areas in Langley.

## Propensity to Cycle Flows, East Section – ‘Government Target’ Scenario



A closer examination of the PCT data along the east section of the A4 (Government Target scenario) is shown. This illustrates relatively high commuter cycle flows along the A4 and the importance of connections east of Slough to major employers near Heathrow and the Industrial Estate in the southeast of the Borough.

## Strava Global Heatmap



Publicly available data for cycle trips recorded using Strava were also reviewed. Strava is a mobile and internet-based application for tracking various activities (i.e., cycling, running, etc). The data presented represents cycle trips recorded by users of Strava's app. Although the data tends to be skewed more heavily towards leisure/recreational trips rather than utilitarian trips, it provides a snapshot of preferred routes that supplement the commuter cycling trips provided in the PCT analysis.

Strava is publicly available as an online heatmap, which illustrates routes that are more heavily used by cyclists. The data spanning the A4 corridor is shown.

Similar to the PCT output, the Strava information illustrates that the A4 is relatively heavily used by cyclists, and one of the primary east/west routes across the Borough.

## **Appendix 3 High Level Concept Design with reference to LTN1/20**

See following pages



**KEY / LEGEND**

-  ROADS WITHIN A4 CYCLE CONCEPT AREA
-  RETAIN EXISTING CYCLE TRACK
-  PROPOSED SEMI SEGREGATED CYCLE TRACK (+2 METRES)
-  PROPOSED FULLY SEGREGATED CYCLE TRACK (+2 METRES)
-  PROPOSED FULLY SEGREGATED CYCLE TRACK OFF CARRIAGEWAY (+2 METRES)
-  SUSTAINABLE DRAINAGE SYSTEM (SUDS)
-  PRIORITY JUNCTION IMPROVEMENTS TO SIDE ROADS SUCH AS COPENHAGEN STYLE AND SET BACK DESIGN
-  CYCLE TRACK BUS STOP BY PASS
-  MAJOR JUNCTION IMPROVEMENTS TO INCLUDE CYCLE PRIORITY FACILITIES:
  - CYCLE BYPASS
  - CYCLE / PEDESTRIAN ONLY PHASES
  - CYCLE EARLY RELEASE

**GENERAL DRAWING NOTES:**  
 IMAGES SHOWN ARE REPRESENTATIVE OF CYCLE IMPROVEMENT FEATURES WHICH MAY BE CONSIDERED

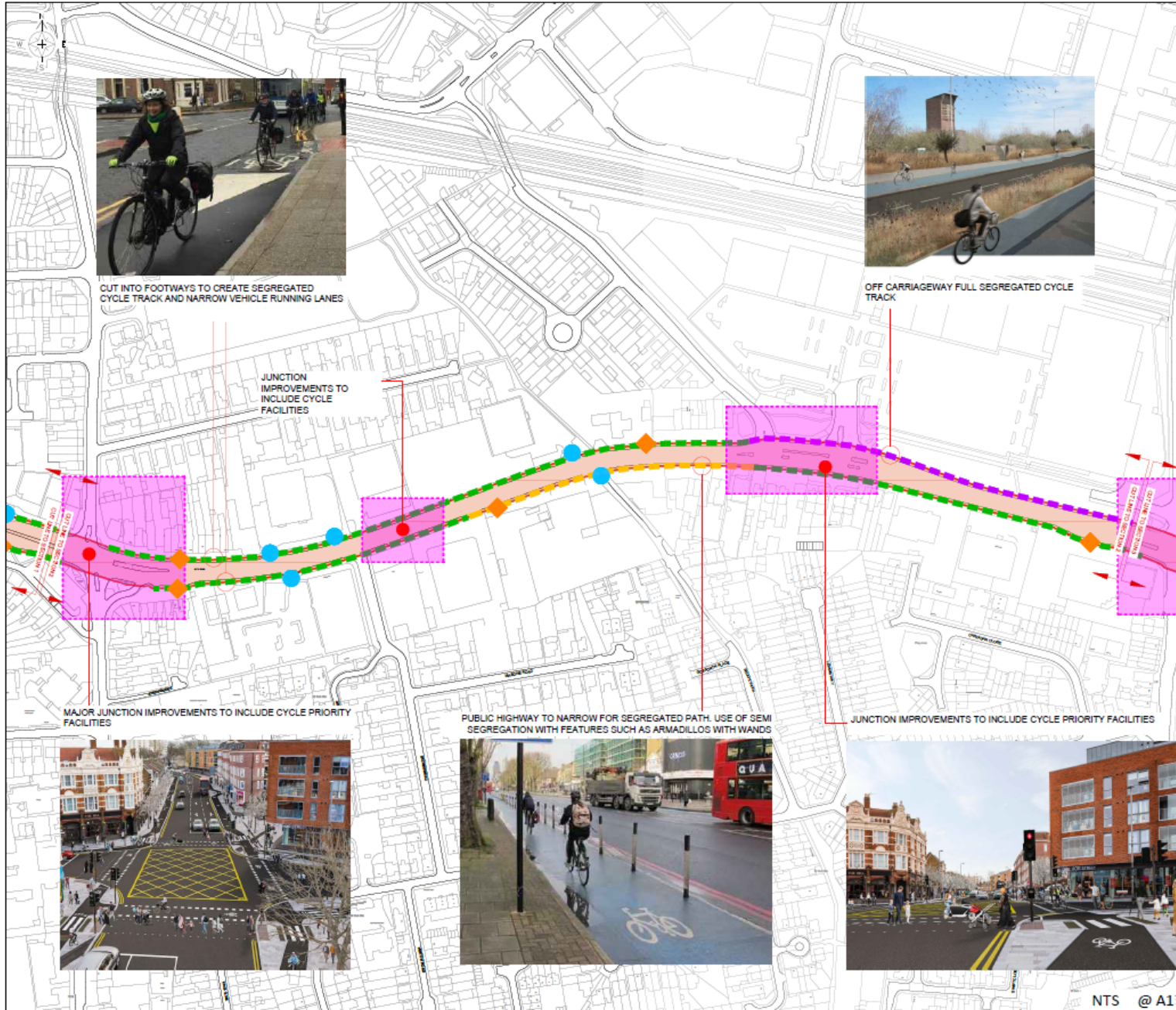
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**A4 CYCLE FEASIBILITY SECTION 1**

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**KEY / LEGEND**

- ROADS WITHIN A4 CYCLE CONCEPT AREA
- RETAIN EXISTING CYCLE TRACK
- PROPOSED SEMI SEGREGATED CYCLE TRACK (+2 METRES)
- PROPOSED FULLY SEGREGATED CYCLE TRACK (+2 METRES)
- PROPOSED FULLY SEGREGATED CYCLE TRACK OFF CARRIAGEWAY (+2 METRES)
- SUSTAINABLE DRAINAGE SYSTEM (SUDS)
- PRIORITY JUNCTION IMPROVEMENTS TO SIDE ROADS SUCH AS COPENHAGEN STYLE AND SET BACK DESIGN
- CYCLE TRACK BUS STOP BY PASS
- MAJOR JUNCTION IMPROVEMENTS TO INCLUDE CYCLE PRIORITY FACILITIES:
  - CYCLE BYPASS
  - CYCLE / PEDESTRIAN ONLY PHASES
  - CYCLE EARLY RELEASE

**GENERAL DRAWING NOTES:**  
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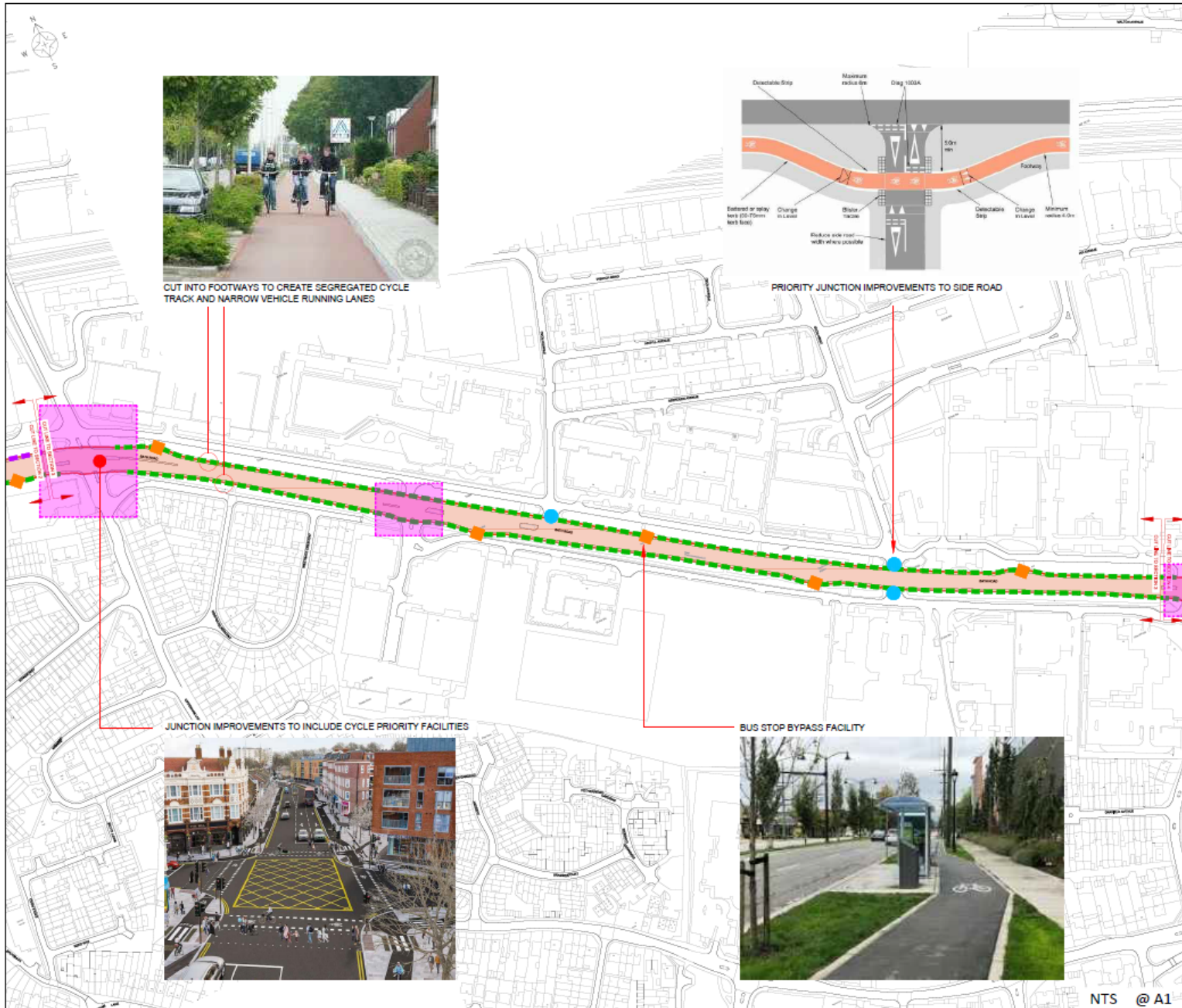
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**A4 CYCLE FEASIBILITY SECTION 2**

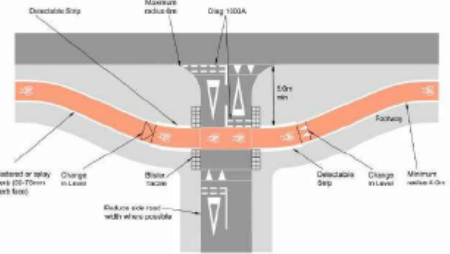
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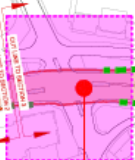




CUT INTO FOOTWAYS TO CREATE SEGREGATED CYCLE TRACK AND NARROW VEHICLE RUNNING LANES



PRIORITY JUNCTION IMPROVEMENTS TO SIDE ROAD



JUNCTION IMPROVEMENTS TO INCLUDE CYCLE PRIORITY FACILITIES



BUS STOP BYPASS FACILITY

**KEY / LEGEND**

- ROADS WITHIN A4 CYCLE CONCEPT AREA
- RETAIN EXISTING CYCLE TRACK
- PROPOSED SEMI SEGREGATED CYCLE TRACK (+2 METRES)
- PROPOSED FULLY SEGREGATED CYCLE TRACK (+2 METRES)
- PROPOSED FULLY SEGREGATED CYCLE TRACK OFF CARRIAGEWAY (+2 METRES)
- SUSTAINABLE DRAINAGE SYSTEM (SUDS)
- PRIORITY JUNCTION IMPROVEMENTS TO SIDE ROADS SUCH AS COPENHAGEN STYLE AND SET BACK DESIGN
- CYCLE TRACK BUS STOP BY PASS
- MAJOR JUNCTION IMPROVEMENTS TO INCLUDE CYCLE PRIORITY FACILITIES:
  - CYCLE BYPASS
  - CYCLE / PEDESTRIAN ONLY PHASES
  - CYCLE EARLY RELEASE

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### KEY / LEGEND

- ROADS WITHIN A4 CYCLE CONCEPT AREA
- RETAIN EXISTING CYCLE TRACK
- PROPOSED SEMI SEGREGATED CYCLE TRACK (+2 METRES)
- PROPOSED FULLY SEGREGATED CYCLE TRACK (+2 METRES)
- PROPOSED FULLY SEGREGATED CYCLE TRACK OFF CARRIAGEWAY (+2 METRES)
- SUSTAINABLE DRAINAGE SYSTEM (SUDS)
- PRIORITY JUNCTION IMPROVEMENTS TO SIDE ROADS SUCH AS COPENHAGEN STYLE AND SET BACK DESIGN
- CYCLE TRACK BUS STOP BY PASS
- MAJOR JUNCTION IMPROVEMENTS TO INCLUDE CYCLE PRIORITY FACILITIES:
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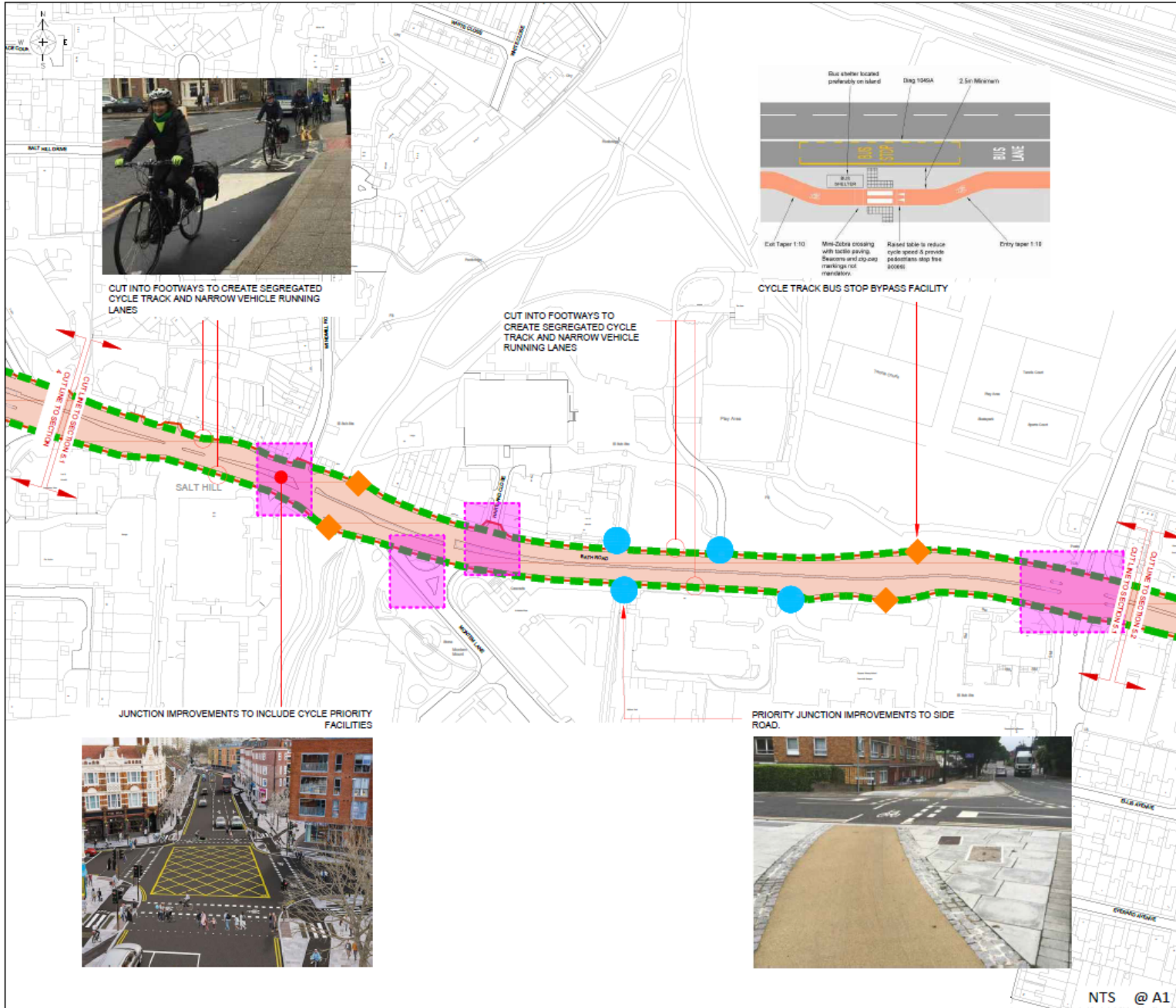
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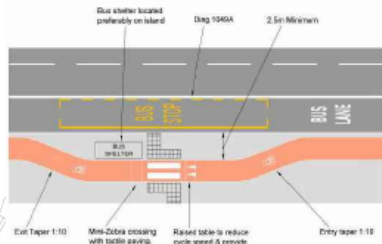
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CUT INTO FOOTWAYS TO CREATE SEGREGATED CYCLE TRACK AND NARROW VEHICLE RUNNING LANES



CYCLE TRACK BUS STOP BYPASS FACILITY



JUNCTION IMPROVEMENTS TO INCLUDE CYCLE PRIORITY FACILITIES



PRIORITY JUNCTION IMPROVEMENTS TO SIDE ROAD.

KEY / LEGEND

- ROADS WITHIN A4 CYCLE CONCEPT AREA
- RETAIN EXISTING CYCLE TRACK
- PROPOSED SEMI SEGREGATED CYCLE TRACK (+2 METRES)
- PROPOSED FULLY SEGREGATED CYCLE TRACK (+2 METRES)
- PROPOSED FULLY SEGREGATED CYCLE TRACK OFF CARRIAGEWAY (+2 METRES)
- SUSTAINABLE DRAINAGE SYSTEM (SUDS)
- PRIORITY JUNCTION IMPROVEMENTS TO SIDE ROADS SUCH AS COPENHAGEN STYLE AND SET BACK DESIGN
- CYCLE TRACK BUS STOP BY PASS
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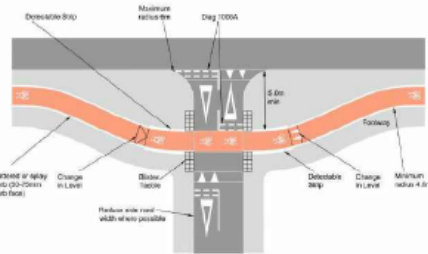
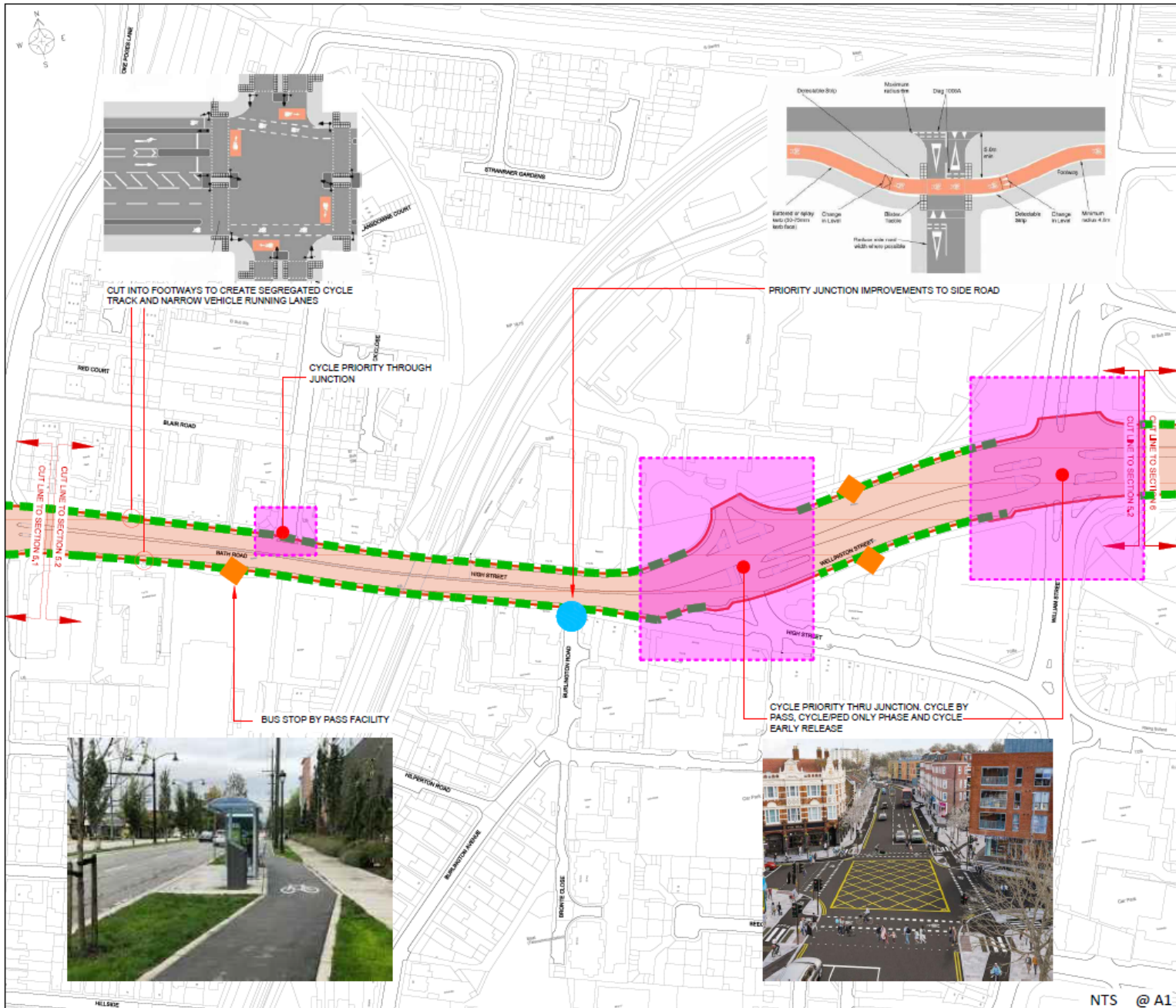
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A4 CYCLE FEASIBILITY  
SECTION 5.1

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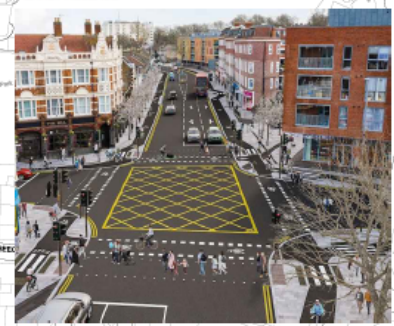
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- RETAIN EXISTING CYCLE TRACK
- PROPOSED SEMI SEGREGATED CYCLE TRACK (+2 METRES)
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  - CYCLE EARLY RELEASE

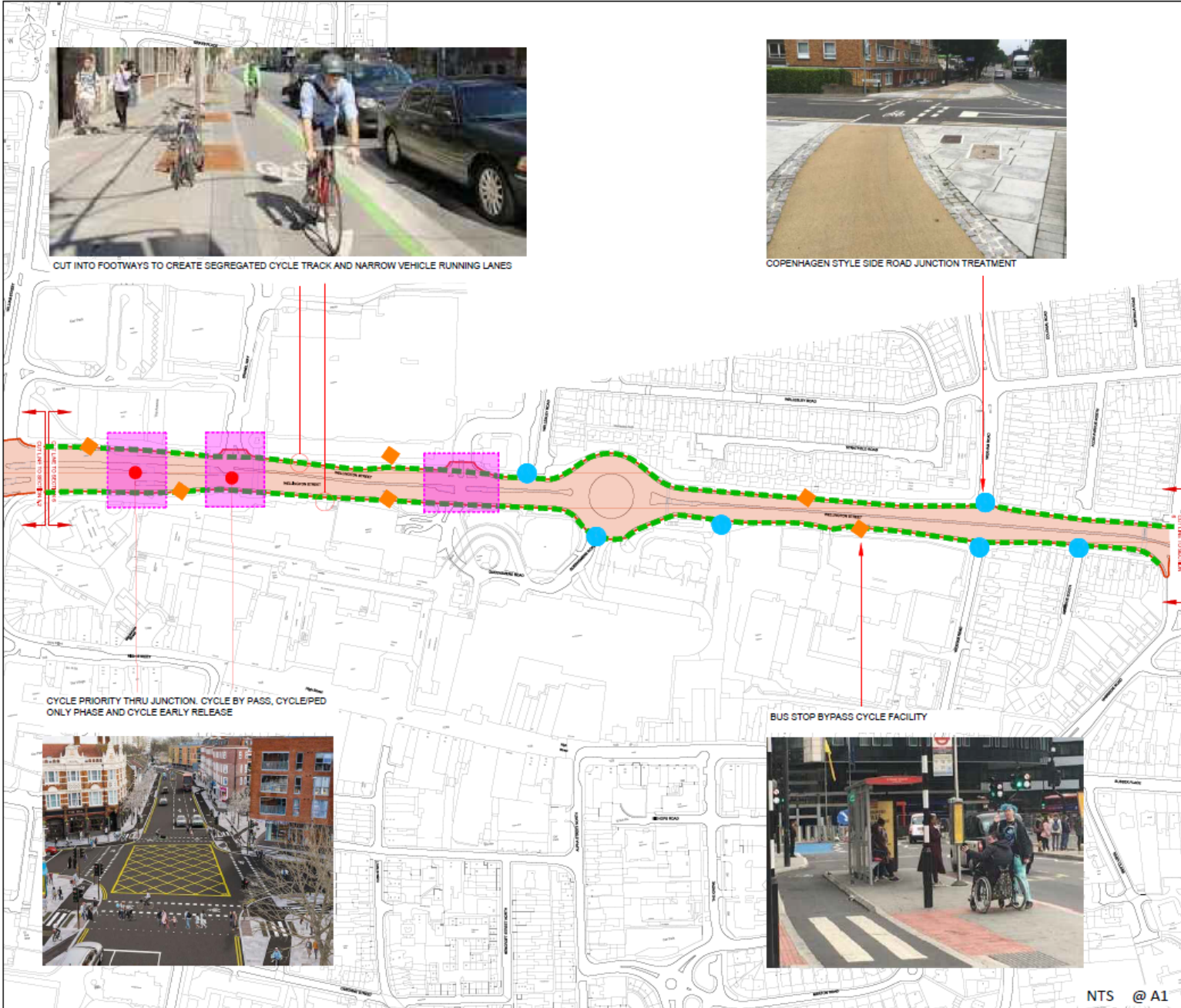
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CUT INTO FOOTWAYS TO CREATE SEGREGATED CYCLE TRACK AND NARROW VEHICLE RUNNING LANES



COPENHAGEN STYLE SIDE ROAD JUNCTION TREATMENT



CYCLE PRIORITY THRU JUNCTION. CYCLE BY PASS, CYCLE/PEDESTRIAN ONLY PHASE AND CYCLE EARLY RELEASE



BUS STOP BYPASS CYCLE FACILITY

**KEY / LEGEND**

- ROADS WITHIN A4 CYCLE CONCEPT AREA
- RETAIN EXISTING CYCLE TRACK
- PROPOSED SEMI SEGREGATED CYCLE TRACK (+2 METRES)
- PROPOSED FULLY SEGREGATED CYCLE TRACK (+2 METRES)
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