

SLOUGH BOROUGH COUNCIL

REPORT TO: Overview and Scrutiny

DATE: 20th January 2016

CONTACT OFFICER: Savio DeCruz Acting Head of Transport

(For all Enquiries) (01753) 875640

WARD(S): Haymill & Lynch Hill, Britwell & Northborough and
Cippenham Green

PART I **FOR COMMENT**

Burnham Station Traffic Scheme – 3 Month Analysis

1. **Purpose of Report**

The purpose of the report is to provide the Overview and Scrutiny panel a summary of the Burnham Station Traffic Scheme experimental order for the first three months of the scheme. The report sets out various feedback and data on the scheme so far, in order to provide members with an indication of the scheme's progress and reception so far.

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

The Committee is requested to note the feedback and data gathered to show the progress of the experimental scheme so far.

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 and 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, London and beyond, improving access and reducing journey times of local bus services and general commuter traffic.

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 scheme will be funded through the Local Enterprise Partnership (LEP) approximately £2m has been set aside to deliver the improvements in and around Burnham Station.

There are no further financial implications.

b) **Risk Management**

There are no reported risks associated with the recommendations stipulated in section 5.

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 is a report to provide members with the feedback and data so far for the Burnham Station Traffic Scheme. This report is for month 3 so far of the experimental scheme, an EIA is not required as it is not yet the end of the experimental period.

5. **Supporting Information**

5.1 **Background to the project**

Burnham station is located between Burnham Lane and Station Road. The area is subject to considerable congestion in the morning and afternoon peaks due to not only the number of schools in the area, but also the commuter traffic from South Bucks heading for the station, trading estate and M4. Traffic has steadily increased over the past decade and as a consequence has resulted in the peak time delays starting sooner and ending later leading, now, to congestion being present for large parts of the day

The Council has been approached in the past by residents and local community groups to improve traffic flow and address commuter parking issues in the area. The traffic demand during the peak hours exceeds the current road hierarchy capacity around the Burnham Station area. Localised improvements such as carriageway widening, improved or new traffic signal junctions will not resolve the current traffic congestion throughout this area. Thus a more strategic re routing of traffic has been sought that will force drivers to alter their journeys that will relieve certain road corridors of these high congestion levels experienced.

The Council submitted in November 2014, two bids as part of the Local Growth Fund 2 (LGF2) to the LEP for improvements to Burnham Station and Langley Station. These bids focussed on improving accessibility to the stations (including the road layout) and constructing new buildings on the station forecourt. The bids were given programme entry subject to the Local Transport Body (LTB) financial approval process, however in order to receive full approval, a business case compliant with the Department for Transport (DfT) criteria needs to be met.

Transport modelling was commissioned by officers in 2014 to assess 12 different scenarios. The scenarios included reversing the one way on Burnham Lane, making Station Road one way northbound and then southbound and closure of Station Road. The report found that all options would result in an improvement around the station but would also have some impact on other local roads. This report formed part of the Significant Decision.

Officers set up a working group consisting of Network Rail, Crossrail, Rail for London, First Great Western and Segro to discuss the options and the outputs from the assessment and to also understand how the area including the station could be improved. The working group collectively agreed that if Station Road could be closed, then this would help realise wider benefits including regeneration of the sites surrounding the station.

Members agreed to proceed with the scheme option involving the full closure of Station Road, in order to trial the 'worst case scenario' of the options available, as part of an experimental order.

The experimental scheme began on Friday 16th October at approximately midday.

The experimental scheme involved the following:

- Full closure of Station Road at the rail bridge
- Reversal of one way system on Burnham Lane (between Buckingham Avenue and the south side of the railway bridge), from northbound to southbound
- Introduction of a mini-roundabout at the junction of Buckingham Avenue / Burnham Lane (towards railway bridge)
- Relocation of the bus stops (in both directions) from Burnham Lane to into the station 'triangle' area
- Making the station 'triangle' area one way northbound
- Residents parking scheme on Littlebrook Avenue
- Various traffic signal improvements throughout the area
- Signage and on-street works to notify drivers of the above changes

5.1 Consultation procedure

The procedure for consultation as part of an experimental traffic order is such that consultation begins once the scheme is operational. In this case the consultation began on 16th October 2015.

Residents in the scheme area (see Appendix 1) were hand-delivered a copy of the scheme leaflet (see Appendix 2) which gave further information regarding the scheme. This highlighted the various methods to contact the council with feedback on the scheme:

- Online questionnaire
- Writing to the council
- Emailing TfS@slough.gov.uk

The council's general communication channels were also utilised in order to publicise the scheme to residents and the wider public, this included the council's website, press releases, plus social media channels Twitter and Streetlife - where officers responded to questions from members of the public regarding the scheme. An email was also sent out to businesses via the Segro e-newsletter, informing businesses of the scheme and how to provide any feedback to the council during the experimental scheme.

In total the following responses were received:

Method	Number of responses
Online survey	704
Paper correspondence	1 survey response, incorporated into the above figures
Email correspondence	Correspondence received from 183 individuals
Schools engagement	Four schools engaged in the scheme: <ul style="list-style-type: none">○ Priory School○ Our Lady of Peace schools○ Haybrook College○ Cippenham Primary School
Business engagement	2 emails specifically noted to be on behalf of a business
Other engagement	Correspondence received from First Berkshire (local bus company) regarding the scheme

Table 1: Responses to consultation

5.2 Consultation summary

This section presents a summary of the consultation responses received from 16th October 2015 to 4th January 2016.

5.2.1 Online survey summary

A survey was hosted via the 'SurveyMonkey' platform; local stakeholders were invited to take part in the survey to give their views on the scheme. A total of 704 responses were received, the headline results are as follows (full graphs for each question are available in Appendix 4):

Question	Responses (largest in bold)
1.The scheme has stopped people turning right from Burnham Lane into Station Road at the triangle, and moved the bus stops away from Burnham Lane. Has this made the traffic better or worse on Burnham Lane?	<ul style="list-style-type: none"> ○ I think the traffic is better (34%) ○ I think the traffic is worse (47%) ○ I think the traffic is about the same (12%) ○ Don't know (8%)
2.A new mini roundabout has been put in at the junction of Burnham Lane and Buckingham Avenue. Do you think the mini roundabout is a good idea?	<ul style="list-style-type: none"> ○ Yes (42%) ○ No (46%) ○ Don't know (13%)
3.Burnham Lane between the A4 and the new mini roundabout has been changed from one way northbound to one way southbound (under the railway bridge only). Do you think this new system works?	<ul style="list-style-type: none"> ○ Yes (24%) ○ No (66%) ○ Don't know (11%)
4.The scheme has closed the road to traffic at the railway bridge on Station Road Burnham. As a driver / passenger, has this made your journey:	<ul style="list-style-type: none"> ○ Better (14%) ○ Worse (79%) ○ About the same (4%) ○ Don't know (3%)
5.The scheme has closed the road to traffic at the railway bridge on Station Road Burnham. As a pedestrian / cyclist, has this made your journey:	<ul style="list-style-type: none"> ○ Better (12%) ○ Worse (26%) ○ About the same (26%) ○ Don't know (36%)
6.Do you think the scheme has improved access to Burnham train station for drivers?	<ul style="list-style-type: none"> ○ Yes (14%) ○ No (69%) ○ Don't know (17%)
7.Do you think the scheme has improved access to Burnham train station for those on foot / bike?	<ul style="list-style-type: none"> ○ Yes (18%) ○ No (42%) ○ Don't know (40%)
8.Do you think the area around Burnham train station has been made safer for those on foot / bike since the scheme has been in place?	<ul style="list-style-type: none"> ○ Yes (20%) ○ No (52%) ○ Don't know (28%)
9.Has the experimental scheme made your journey better or worse overall?	<ul style="list-style-type: none"> ○ Better (19%) ○ Worse (81%)

Table 2: Survey response summary

Qualitative analysis was also carried out on the content of responses to Question 9 (where respondents were asked to make a note of where the traffic is better / worse since the scheme) and Question 10 (where respondents were asked if they had any further comments about the scheme). The content of responses was categorised into themes which are presented below for each question:

5.2.1.1 Question 9 summary

Respondents were asked to note where the traffic congestion was better / worse since the scheme. The most popular themes / issues are presented in the tables below and also in Figure 1. The full data can be seen in Appendix 4. Data has been presented as absolute numbers rather than percentages due to the nature of the qualitative analysis.

General comments	Number of comments Q9
General comments – negative	
Journey times have increased since scheme	153
Traffic in the area generally worse	89
Difficulty dropping children off at school since scheme	77
Have had to change / extend journey since scheme; increase in fuel costs	47
Scheme has been bad for local businesses and the Trading Estate	26
Reduced access to Burnham / cut off community	25
Scheme not in the interest of local residents	20
Roads are more dangerous	18
Negative air quality / environmental impacts	15
Antisocial behaviour under bridge / need for more lighting	13
Scheme has made it more dangerous for pedestrians and cyclists	11
Poor signage	8
General comments – positive	
Journey time decrease; less congestion	23
Scheme has made it better for pedestrians and cyclists	8
General comments	
Traffic lights need adjusting (general)	9

Table 3: Question 9: General themes of responses – summary of main responses (full responses in Appendix 4)

Area-specific comments	Number of comments Q9
Area-specific comments - Traffic congestion - worse	
Bath Road (general)	205
M4 Junction 7 / Huntercombe Spur Roundabout	131
Huntercombe Lane North	79
Cippenham Lane	70
Burnham Lane (south section)	24
Dover Road	20
Lent Rise Road / Sainsbury's roundabout	11
Bower Way	10
Lent Rise Road north	9
Slough Trading Estate (general)	9
Dover Road / Bath Road junction	8
Huntercombe Lane North / Bath Road	8
St Andrews Way	8
Area-specific comments - Traffic congestion - better	
Burnham Lane (north section)	69
Area-specific comments - Areas for improvement	
Make Station Road one way	65
Mini roundabout being used dangerously	18
Area-specific comments - Places / activities negatively affected	
Vehicles driving north under Burnham Lane Bridge	33
Antisocial behaviour under Station Road bridge	13
Higher traffic speeds / more difficult to cross as pedestrian - Burnham Lane	13

Table 4: Question 9: Area-specific themes of responses – summary of main responses (full responses in Appendix 4)

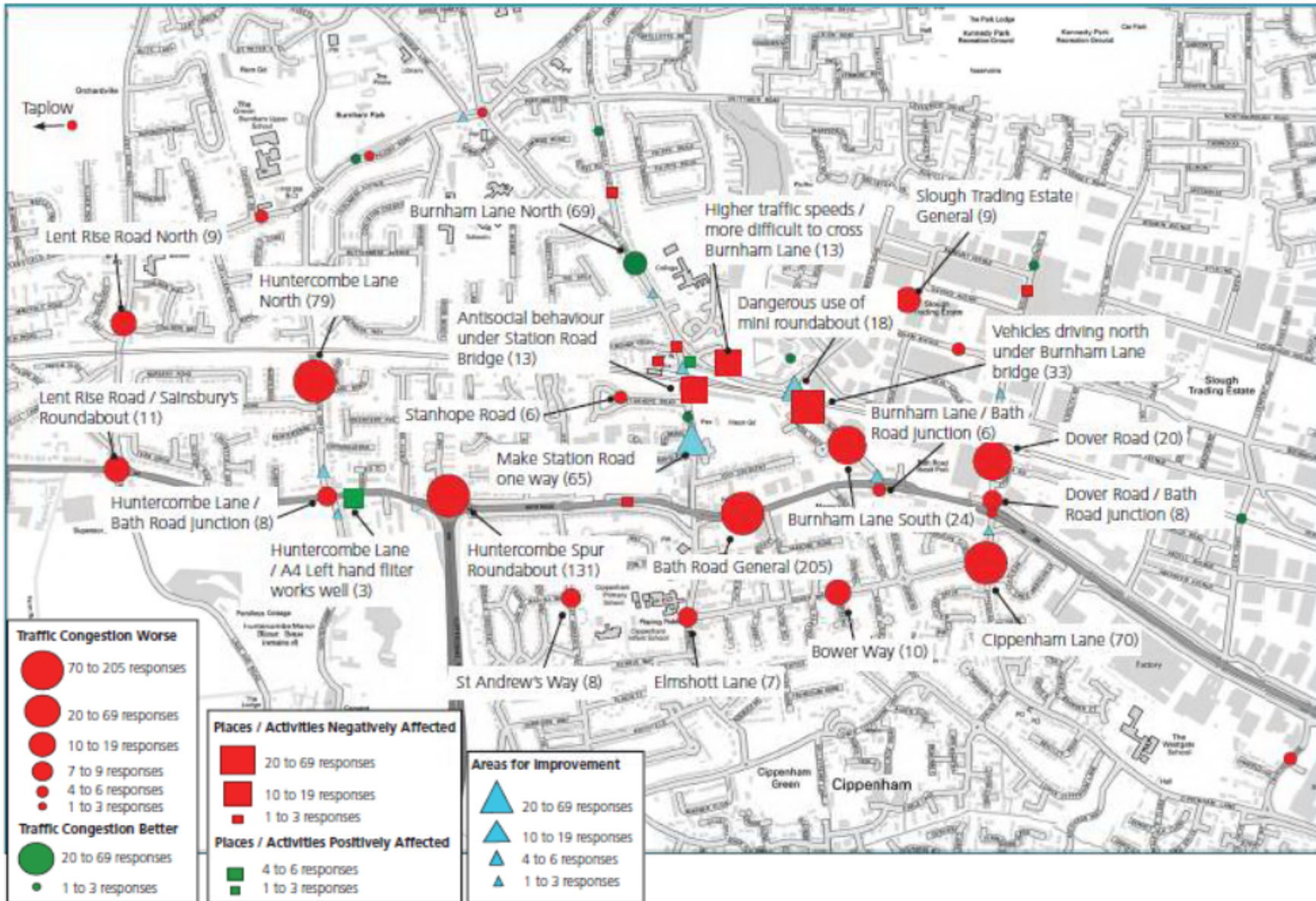


Figure 1: Question 9: Mapping of respondents comments by area

5.2.1.2 Question 10 summary

Question 10 was an open-response comment box which asked respondents ‘Do you have any other comments on the experimental scheme?’

Overall the respondents’ comments were analysed to ascertain whether they were in general for or against the scheme. The summary is presented below; this shows an overall majority of respondents’ comments are against the experimental scheme:

Overall nature of comments	Number	Percentage
For scheme	26	3%
Against scheme	439	93%
Not stated	5	1%
TOTAL	470	100%

Table 5: Question 10: Overall nature of respondents’ comments – for or against scheme?

The content and themes of the responses was also noted, and the most popular themes / issues are presented in the tables below and also in Figure 2. The full data can be seen in Appendix 4. Data has been presented as absolute numbers rather than percentages due to the nature of the qualitative analysis.

General comments - negative	Number of comments
Traffic in the area is generally worse	57
Lack of consultation / not listening to residents / petition ignored	31
Scheme not in the interest of local residents	22
Scheme has been bad for local businesses and the Trading Estate	17
Journey time increase	13
In general roads are more dangerous	12
Poor signage	10
General comments – positive	
Traffic has improved	11
Should keep it permanent	7

Table 6: Question 10: General themes of responses – summary of main responses (full responses in Appendix 4)

Area-specific comments - Traffic congestion - worse	Number of comments
Bath Road (general)	12
Dover Road	8
Huntercombe Lane North	6
Area-specific comments - Areas for improvement	
Make Station Road one way	88
Area-specific comments - Places / activities negatively affected	
Issues with double yellow lines / parking on Haymill Road	6
Illegal manoeuvres around the station area	8

Table 7: Question 10: Area-specific themes of responses – summary of main responses (full responses in Appendix 4)

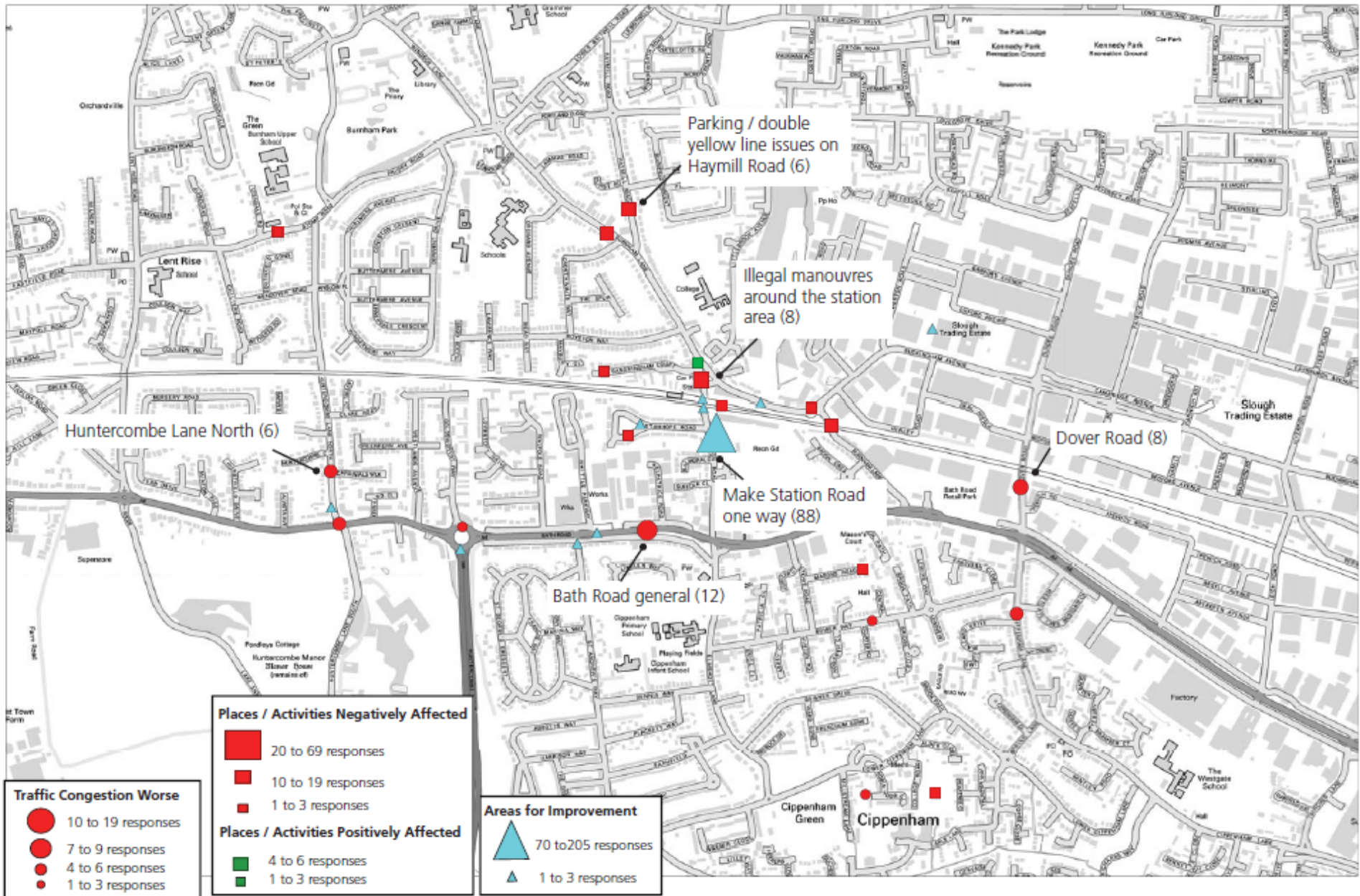


Figure 2: Question 10: Mapping of respondents' comments by area

5.2.2 Email correspondence summary

Email correspondence was received from a total of 183 respondents, some of which emailed several or multiple times. Repeated issues raised by individuals were only recorded once for that person. Email content is available in Appendix 6.

Qualitative analysis has been undertaken on the content of the emails in order to ascertain the general and area-specific themes and comments.

In terms of the general nature of the comments, the overall feedback from the emails is as follows; this shows that the vast majority of people contacting the council via email regarding the scheme are against the scheme in general (96%).

Overall nature of comments	Number	Percentage
For scheme	6	3%
Against scheme	176	96%
Not stated	1	<1%
TOTAL	183	100%

Table 8: Email correspondence: Overall nature of respondents' comments – for or against scheme?

Further analysis on the content and themes of the emails has also been undertaken (akin to the survey responses) and the key findings are presented below in the table and figure (full results are available in Appendix 6).

Email responses summary	Number of comments (within emails)
General themes	
General comments – negative	
Journey times have increased since scheme	55
Difficulty dropping children off at school since scheme	45
Insufficient consultation	39
Traffic in the area generally worse	26
Scheme has been bad for local businesses and the Trading Estate	24
Scheme not in the interest of local residents	18
Poor signage	17
Have had to change / extend journey since scheme; increase in fuel costs	15
Negative air quality / environmental impacts	15
Antisocial behaviour under bridge / need for more lighting	14
Scheme has made it more dangerous for pedestrians and cyclists	11
Issues with traffic light signal timings	11
Road users ignoring signage	9
Roads are more dangerous	8

Table 9: Email correspondence: General themes of responses – summary of main responses (full responses in Appendix 6)

Area-specific issues	
Area-specific issues - traffic congestion - worse	
M4 Junction 7 / Huntercombe Spur Roundabout	78
Bath Road (general)	64
Cippenham Lane	42
Dover Road	30
Huntercombe Lane North	26
Lent Rise Road / Sainsbury's roundabout	22
Cippenham (general)	15
Huntercombe Lane North / Bath Road	14
St Andrews Way	11
Area-specific issues - areas for improvement	
Make Station Road one way	61
Better lighting needed under bridge	14
Mini roundabout being used dangerously	13
Left filter Huntercombe / A4 - can't see signal	12
Improvements to Bath Road traffic lights needed	12
Area-specific issues - places / activities negatively affected	
Vehicles driving north under Burnham Lane Bridge	28
Burnham Lane dangerous at bridge	14
Picking up from Burnham Station dangerous	13
Antisocial behaviour under Station Road bridge	12
Higher traffic speeds / more difficult to cross as pedestrian - Burnham Lane	10

Table 10: Email correspondence: Area-specific themes of responses – summary of main responses (full responses in Appendix 6)

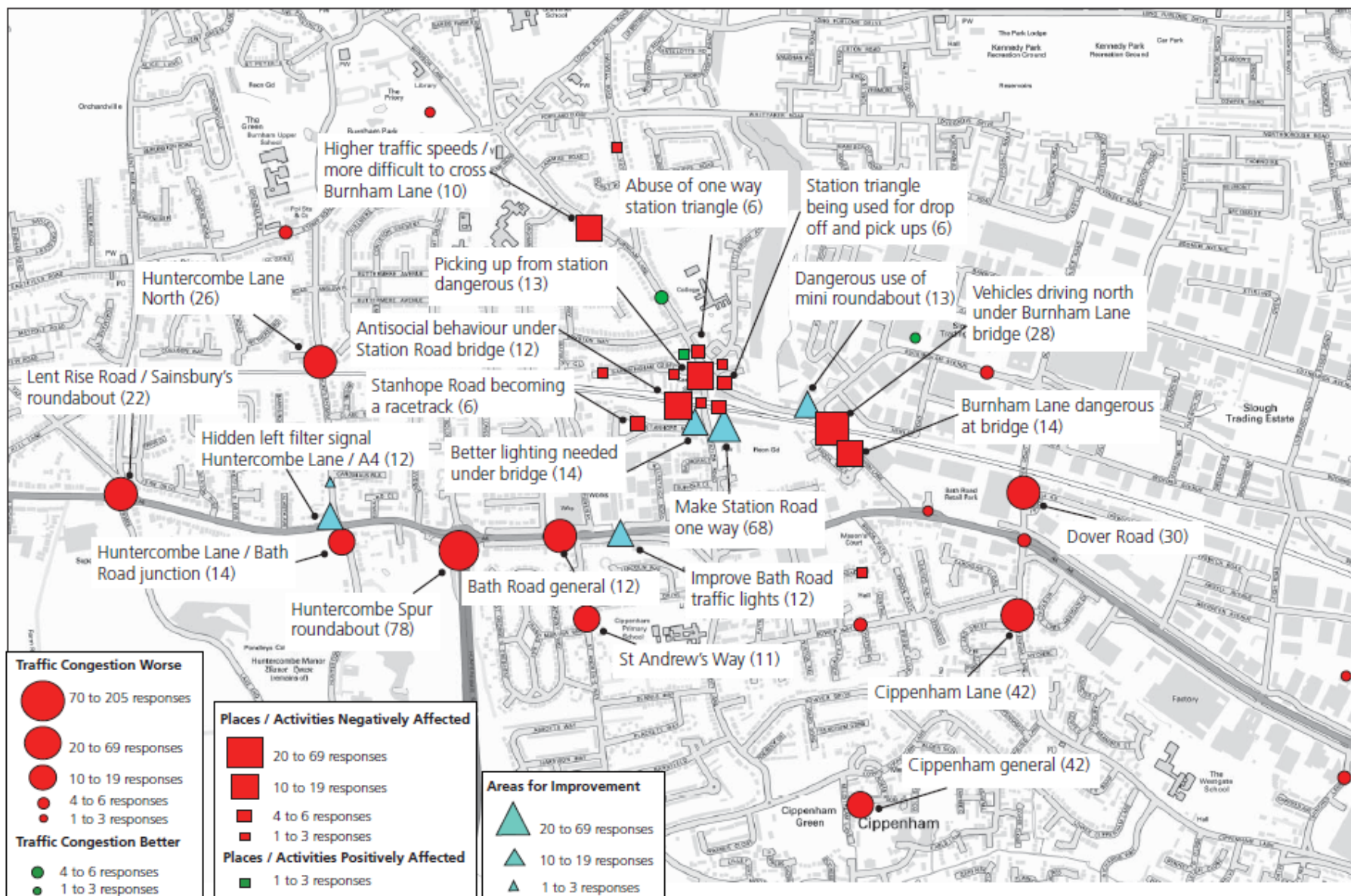


Figure 3: Email correspondence: Mapping of respondents' comments by area

5.2.3 Open letter

The Council received an open letter, signed by approximately 900 people. The signatures were collected between 18th November and 3rd December 2015. The undersigned are against the scheme in its current form.

The main points raised in the letter were as follows:

- Lack of engagement and transparency from Slough Borough Council
- The scheme has resulted in increased traffic in the Slough and South Buckinghamshire areas – significantly increased journey times and driver stress – affecting personal and professional lives of residents
- Public safety issues – emergency vehicle response times affected, transgressions at the bridge closures
- Lack of lighting and CCTV at Station Road bridge, encouraging anti-social behaviour
- Biased online survey by the council
- Very little monitoring being carried out by the council
- Lack of communication with the local community and refusal to consult; dismissal of previous petition by the council
- Environmental impact of increased congestion
- Community has been physically divided
- Local trade has been affected
- Challenge for residential carers to reach their patients

The letter concludes by stating that the undersigned support the immediate instatement of Station Road to vehicular traffic, in a northbound direction.

The full letter has been published as a background paper to this report.

5.2.4 Other Stakeholder summary

Feedback on the scheme was received from additional stakeholders as follows:

Stakeholder	Date received	Summary of feedback
First Berkshire (bus company)	03/01/16	<ul style="list-style-type: none">• Staff are concerned about the lack of information to other road users about bus movements exiting from Station Road onto Burnham Lane, especially when buses require extra time/space when turning right from Station Road onto Burnham Lane.• Staff have encountered cars using the Station Road bus stop as a waiting area when picking up commuters from Burnham Station.• Bus journey times on routes 75 & 76, which run on the busy A4 Bath Road corridor between Maidenhead - Cippenham - Slough - Langley - Heathrow Central have increased due to high traffic levels between the Dover Road junction and Huntercombe Lane junction, especially at peak times.• The traffic light phasing on the one way Burnham Lane exiting on the A4 is also a contributing factor. The knock on effect is that customers waiting for buses in Maidenhead, Slough, Langley and Heathrow are unaware why services are running behind schedule. Were

		<p>possible, we try to provide additional resources to cover any late running of services but sometimes services will need to be terminated short of their final destination. This puts off customers travelling on buses.</p> <ul style="list-style-type: none"> • Buses now don't block the main Burnham Lane when stopping as before • Customers using buses are dropped off/picked up in a more safer enviroment.
Muttlin's (local business)	29/10/15	<ul style="list-style-type: none"> • Loss in clients using the business due to time it now takes to access us • Clients looking for alternative boardings for their dogs as it now takes one hour in traffic to access the business as opposed to five minutes previously • Loss to the business will be an estimated £500+ per month • Will have to move out of the area • Have run this business for 12 years and due to the large amount of competitors this loss will not be gained overnight • Now a minimum of 1.5 miles for clients to access the business • Traffic in both directions is at a standstill between 4pm - 6.30pm • Would like to claim for business losses from SBC
Vape Smart Ltd (local business)	08/12/15	<ul style="list-style-type: none"> • Decrease in trade since Station Road closure – drop in turnover of approx. £2,000 per week • Most previous customers used Station Road to access business and have been inconvenienced • Would like Station Road re-opened • Negative impact on surrounding community and sense of connection to Burnham has been lost • Additional 20 minutes to travel by car to Burnham

Table 14: Other stakeholder feedback

5.2.4 School correspondence summary

Four schools have been engaged with the council during the experimental scheme and meetings have been held with key school contacts as well as email and telephone correspondence during the scheme so far. A summary of each school's general feedback is below, further detail can be found in Appendix 5.

School name	Summary of main feedback
Priory School	<p>Meetings were held with school representatives (Kathryn James, Pupil Services Manager; and Jo McGovern, School Business Manager) on 14th October 2015 and 25th November 2015 to discuss the scheme and feedback from the school.</p> <ul style="list-style-type: none"> • Lack of consultation and pre-warning of the scheme occurring • Very little positive feedback coming from staff or parents • Burnham Lane is much more free-flowing in terms of the traffic but this is perceived as only because the problem has been pushed elsewhere • Concern about future ability to fill school places due to traffic difficulties / lack of access routes from e.g. Cippenham putting off prospective parents • Concern about pupil lateness / absence – which has worsened since the scheme – pupil lateness has more than doubled, the number of ill children has also more than doubled. Non-compulsory attendance (e.g. early years) has also been affected negatively • Concern about staff recruitment and retention in terms of ability to access the school in a reasonable time • Concern that the northbound routes to Burnham have been cut off – meaning longer trips round to access the school • Whilst the school were happy to promote the improved cycle and pedestrian route under the closed section of Station Road, they did not believe that this would increase the level of pupils walking / cycling, due to many parents needing to drive due to multiple pupil drop-offs / living too far away to walk / cycle, or needing to go straight on to work afterwards • The Cippenham area has been very affected by the scheme and many pupils reside in this area so has caused problems • Issues with emergency vehicles continuing to travel in the wrong direction at the Burnham Lane bridge. Issues with emergency vehicles and home carers etc not being able to get where they need to quickly • M4 slip road and Huntercombe Spur roundabout are jammed at peak times and cause tailbacks and result in many drivers making dangerous manoeuvres • Turning right out of M&S onto the A4 Bath Road is now much more difficult due to the increase in traffic • Concern at many vehicles continuing to travel in the wrong direction at Burnham Lane bridge • A4 more congested, in particular from Sainsbury's / Lent Rise Road roundabout to the Huntercombe Spur roundabout • In general the scheme has resulted in longer journey times to and from Burnham • In general the traffic congestion is worse in the AM peak than the PM peak <p>The school have also provided a formal letter from the Headteacher regarding the scheme, this is provided in Appendix 5. The summary of points from this letter are as follows:</p> <ul style="list-style-type: none"> • Removal of key northbound route has made it difficult for families to access the school from the south side of the Bath Road. Attendance reports show that families in Cippenham have a higher lateness and absence rate than families in other areas • The number of children arriving late following the Station Road closure has increased from 23 to 49

	<ul style="list-style-type: none"> • The number of children who are absent due to “illness” has risen from 123 to 247 and even 335 in one week. Reports show an immediate change in the week that followed the experimental scheme introduction that is out of kilter with normal absence reports • The number of children who are absent of non-compulsory attendance age has also risen from 311 to over 400 at times. • Attendance is monitored by the SBC Education Welfare Officer in conjunction with the school. We are held accountable for attendance figures which must be above the minimum 95% requirement. This is made very difficult for us if the infrastructure in and around the school does not allow easy access to our site. • Survey results from the school survey suggest that the experimental scheme has not worked in the view of school parents, staff and local residents. The scheme has increased journey times and stress levels. • The school requests that the feedback is taken into account and one of the options preferred in the school survey is introduced • The school was disappointed at the short notice of the deadline for feedback to be included in this report <p>The school carried out an independent survey of staff, parents and residents and the headline results are as follows (full data is available in Appendix 5): 411 responses were received in just 7 working days.</p> <ul style="list-style-type: none"> • The majority of respondents came from SL1, SL2, SL4 and SL6 – this covers Burnham Lane, Cippenham, Farnham Road & Bath Road residents. • 80% of respondents have to cross the Bath Road for their daily journeys. • 99% of respondents travelled by car. • 89% of respondents have not change their mode of transport since the scheme has been introduced • 33% were travelling in their car alone (i.e. no passengers), 70% were with 1 or 2 passengers. • Average journey time to the school before the scheme started was 15.7 minutes • Average journey time to the school after the scheme was 30.3 minutes • Respondents were asked their preferred option for traffic flow, the responses were: Station Road open both ways plus Burnham Lane Northbound 43.3% Station Road open Northbound plus Burnham Lane Southbound 41.2% (No overall majority shown) • Other issues noted by respondents: Negative impact on emergency services access and journey times 69.4% Negative impact on local residents’ journey times 87.8% Increase in the number of traffic-related incidents due to flow & poor driving 72.5% Negative impact on Burnham local businesses 64.3% Traffic issues / congestion merely shifted to Bath Road & Huntercombe Lane North 90.8%
Our Lady of Peace schools	<p>Meetings were held with school representatives (Marcel Devereux, Governor; and Linda Shoard, Bursar) on 14th October 2015 (along with Priory School). Representatives did not attend the second joint meeting with Priory School on 25th November however were contacted by officers asking for any feedback from the school via email.</p> <p>An email from Marcel in October noted that approximately 35 children were late to school in the first week following the scheme’s introduction.</p> <p>No further feedback was received from the school prior to production of this</p>

	report.
Cippenham Primary	<p>A meeting was held with Nicky Willis, the school's Headteacher, on 15th December 2015, to discuss the scheme and obtain any feedback from the school.</p> <p>The main feedback was as follows</p> <ul style="list-style-type: none"> • The school had limited feedback from parents and staff and was of the general view that the initial traffic problems experienced have now ironed out and the traffic is no worse than it used to be. • Traffic on the A4 seems worse in terms of traffic congestion since the scheme • Burnham Lane (north section) is much more free flowing • Staff have reported vehicles continuing to travel the wrong way through Burnham Lane bridge • In terms of access to areas to the north of the A4, the school would support the trial of a northbound option for Station Road, as in general schools in Cippenham have pupils travelling from Burnham and vice versa, and this would help parents who have to travel straight on to work from the school drop off
Haybrook College	<p>A meeting was held with Wendy Andrews, Facilities/Business Manager, on 15th December 2015, to discuss the scheme and obtain any feedback from the school.</p> <p>In terms of general comments on behalf of the school, the feedback was as follows:</p> <ul style="list-style-type: none"> • Traffic is much more free-flowing on Burnham Lane (north section) • The school now provides its own home-school transport via minibuses (previously, taxis were used) and two routes have been affected by the scheme: <ul style="list-style-type: none"> - The minibus coming from the Langley area (along the A4) is consistently late since the scheme was introduced - The closure has also had a negative effect on minibus 3, as it travels back to the college through Cippenham and have no choice but to travel back along the Bath Road. Drivers have reported an additional 10-15 minute compared to the normal journey; this happens most days • Some staff have had better journeys along Burnham Lane although others have had long-winded journeys as a result (e.g. from Cippenham and the south of the school) • Would support the trial of Station Road one way northbound <p>The school have also provided a formal letter from the Executive Headteacher, Helen Huntley, regarding the scheme, this is provided in Appendix 5. The main points of the letter are as follows:</p> <ul style="list-style-type: none"> • The scheme is having a negative effect on staffing at the school; staff coming via M4 J7 or Cippenham areas are experiencing delays and increased journey times • Home to school transport is also affected, due to the delays on the A4 and also the long-winded way to Burnham in a northbound direction from south of the A4 • Concern about lack of pedestrian crossings on Burnham Lane near the school and high traffic volumes and speeds making it unsafe to cross informally; could a crossing near the school be considered? <p>Staff at the school also provided feedback to the council via Wendy; a full list of this is included in Appendix 5 and the summary of the key issues / themes are as follows:</p>

	<p>Positive comments:</p> <ul style="list-style-type: none"> • Burnham Lane (north section) traffic much more free-flowing (8) • Haymill Road traffic is much more free-flowing (1) • Scheme has made the traffic much better generally (1) • Evening travel is better than the morning peak (1) <p>Negative comments:</p> <ul style="list-style-type: none"> • Increase in journey time since scheme (6) • A4 more congested (9) • M4 J7 more congested (6) • Harder to cross Burnham Lane as a pedestrian (2) • Slough Trading Estate more congested (2) • Local businesses have been negatively affected (1) • Congestion from parked cars to the south of Station Road bridge picking up from station (1) • Concern regarding vehicles travelling in the wrong direction under Burnham Lane bridge (1) • Clppenham Lane / A4 junction is more congested (3) • Sainsbury's roundabout / Lent Rise Road more congested (1) • Dover Road more congested (3) <p>Suggestions:</p> <ul style="list-style-type: none"> • Make Station Road one way northbound (4) • Place additional crossings on Burnham Lane (north section) (2)
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Table 11: Summary of schools engagement and feedback

5.3 Data analysis for experimental scheme

Various data analysis has been undertaken before and after the experimental scheme in order to measure the impact of the scheme alongside the survey data and correspondence. A summary of each set of data is presented in this section, with full data available in relevant Appendices.

5.3.1 Journey time surveys

Journey time data was collected by identifying a number of key routes and destinations in the Burnham area and recording the time taken to travel between set points along this route and how long to complete the route as a whole. This was undertaken for a number of days both before and after the closure of Station Road, for both the AM peak (07.30 – 09.30) and PM peak (16.00 – 19.00). Some of the main journeys have been summarised below, the full data summary is available in Appendix 8.

Origin and destination	AM or PM	Time increase / decrease	Journey time difference before & after scheme (%)
Station Road / A4 junction to Five Points	AM	+2.01	+20%
	PM	+1.36	+12%
Five Points to Station Road / A4 junction	AM	+5.37	+60%
	PM	+4.22	+40%
Burnham station to Huntercombe Spur roundabout (via Dover Road)	AM	+7.11	+94%
	PM	+6.41	+79%
Huntercombe Spur roundabout to Burnham Station (via Dover Road)	AM	+6.33	+116%
	PM	+5.02	+83%
Burnham station to Huntercombe Spur roundabout (via Huntercombe Lane North)	AM	+2.58	+39%
	PM	+2.25	+29%
Huntercombe Spur roundabout to Burnham Station (via Huntercombe Lane North)	AM	+4.53	+87%
	PM	+4.10	+69%
Burnham station to Dover Road / A4 junction	AM	+3.15	+45%
	PM	+0.45	+10%
Dover Road / A4 junction to Burnham station	AM	+3.06	+47%
	PM	+1.49	+25%
Burnham station to Slough Trading Estate (Edinburgh Avenue)	PM	-2.29	-29%
Slough Trading Estate (Edinburgh Avenue) to Burnham station	PM	-4.15	-40%
Five Points to A4 Bath Road (O2 building)	AM	+1.19	+15%
	PM	+1.00	+9%
A4 Bath Road (O2 building) to Five Points	AM	+6.06	+77%
	PM	-2.33	-24%
Dover Road / A4 junction to Huntercombe Spur roundabout	AM	+1.12	+16%
	PM	+4.02	+63%
Huntercombe Spur roundabout to Dover Road / A4 junction	AM	+1.37	+22%
	PM	+1.18	+22%
Slough Trading Estate (Edinburgh Avenue) to Huntercombe Spur roundabout	PM	-0.40	-5%
Huntercombe Spur roundabout to Slough Trading Estate (Edinburgh Avenue)	PM	-5.34	-29%

Table 12: Summary of journey time surveys and differences between before / after scheme

5.3.2 Automatic Traffic Counts (ATCs)

The speed and volume data from permanent ATCs located in the Burnham area has been analysed for the weeks preceding and following the closure of Station Road on 16th October 2015 (as part of the Burnham Station Traffic Scheme), in order to establish the impact the road closure has had on traffic volumes and speeds in the area.

Table 13 summarises the general trends noted from the ATC traffic speed and traffic volume data for the permanent ATCs for before and after the scheme implementation, in both directions of travel at each location. The weeks being studied for the permanent counts are from 21/09/15 to 03/01/16. The full detail can be found in Appendix 9.

Location of ATC	Traffic volume trends	Traffic speed trends
Dover Road (at bridge)	Generally traffic volume levels have stayed at the same levels, although an increase has been seen on the road since the week of the closure, in the region of +10% . At the end of December traffic levels are lower due to school and Christmas holidays etc.	In the AM and PM peaks a small decrease in speeds has been observed since the scheme's introduction (increasing again towards the end of December due to the general drop in traffic volumes). The weekly mean speed has stayed approximately the same over the period.
A4 Bath Road (to the east of Huntercombe Spur roundabout)	Relatively even levels of traffic over the period before and after the scheme introduction. There was a drop in the week that the closure was implemented but levels returned to almost the same levels as previously recorded. Again there has been a dip in traffic over the Christmas period. The average decrease in traffic since the scheme implementation is in the region of -8% .	The mean weekly speed has stayed level through the recorded period. Speeds in the AM and PM peak have decreased only very slightly. There are some fluctuations in the most recent two weeks; again this is most likely due to the Christmas period.
A4 Bath Road (to the west of Stowe Road)	There has been an increase in traffic recorded along this section of the Bath Road since the week of the closure of Station Road. The volumes have fluctuated however the increase is in the region of +7% extra traffic.	There have been noticeable fluctuations in the mean speeds recorded along this section of the Bath Road. There has been a slight dip in the weekly mean speed and a noticeable dip in the AM and PM peak hour speeds. Speeds have increased in the most recent two weeks due to the drop in traffic as a result of Christmas holidays.
Burnham Lane (to the south of the Buckingham Avenue junction, near the railway bridge)	Traffic volumes along Burnham Lane (under the railway bridge) have noticeably increased since the closure of Station Road. The week preceding the closure, the week of and the week after the closure saw a large decrease in traffic, however the following weeks have showed more traffic. The overall increase since the	Apart from the week immediately following the road closure (in which there was a large drop in speeds), the speeds along Burnham Lane have stayed approximately the same both before and after the scheme.

	scheme is approximately +22% .	
Buckingham Avenue (to the east of Henley Road)	Traffic volumes along Buckingham Avenue after the road closure have decreased slightly compared to those occurring before the closure. From the results a very slight decrease in traffic volume can be seen, around -2% if the flows for the most recent two weeks are discounted due to the effect of the Christmas break.	Traffic speeds have seen a slight decrease since the closure of Station Road, apart from the most recent two weeks which due to the decrease in traffic because of Christmas have seen an increase in speeds. The decrease in traffic speed is most apparent in the PM peak hour, while the mean weekly speed and the AM peak hour have stayed more constant.

Table 13: Permanent ATC data trends

As with the permanent ATCs, speed and volume data has also been taken from temporary ATCs located around the Burnham area. The two weeks before the closure (26/09/15 – 09/10/15) and three weeks after the closure (16/11/15 – 13/12/15) have been analysed. The results are presented in Table 14 and further information can be found in Appendix 9.

Location of ATC	Traffic volume trends	Traffic speed trends
Huntercombe Lane North (north of railway bridge)	A large increase in the average daily traffic flow along Huntercombe Lane North can be seen. The average increase since the scheme is approximately +29% .	Mean weekly traffic speeds have stayed relatively constant over the surveyed period. Speeds in the AM peak hour have seen a slight decrease while speeds in the PM peak hour increased in the two weeks following the closure and fell again during December.
Priory Road (east of Derwent Drive)	The average daily traffic flow along Priory Road has seen a noticeable increase since the closure of Station Road. This increase has been in the region of +11% .	Since the closure of Station Road there has been a decrease in traffic speeds along Priory Road. This is particularly apparent in the PM peak hour and from the mean weekly speed. In the AM peak hour speeds dropped just after the closure but rose again in the following weeks.
Whittaker Road (west of Littlebrook Avenue)	From the temporary ATC data it can be concluded that Whittaker Road has seen approximately a -17% decrease in average daily traffic flow since the introduction of the scheme.	Mean traffic speeds have stayed very similar both before and after the closure of Station Road. During the week of the closure there was a small rise in speeds in the AM peak hour, but a decrease in the PM peak hour, since then they have returned to approximately the same levels.

Pevensey Road (east of Pennine Road)	A small increase of approximately +3% in the average daily traffic flow along Pevensey Road has been recorded since the introduction of the scheme.	Traffic speeds in the PM peak hour, and the weekly mean speed have slightly decreased along Pevensey Road since the introduction of the scheme. Speeds in the AM peak hour however did dip slightly and fluctuate but have since returned to pre-closure levels.
Burnham Lane (north of Station Road)	Burnham Lane north of Station Road has seen a reasonable large decrease in the average daily traffic flow since the closure of station road, as would be expected. The decrease in traffic is in the region of -13% .	There was a rise in traffic speeds along Burnham Lane north up to and including the week of the closure of Station Road. Since then speeds have stayed relatively constant and above pre-closure levels as would be expected along this road.
Buckingham Avenue (west of junction with Farnham Road)	An increase in the average daily traffic flow along Buckingham Avenue of +4% has been recorded. This is particularly apparent in the two weeks that immediately followed the road closure.	Speeds along Buckingham Avenue have stayed relatively consistent throughout the changes. In the PM peak hour there was a slight dip in speed in the week following the closure of Station Road and it remains just slightly lower than pre-closure levels. However, speeds in the AM peak hour and mean weekly speeds remain at approximately the same level.

Table 14: Temporary ATC data trends

7. **Conclusion**

That details of the experimental order for the first three months of the scheme and various feedback and data on the scheme to date be noted.

8. **Appendices Attached**

- 1 – Leaflet scheme drop area
- 2 – Scheme leaflet
- 3 – Scheme measures map
- 4 – Survey results
- 5 – Schools feedback
- 6 – Email feedback (a – summary)
- 7 – Other stakeholder feedback
- 8 – Journey time surveys
- 9 – Automatic Traffic Counts

9. **Background Paper**

Open Letter – Don't Close Station Road