

## **Appendix B2: Evidence**

- B2\_MRT Phase 2\_Statement of Reason
- B2\_MRT Phase 2\_AQMA\_order1
- B2\_MRT Phase 2\_AQMA\_order2

# Technical note

<b>Project:</b>	MRT Phase 2	<b>To:</b>
<b>Subject:</b>	Statement of Reasons	<b>From:</b>
<b>Date:</b> 22 Oct 2018		

## 1. Purpose of the note

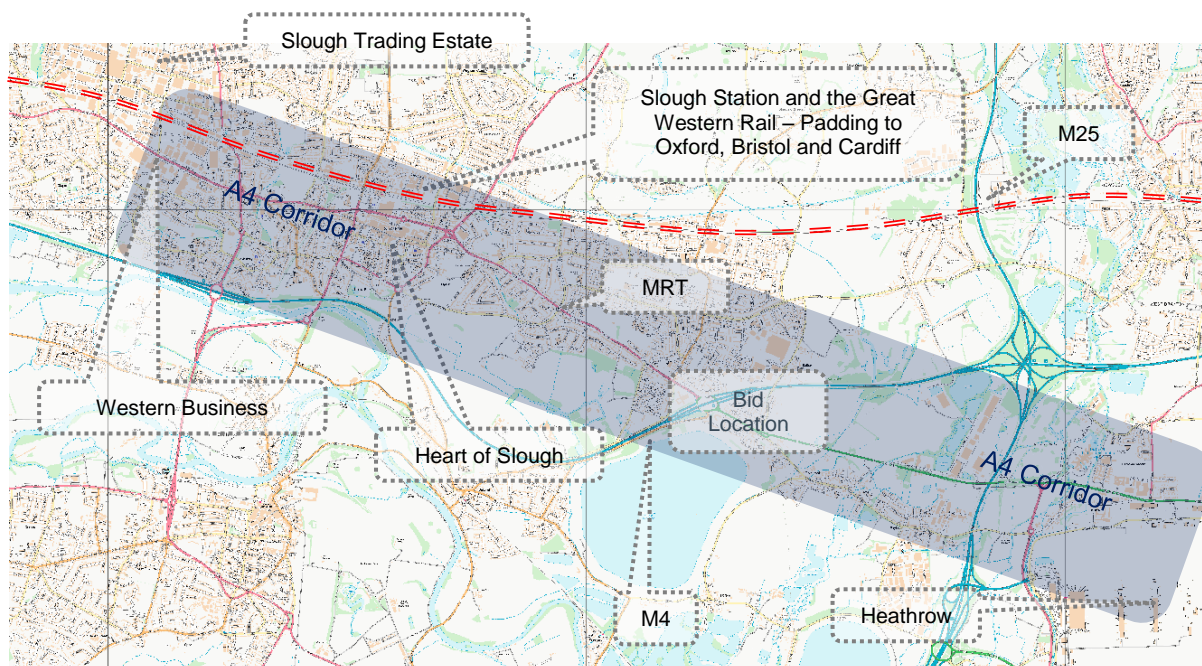
This Technical Note sets out the strategy behind and the details of the schemes on the MRT Phase 2.

## 2. Study Area - A4 Corridor

The A4 runs east to west from the Heart of Slough linking to Reading and Bath in the west and to Heathrow and London in the east. Together with the Great Western Railway forms a backbone to Slough. While it no longer has the national strategic role it once had it still acts as the principal east west general traffic and bus corridor feeding the station and the Heart of Slough both out west into the western business corridor and the trading estate and east to the Heathrow Businesses and the Links to the M4 and M25.

The A4 from the Heart of Slough to the M4 has been improved, most recently with the Slough MRT, for buses running out the M4.

**Figure 1. The A4 in the Context of Slough and wider Transport Networks**



The bid is for funding to resolve congestion issues on the A4 between Slough and Heathrow, especially between Poyle and the M4.

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## 3. Current Operations and Issues in the Bid Location

The A4 east of the M4 is a single carriageway. It was reconfigured from two lanes with a central hatched strip to three lanes, two eastbound and one westbound as shown in street-view screen shots, Figures 2 and 3.

**Figure 2.** London Road in August 2008



**Figure 3.** London Road in June 2016



This change has resolved the eastbound congestion which was in danger of impacting on the M4. However, it has had no impact on the westbound congestion. Large queues form on both London Road and on the Colnbrook Bypass. See Figure 4 for westbound traffic on the Colnbrook Bypass on Monday 19th June 2017 at 17.41.

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Figure 4. Colnbrook Bypass on Monday 19th June 2017 at 17.41



Site observation is that the queues form at the westbound merge from two lanes to one just west of Sutton Lane and that the traffic queue west of this point gaps out. In addition, there is a relatively poor uptake of lanes on the approach to the M4 J5 roundabout. The capacity issues at the merge is exacerbated by the lane take at the M4 J5 roundabout as there is not obvious evidence that drivers feel that there is any benefit in pushing on through the merge as they'll get held up at the junction anyway.



# Technical note

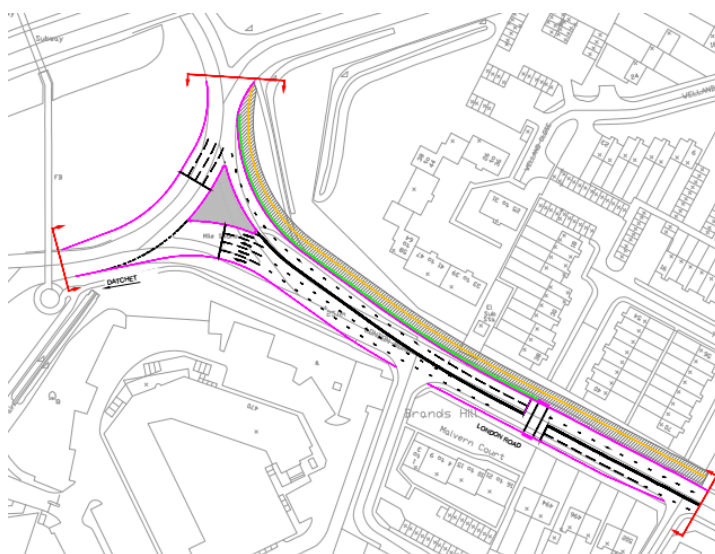
## 4. The Improvement Scheme

### East of the M4

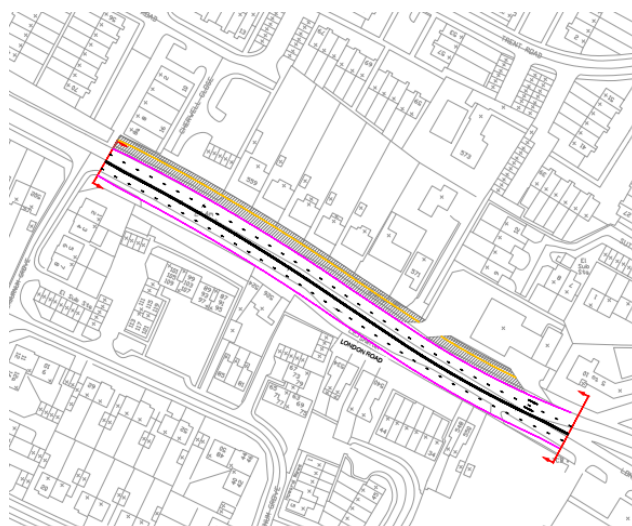
This scheme is to solve both the lane usage and the congestion resulting from the merge.

At the junction between London Road and the M4 J5 roundabout the changes will create a longer, more gradual diverge into the roundabout to encourage full use of all lanes.

**Figure 5. London Road junction with M4 J5 Roundabout**



Further east the improvement is to provide an additional lane westbound, thus removing the merge.



As the problem is not generated by the Sutton Lane gyratory, only minor changes will be made there to enhance the environment for pedestrians and cyclists.

**SLOUGH BOROUGH COUNCIL**

**AIR QUALITY MANAGEMENT (NO 1) ORDER 2005**

Slough Borough Council in the exercise of powers conferred by Section 83(1) of the Environment Act 1995 makes the following Order:-

The area shown on the attached map edged red is to be designated as an air quality management area ("the Designated Area"). The Designated Area includes land adjacent to the M4 motorway along the north carriageway between junctions 5 and 7 and along the south carriageway between junction 5 and Sutton Lane.

The map may be viewed at the Council Offices, Town Hall, Bath Road, Slough, the One Stop Shop or Slough Library during normal working hours.

The area is designated in relation to a likely breach of the nitrogen dioxide (annual mean) objective as specified in the Air Quality Regulations (England and Wales) 2000.

This Order shall remain in force until varied or revoked.

This Order may be referred to as the Slough Borough Council Air Quality Management (No 1) Order 2005 and shall come into effect on

Dated this *28th* day of *June* 2005.

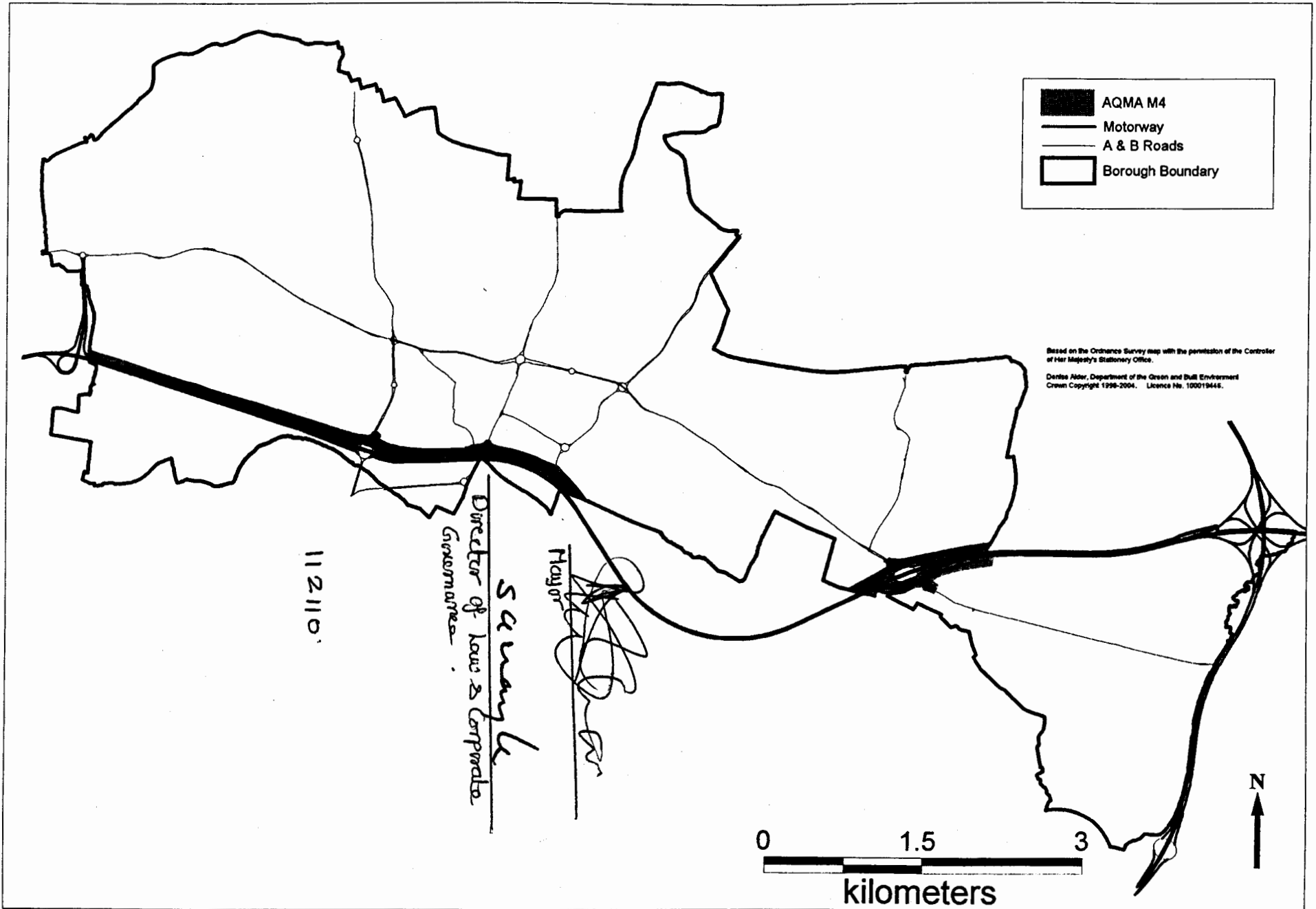
112110'

  
Mayor



*scenayli*  
Director of Law and Corporate Governance

# Air Quality Management Area Order 2005



**SLOUGH BOROUGH COUNCIL**

**AIR QUALITY MANAGEMENT (NO 2) ORDER 2005**

Slough Borough Council in the exercise of powers conferred by Section 83(1) of the Environment Act 1995 makes the following Order:-

The area shown on the attached map edged red is to be designated as an air quality management area ("the Designated Area"). The Designated Area incorporates the A4 London Road east of junction 5 of the M4 motorway as far as Sutton Lane.

The map may be viewed at the Council Offices, Town Hall, Bath Road, Slough, the One Stop Shop or Slough Library during normal working hours.


The area is designated in relation to a likely breach of the nitrogen dioxide (annual mean) objective as specified in the Air Quality Regulations (England and Wales) 2000.

This Order shall remain in force until varied or revoked.

This Order may be referred to as the Slough Borough Council Air Quality Management (No 2) Order 2005 and shall come into effect on

(12)10'

Dated this *23rd* day of *June* 2005.

  
Mayor



*Saunay*  
Director of Law and Corporate Governance



# Air Quality Management Area Order 2005

