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Destination Farnham Road - Proposed Design Consultation: Summary report

This report was created on Saturday 23 March 2024 at 15:16 and includes **485** responses.

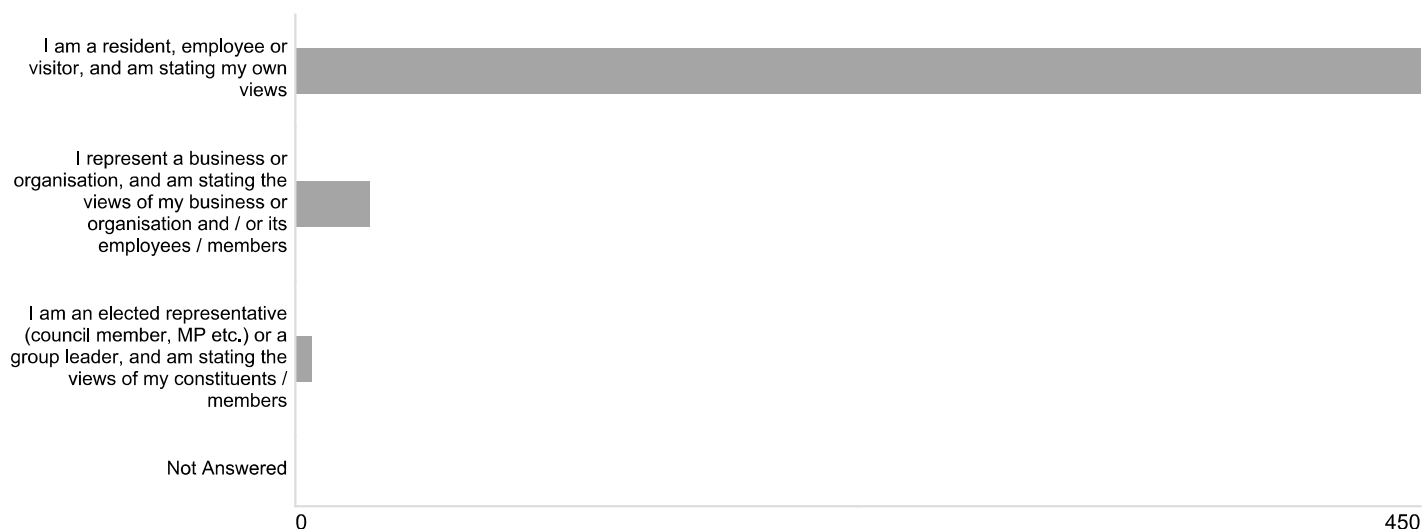
The activity ran from 11/12/2023 to 11/02/2024.

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. - a high quality public space through the main shopping area between Essex Avenue and Sheffield Road, creating a distinctive character that showcases the local area and its architectural quality, upgrading many elements of the street and with traffic calming features	10
. - a reduced speed limit (reduced from 30mph to 20 mph) through the main shopping area between Essex Avenue and Sheffield Road	11
. - a new off-road, two-way cycle route on the west side of Farnham Road (with either a stepped (segregated), approximately 2.5 metre wide cycle lane or the use of shared use footway or shared space) – this would directly link with the new A4 Cycle Route at the junction of Farnham Road and the A4 Bath Road	11
. - upgraded roads and footways on parts of Farnham Road, including resurfacing, distinctive / coloured paving materials, new road markings, upgraded traffic signals, and raised tables at some junctions and through part of the area	12
. - slight shortening of the existing southbound bus lanes at their southern ends to allow more vehicle queueing space	12
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. - new parallel / dual zebra crossings (zebra crossings which also allow cyclists to cross alongside at the same location) on all four arms of the Cumberland Avenue roundabout	13
. - new / upgraded pedestrian and cycle signals to cross Essex Avenue, Furnival Avenue, Farnburn Avenue and Montrose Avenue	14
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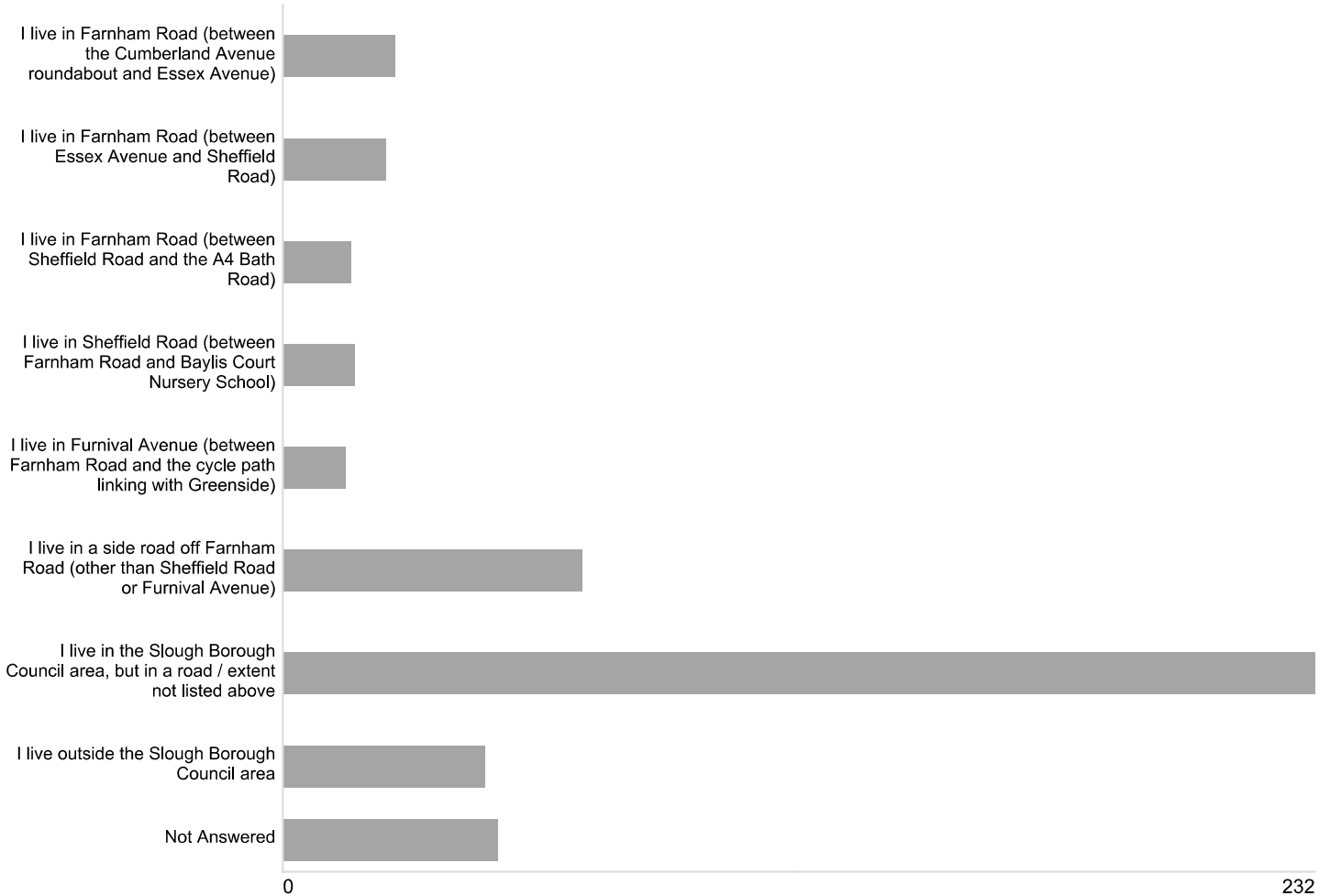
. - continuous footway across some side roads	15
. - review of existing street lighting, with better street lighting and additional lighting features where needed	15
. - amenity areas outside shops and restaurants with planting and space for seating, new benches to increase the number of places to sit, and wayfinding totems	16
. - upgraded bus stops, with lay-bys removed and parking restrictions enhanced to ensure that buses can always access the kerb, clearer footway access, upgraded bus shelters, and improved information	16
. - new parking facilities, including new limited waiting vehicle parking pads (parking bays forming part of the footway) between the Cumberland Avenue roundabout and Sheffield Road, and relocated vehicle parking with new limited waiting 'echelon' (diagonal) parking bays in the main shopping area between Essex Avenue and Sheffield Road	17
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. - junction of Sheffield Road – improvements to the small park, including better lighting and planting	18
. - junction of Sheffield Road – the existing car park to remain, but with entry from Sheffield Road	18
. - along Sheffield Road between Farnham Road and Baylis Court Nursery School – widened advisory cycle lanes on both sides of the road – these would link the cycle route on Farnham Road with the existing National Cycle Network route 461 crossing Sheffield Road, which links with Salt Hill Park and surrounding areas	19
. - along Sheffield Road between Farnham Road and Baylis Court Nursery School – further road improvements, including resurfacing and new road markings, with removal of the central road marking along part of the road	19
. - along Furnival Avenue between Farnham Road and the cycle path linking with Greenside – a 'cycle street' (a street designed to handle large volumes of cycling, but very low volumes of motor traffic) to increase cycling – this would link the cycle route on Farnham Road with Britwell and Kennedy Park	20
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Question 14: Please add any further comments on our proposed design for the Destination Farnham Road scheme. For example, have we missed anything important? Please clearly describe any specific locations or design elements you are referring to. Please do not include anything which identifies you or your address.	21
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Question 1: Whom do you represent? Please select only one item



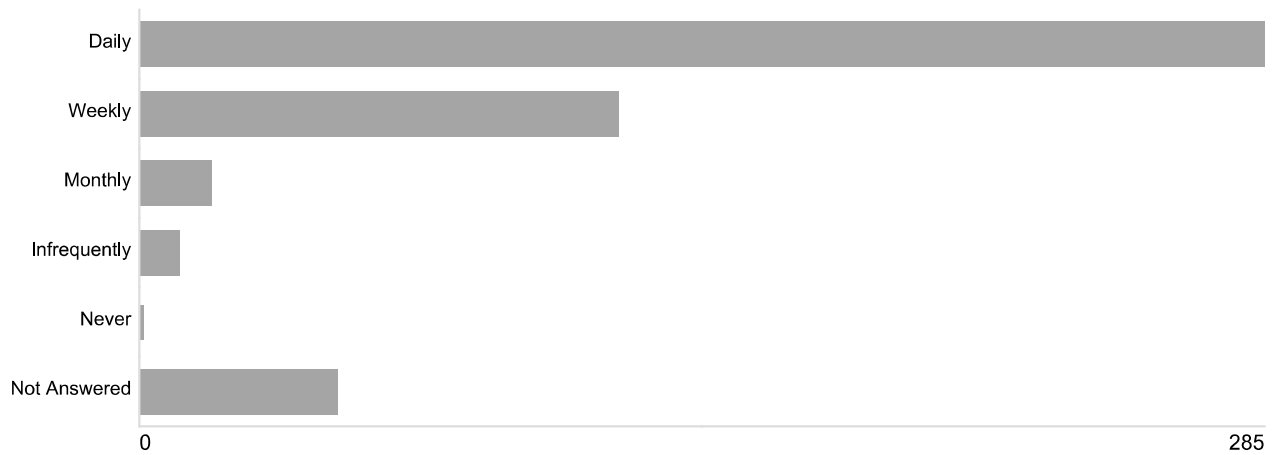
Option	Total	Percent
I am a resident, employee or visitor, and am stating my own views	450	92.78%
I represent a business or organisation, and am stating the views of my business or organisation and / or its employees / members	29	5.98%
I am an elected representative (council member, MP etc.) or a group leader, and am stating the views of my constituents / members	6	1.24%
Not Answered	0	0.00%

Question 2: Where do you live? Please select only one item



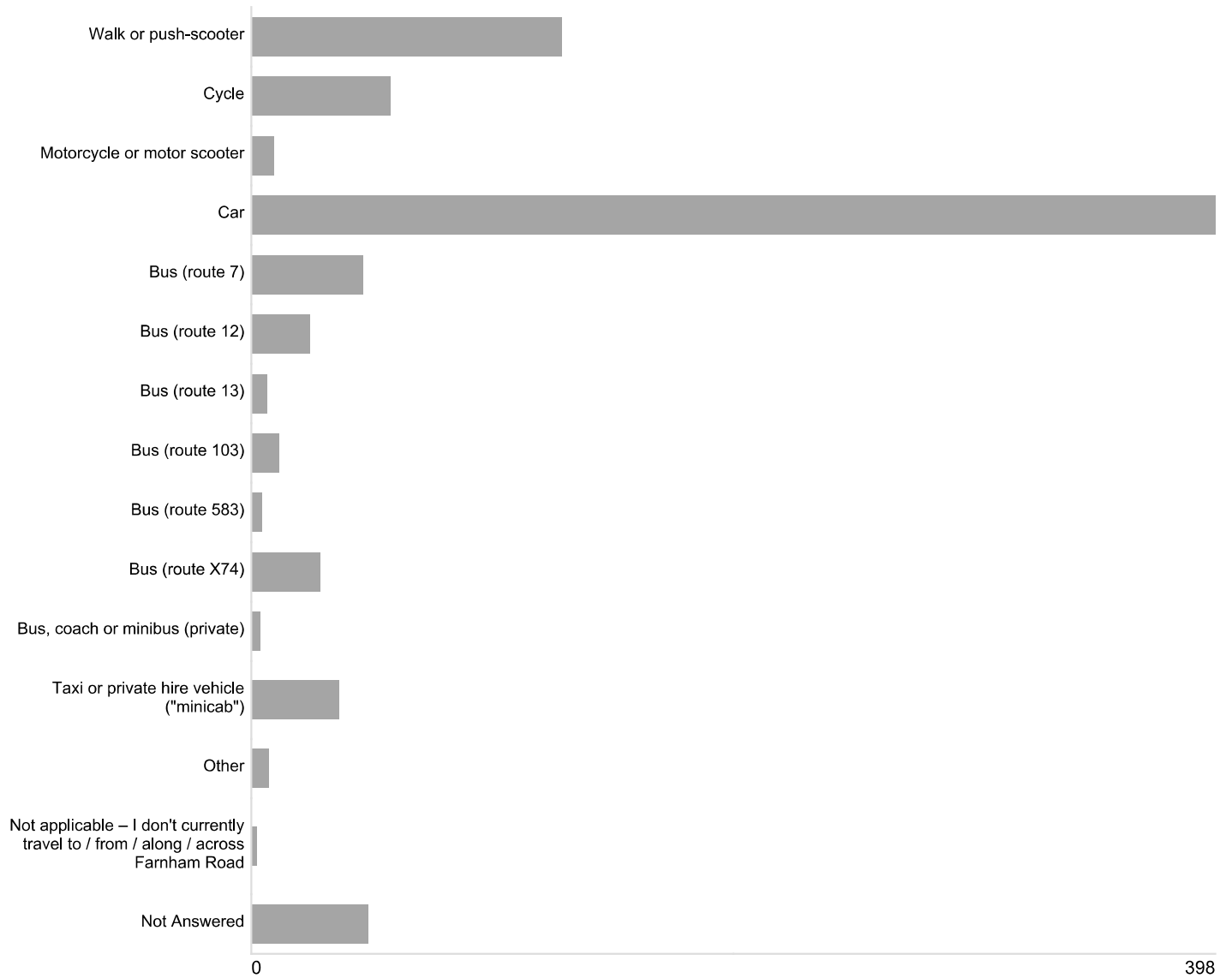
Option	Total	Percent
I live in Farnham Road (between the Cumberland Avenue roundabout and Essex Avenue)	25	5.15%
I live in Farnham Road (between Essex Avenue and Sheffield Road)	23	4.74%
I live in Farnham Road (between Sheffield Road and the A4 Bath Road)	15	3.09%
I live in Sheffield Road (between Farnham Road and Baylis Court Nursery School)	16	3.30%
I live in Furnival Avenue (between Farnham Road and the cycle path linking with Greenside)	14	2.89%
I live in a side road off Farnham Road (other than Sheffield Road or Furnival Avenue)	67	13.81%
I live in the Slough Borough Council area, but in a road / extent not listed above	232	47.84%
I live outside the Slough Borough Council area	45	9.28%
Not Answered	48	9.90%

Question 3: How often, approximately, do you use or travel along / across Farnham Road? Please select only one item



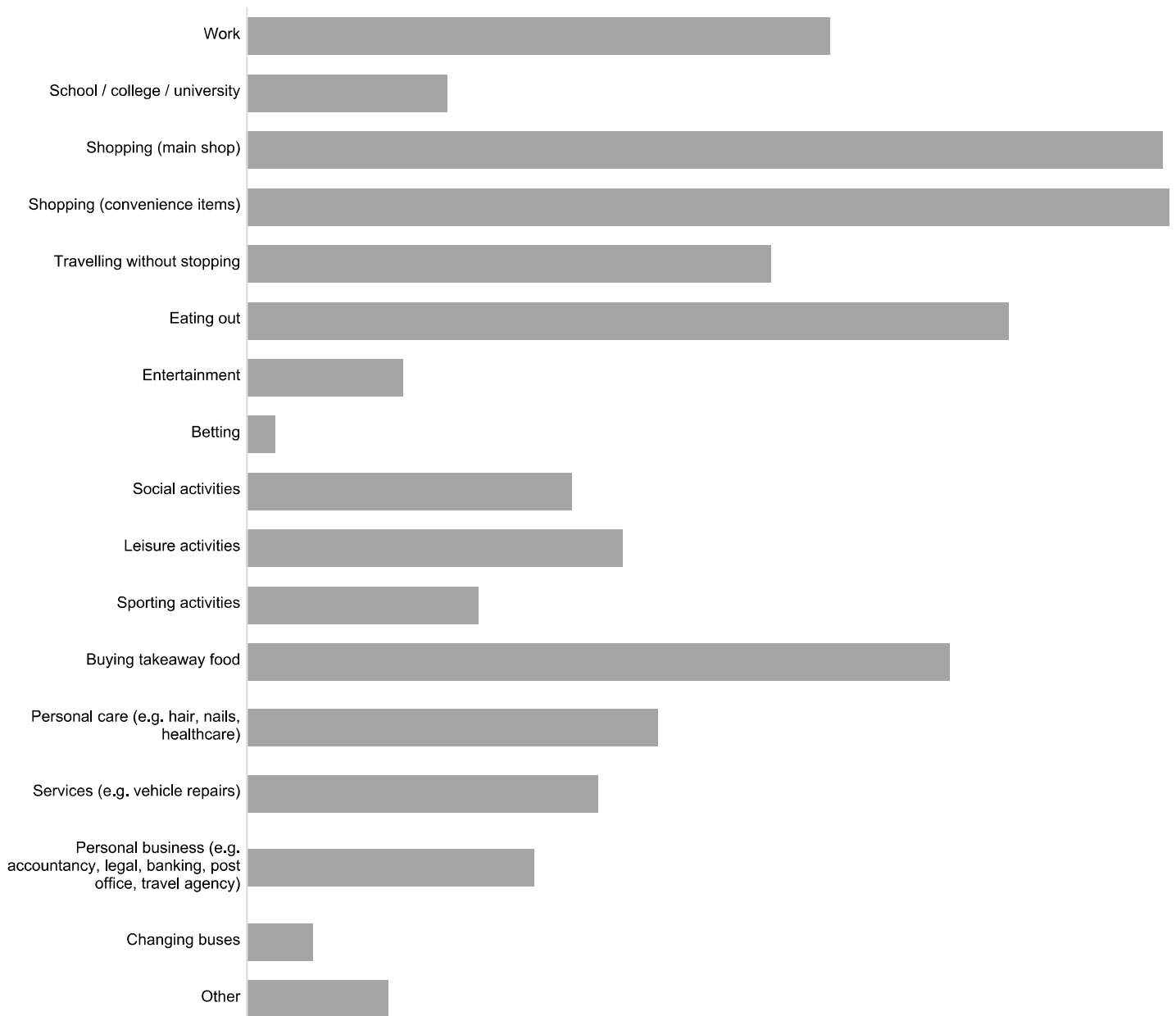
Option	Total	Percent
Daily	285	58.76%
Weekly	121	24.95%
Monthly	18	3.71%
Infrequently	10	2.06%
Never	1	0.21%
Not Answered	50	10.31%

Question 4: How do you currently travel to / from / along / across Farnham Road? Please select all that apply



Option	Total	Percent
Walk or push-scooter	128	26.39%
Cycle	57	11.75%
Motorcycle or motor scooter	9	1.86%
Car	398	82.06%
Bus (route 7)	46	9.48%
Bus (route 12)	24	4.95%
Bus (route 13)	6	1.24%
Bus (route 103)	11	2.27%
Bus (route 583)	4	0.82%
Bus (route X74)	28	5.77%
Bus, coach or minibus (private)	3	0.62%
Taxi or private hire vehicle ("minicab")	36	7.42%
Other	7	1.44%
Not applicable – I don't currently travel to / from / along / across Farnham Road	2	0.41%
Not Answered	48	9.90%

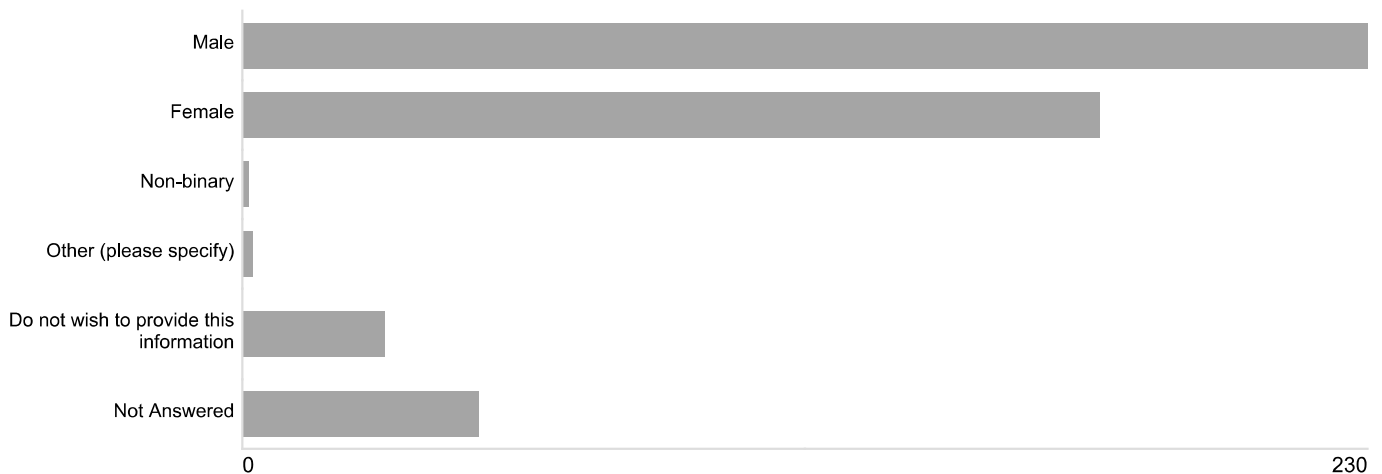
Question 5: For what activities do you currently use Farnham Road? Please select all that apply





Option	Total	Percent
Work	169	34.85%
School / college / university	58	11.96%
Shopping (main shop)	266	54.85%
Shopping (convenience items)	268	55.26%
Travelling without stopping	152	31.34%
Eating out	221	45.57%
Entertainment	45	9.28%
Betting	8	1.65%
Social activities	94	19.38%
Leisure activities	109	22.47%
Sporting activities	67	13.81%
Buying takeaway food	204	42.06%
Personal care (e.g. hair, nails, healthcare)	119	24.54%
Services (e.g. vehicle repairs)	102	21.03%
Personal business (e.g. accountancy, legal, banking, post office, travel agency)	83	17.11%
Changing buses	19	3.92%
Other	41	8.45%
Not applicable – I don't currently use Farnham Road	4	0.82%
Not Answered	48	9.90%

Question 6: Which of the following best describes your gender? Please select only one item

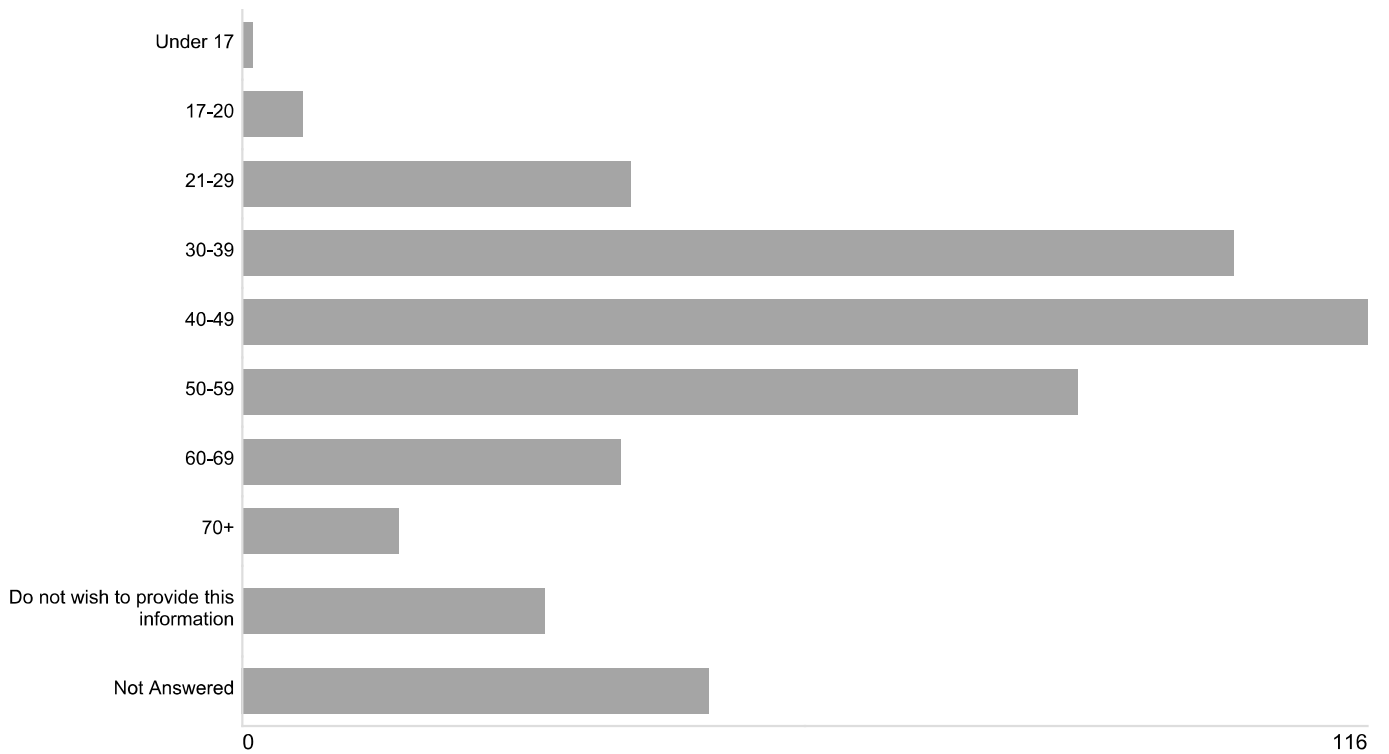


Option	Total	Percent
Male	230	47.42%
Female	175	36.08%
Non-binary	1	0.21%
Other (please specify)	2	0.41%
Do not wish to provide this information	29	5.98%
Not Answered	48	9.90%

Please specify Other

There was 1 response to this part of the question.

Question 7: What is your age bracket? Please select only one item



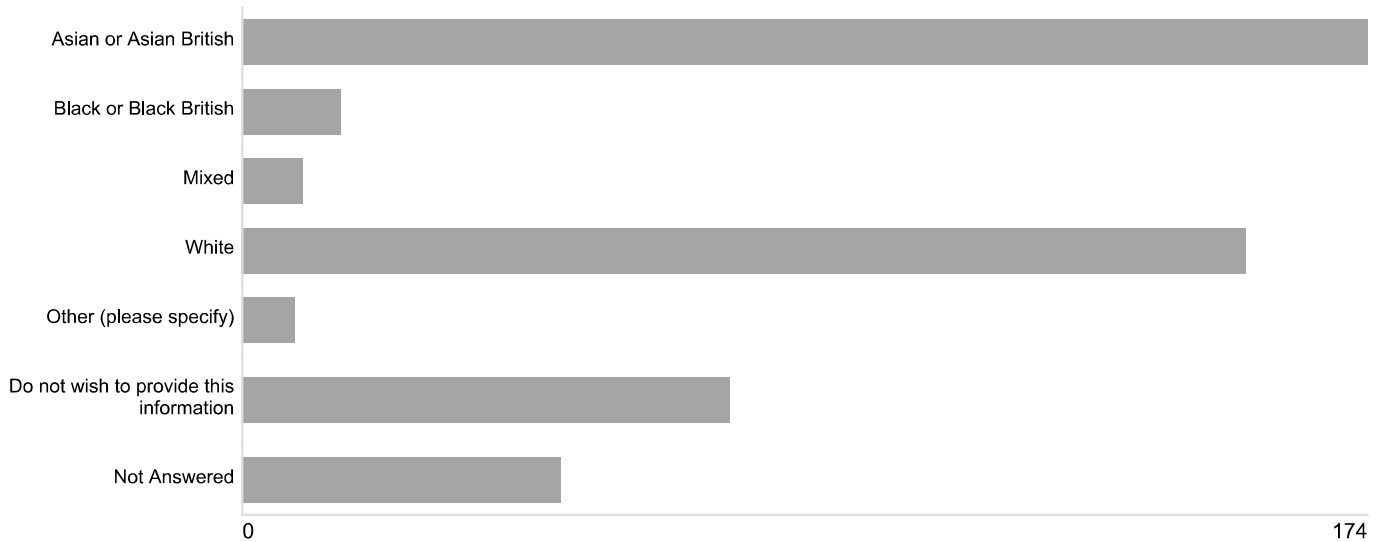
Option	Total	Percent
Under 17	1	0.21%
17-20	6	1.24%
21-29	40	8.25%
30-39	102	21.03%
40-49	116	23.92%
50-59	86	17.73%
60-69	39	8.04%
70+	16	3.30%
Do not wish to provide this information	31	6.39%
Not Answered	48	9.90%

Question 8: Do you have a long-standing illness, disability, or infirmity? The Equality Act 2010 defines disability as a physical or mental impairment with substantial and long-term adverse effects on ability to perform day to day activities. Please select only one item



Option	Total	Percent
Yes	41	8.45%
No	339	69.90%
Do not wish to provide this information	55	11.34%
Not Answered	50	10.31%

Question 9: Which of the following best describes your ethnic group? Please select only one item



Option	Total	Percent
Asian or Asian British	174	35.88%
Black or Black British	15	3.09%
Mixed	9	1.86%
White	155	31.96%
Other (please specify)	8	1.65%
Do not wish to provide this information	75	15.46%
Not Answered	49	10.10%

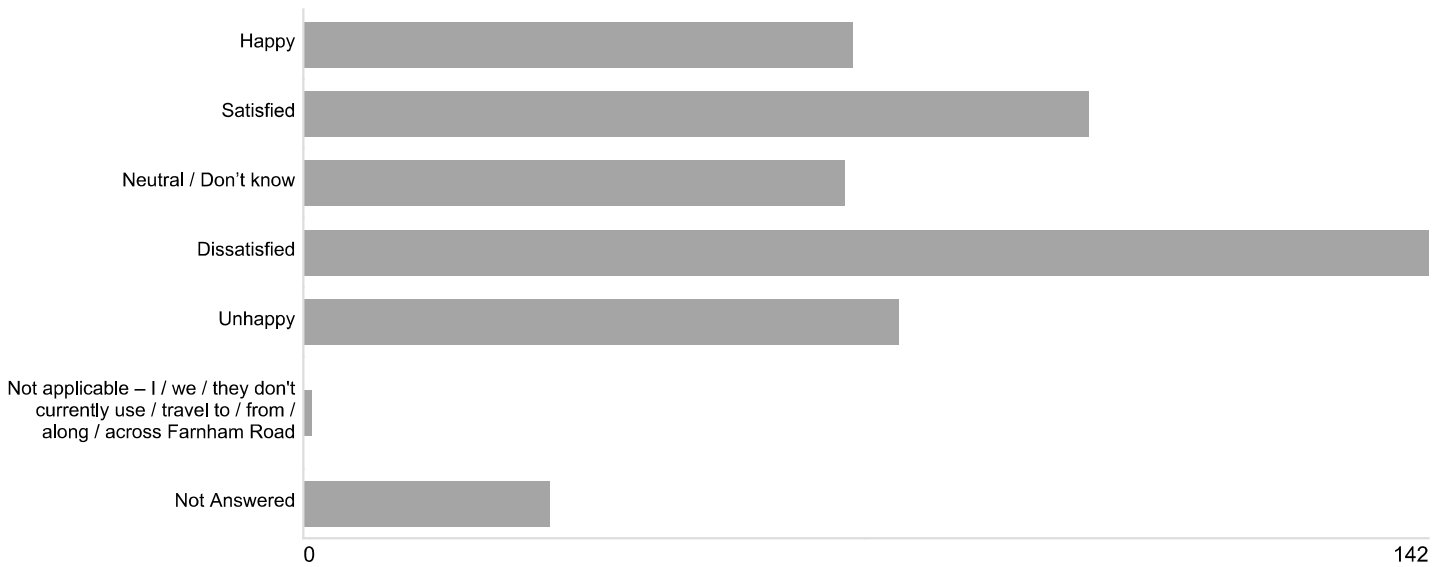
Please specify Other

There were **7** responses to this part of the question.

Question 10: What is the name (or type) of your business or organisation, or whom do you represent?

There were **35** responses to this part of the question.

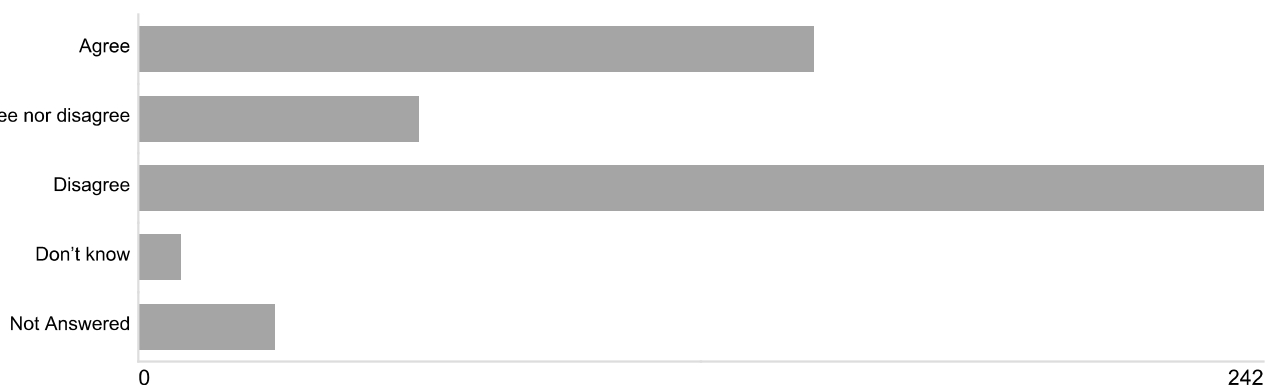
Question 11: Overall, how satisfied are you, or your business / organisation, or those you represent, with the current experience of Farnham Road? Please select only one item



Option	Total	Percent
Happy	69	14.23%
Satisfied	99	20.41%
Neutral / Don't know	68	14.02%
Dissatisfied	142	29.28%
Unhappy	75	15.46%
Not applicable - I / we / they don't currently use / travel to / from / along / across Farnham Road	1	0.21%
Not Answered	31	6.39%

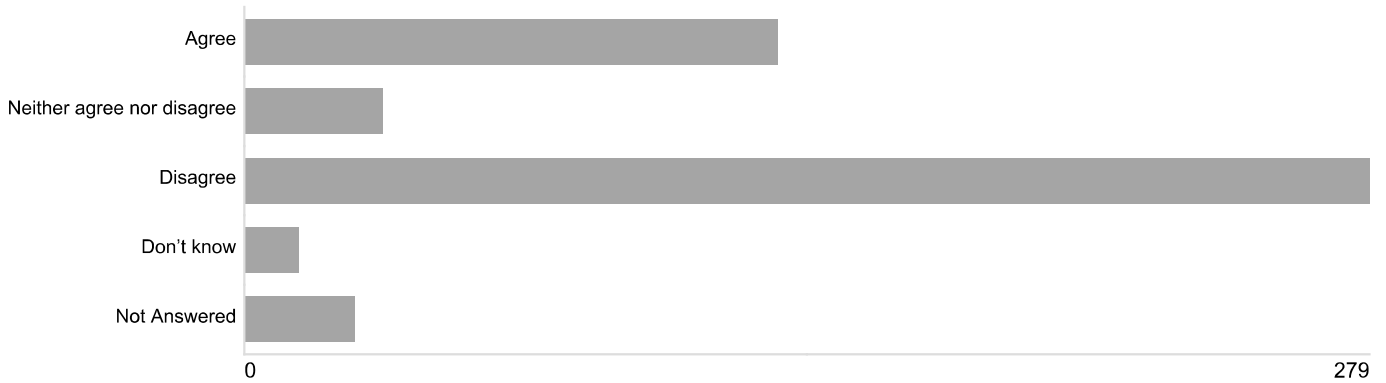
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. - a high quality public space through the main shopping area between Essex Avenue and Sheffield Road, creating a distinctive character that showcases the local area and its architectural quality, upgrading many elements of the street and with traffic calming features



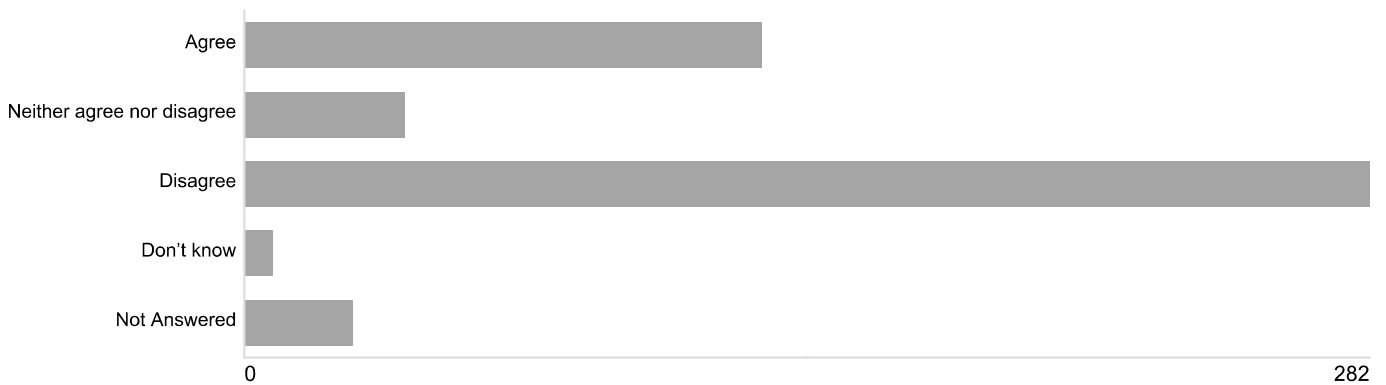
Option	Total	Percent
Agree	145	29.90%
Neither agree nor disagree	60	12.37%
Disagree	242	49.90%
Don't know	9	1.86%
Not Answered	29	5.98%

. - a reduced speed limit (reduced from 30mph to 20 mph) through the main shopping area between Essex Avenue and Sheffield Road



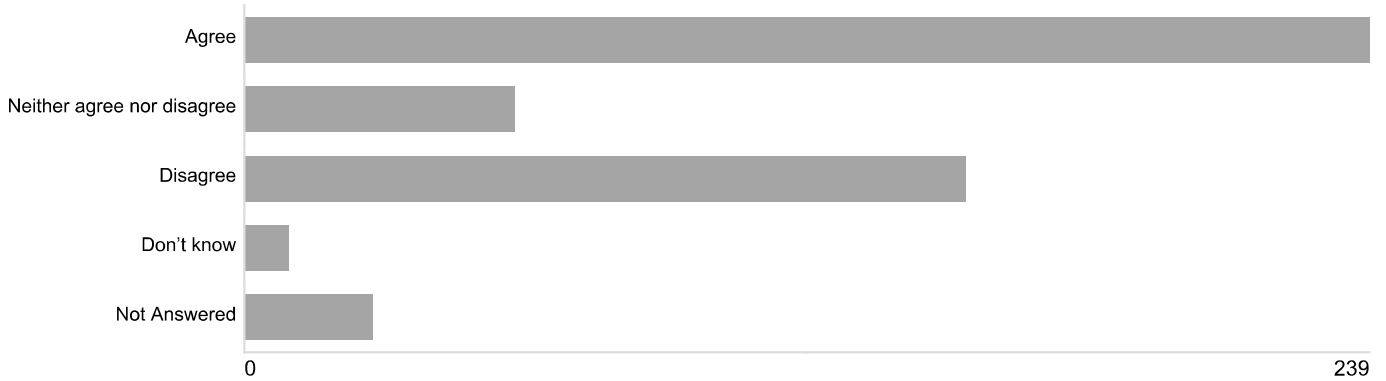
Option	Total	Percent
Agree	132	27.22%
Neither agree nor disagree	34	7.01%
Disagree	279	57.53%
Don't know	13	2.68%
Not Answered	27	5.57%

. - a new off-road, two-way cycle route on the west side of Farnham Road (with either a stepped (segregated), approximately 2.5 metre wide cycle lane or the use of shared use footway or shared space) – this would directly link with the new A4 Cycle Route at the junction of Farnham Road and the A4 Bath Road



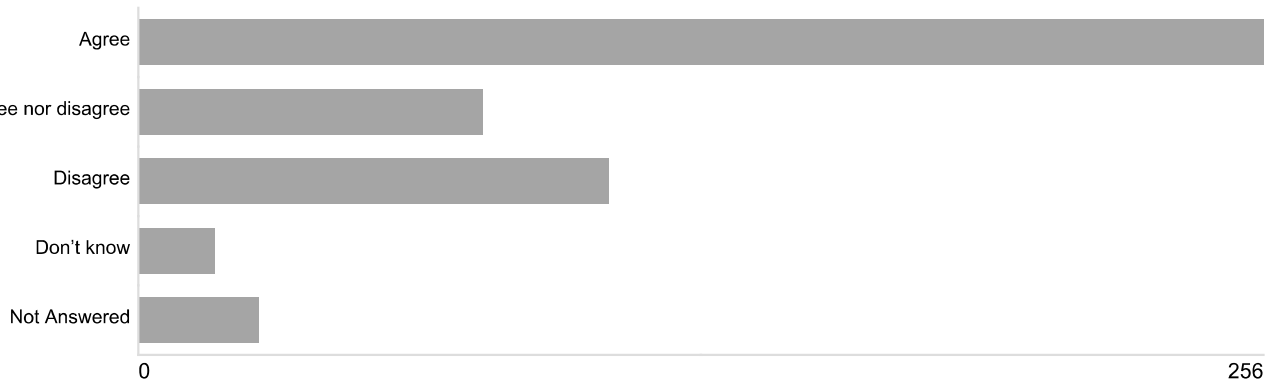
Option	Total	Percent
Agree	129	26.60%
Neither agree nor disagree	40	8.25%
Disagree	282	58.14%
Don't know	7	1.44%
Not Answered	27	5.57%

. - upgraded roads and footways on parts of Farnham Road, including resurfacing, distinctive / coloured paving materials, new road markings, upgraded traffic signals, and raised tables at some junctions and through part of the area



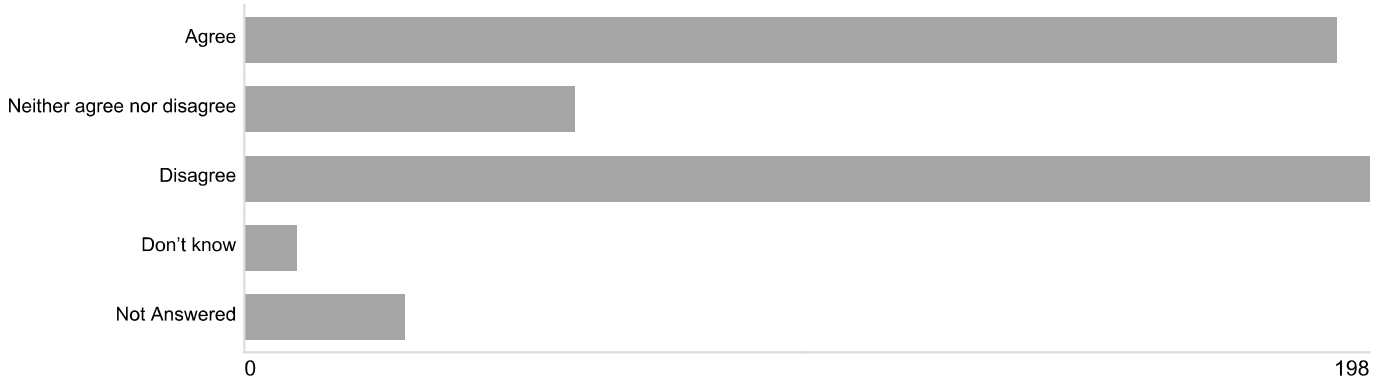
Option	Total	Percent
Agree	239	49.28%
Neither agree nor disagree	57	11.75%
Disagree	153	31.55%
Don't know	9	1.86%
Not Answered	27	5.57%

. - slight shortening of the existing southbound bus lanes at their southern ends to allow more vehicle queueing space



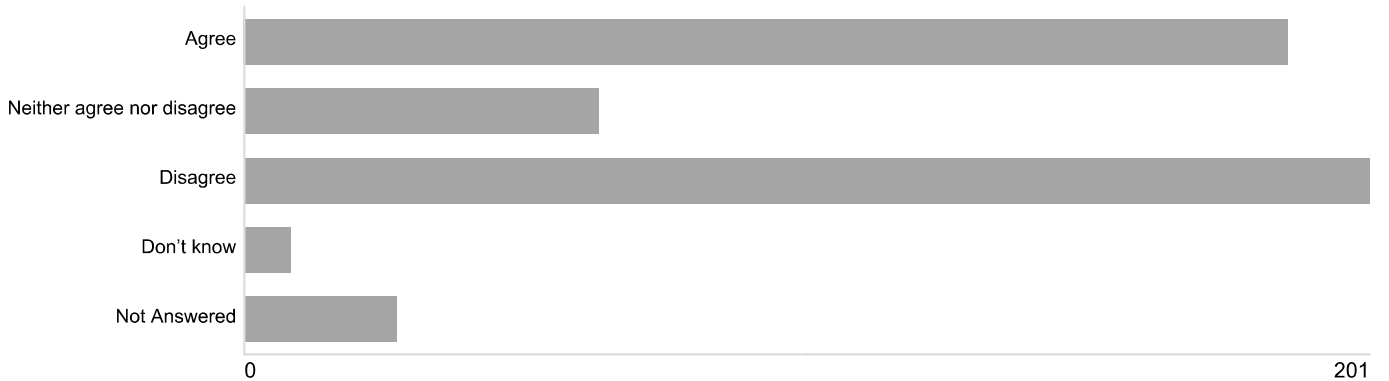
Option	Total	Percent
Agree	256	52.78%
Neither agree nor disagree	78	16.08%
Disagree	107	22.06%
Don't know	17	3.51%
Not Answered	27	5.57%

. - realignment of some road and footway, including removal of service roads, removal of some central reservation, and reduction in width of some central islands, to make the best use of space



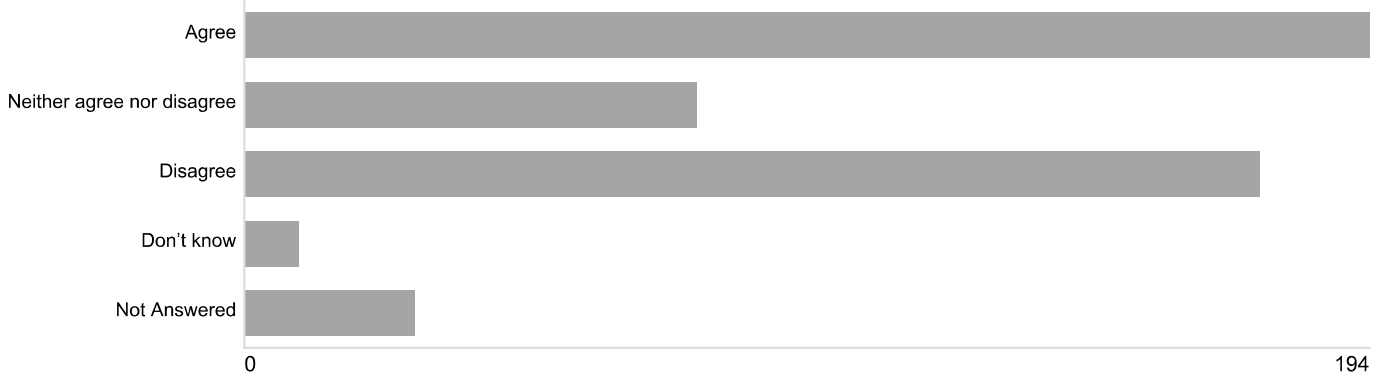
Option	Total	Percent
Agree	192	39.59%
Neither agree nor disagree	58	11.96%
Disagree	198	40.82%
Don't know	9	1.86%
Not Answered	28	5.77%

. - new parallel / dual zebra crossings (zebra crossings which also allow cyclists to cross alongside at the same location) on all four arms of the Cumberland Avenue roundabout



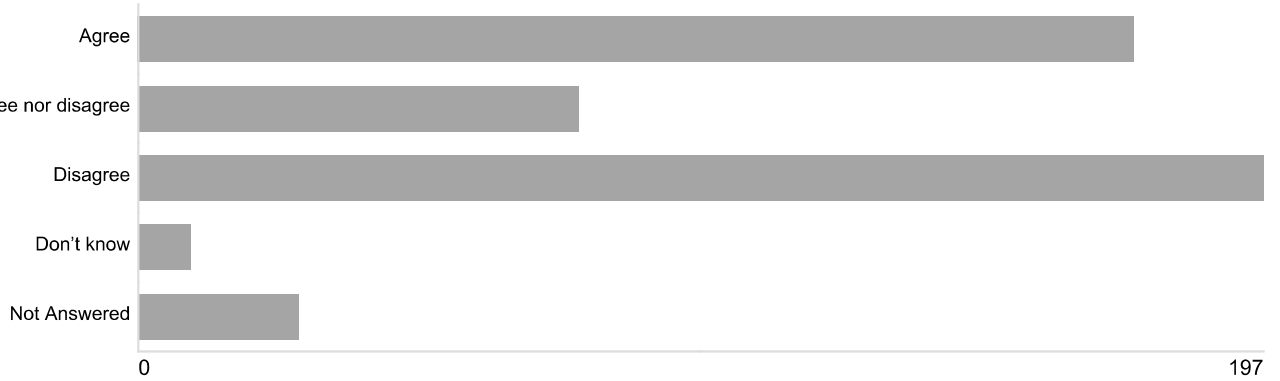
Option	Total	Percent
Agree	186	38.35%
Neither agree nor disagree	63	12.99%
Disagree	201	41.44%
Don't know	8	1.65%
Not Answered	27	5.57%

. - new / upgraded pedestrian and cycle signals to cross Essex Avenue, Furnival Avenue, Farnburn Avenue and Montrose Avenue



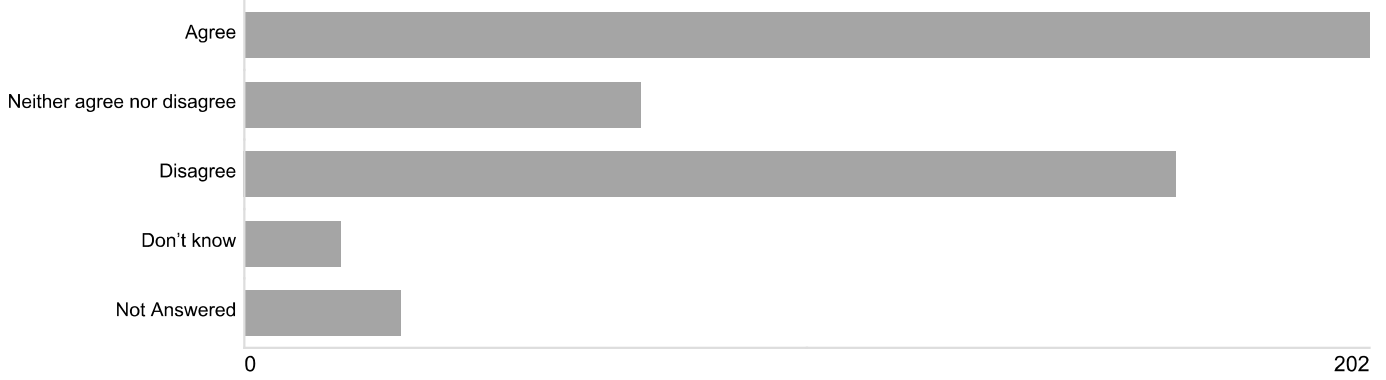
Option	Total	Percent
Agree	194	40.00%
Neither agree nor disagree	78	16.08%
Disagree	175	36.08%
Don't know	9	1.86%
Not Answered	29	5.98%

. - new segregated (pedestrian and cycle) signalised crossings at the Sheffield Road and Buckingham Avenue junctions



Option	Total	Percent
Agree	174	35.88%
Neither agree nor disagree	77	15.88%
Disagree	197	40.62%
Don't know	9	1.86%
Not Answered	28	5.77%

. - continuous footway across some side roads



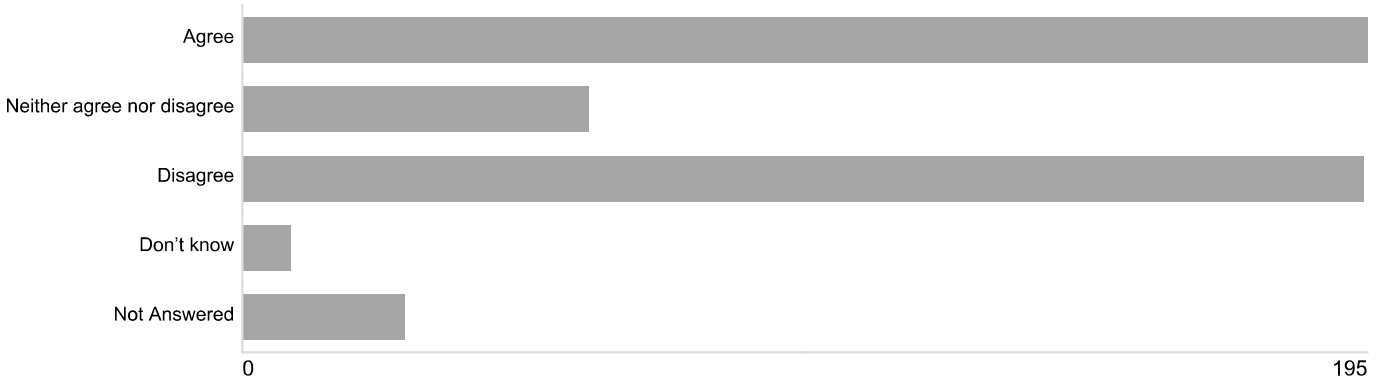
Option	Total	Percent
Agree	202	41.65%
Neither agree nor disagree	71	14.64%
Disagree	167	34.43%
Don't know	17	3.51%
Not Answered	28	5.77%

. - review of existing street lighting, with better street lighting and additional lighting features where needed



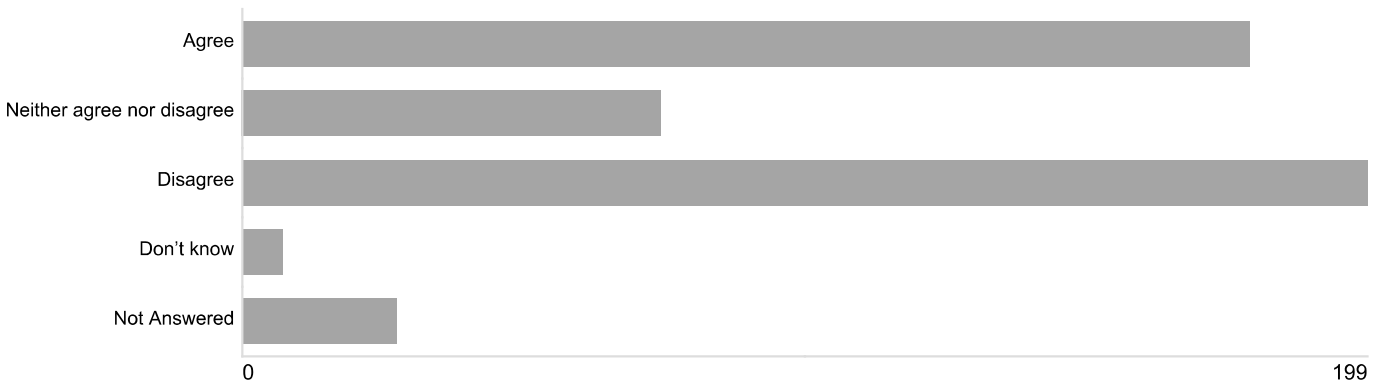
Option	Total	Percent
Agree	342	70.52%
Neither agree nor disagree	43	8.87%
Disagree	63	12.99%
Don't know	10	2.06%
Not Answered	27	5.57%

. - amenity areas outside shops and restaurants with planting and space for seating, new benches to increase the number of places to sit, and wayfinding totems



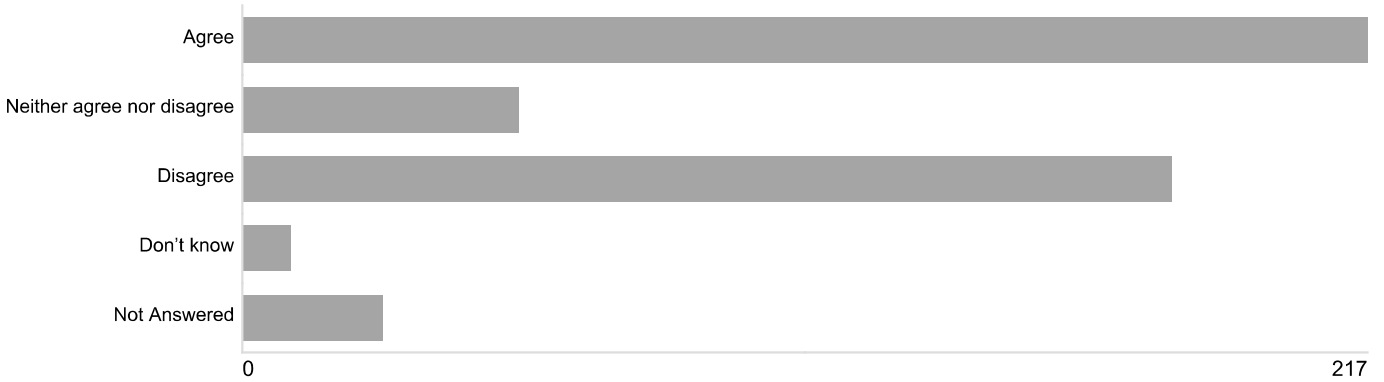
Option	Total	Percent
Agree	195	40.21%
Neither agree nor disagree	60	12.37%
Disagree	194	40.00%
Don't know	8	1.65%
Not Answered	28	5.77%

. - upgraded bus stops, with lay-bys removed and parking restrictions enhanced to ensure that buses can always access the kerb, clearer footway access, upgraded bus shelters, and improved information



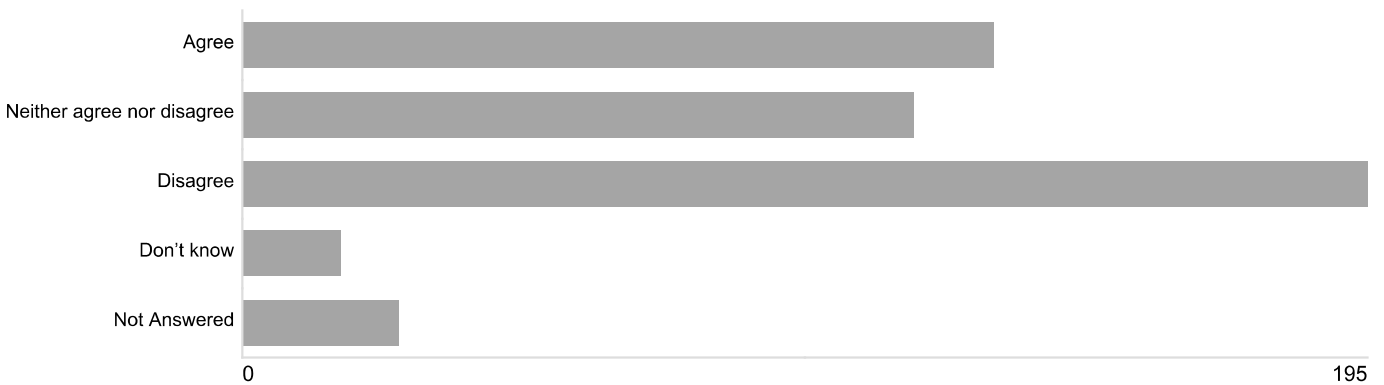
Option	Total	Percent
Agree	178	36.70%
Neither agree nor disagree	74	15.26%
Disagree	199	41.03%
Don't know	7	1.44%
Not Answered	27	5.57%

. - new parking facilities, including new limited waiting vehicle parking pads (parking bays forming part of the footway) between the Cumberland Avenue roundabout and Sheffield Road, and relocated vehicle parking with new limited waiting 'echelon' (diagonal) parking bays in the main shopping area between Essex Avenue and Sheffield Road



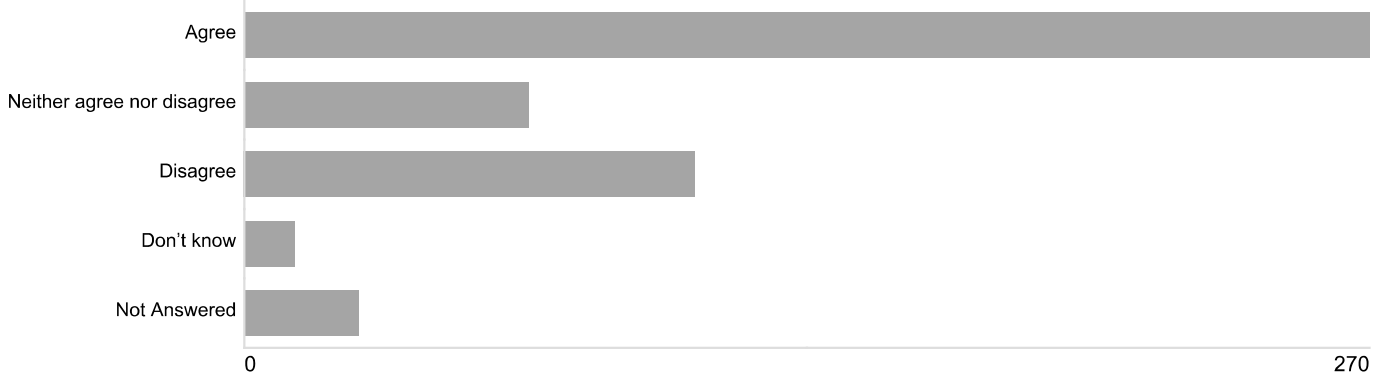
Option	Total	Percent
Agree	217	44.74%
Neither agree nor disagree	53	10.93%
Disagree	179	36.91%
Don't know	9	1.86%
Not Answered	27	5.57%

. - new electric vehicle charging points, and new cycle parking, in the main shopping area between Essex Avenue and Sheffield Road



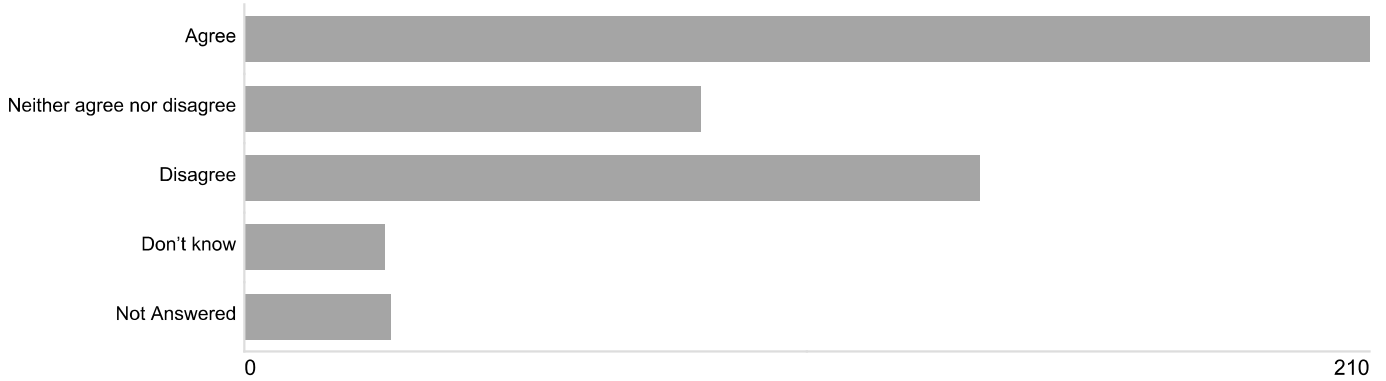
Option	Total	Percent
Agree	130	26.80%
Neither agree nor disagree	116	23.92%
Disagree	195	40.21%
Don't know	17	3.51%
Not Answered	27	5.57%

. - junction of Sheffield Road – improvements to the small park, including better lighting and planting



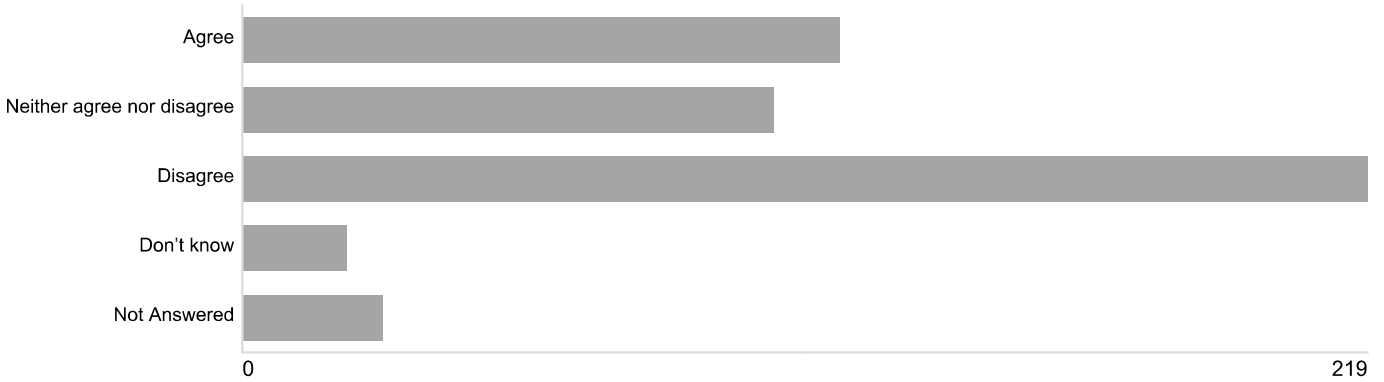
Option	Total	Percent
Agree	270	55.67%
Neither agree nor disagree	68	14.02%
Disagree	108	22.27%
Don't know	12	2.47%
Not Answered	27	5.57%

. - junction of Sheffield Road – the existing car park to remain, but with entry from Sheffield Road



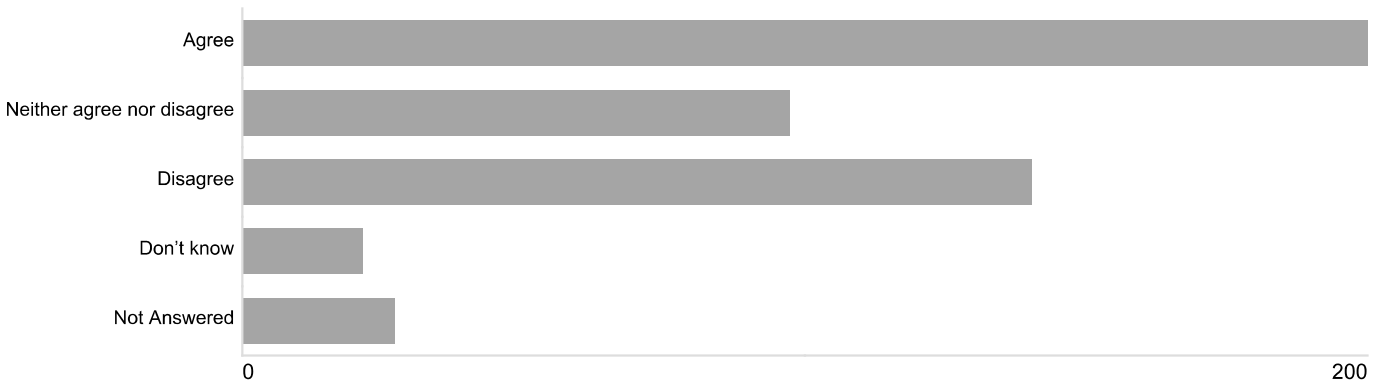
Option	Total	Percent
Agree	210	43.30%
Neither agree nor disagree	85	17.53%
Disagree	137	28.25%
Don't know	26	5.36%
Not Answered	27	5.57%

. - along Sheffield Road between Farnham Road and Baylis Court Nursery School – widened advisory cycle lanes on both sides of the road – these would link the cycle route on Farnham Road with the existing National Cycle Network route 461 crossing Sheffield Road, which links with Salt Hill Park and surrounding areas



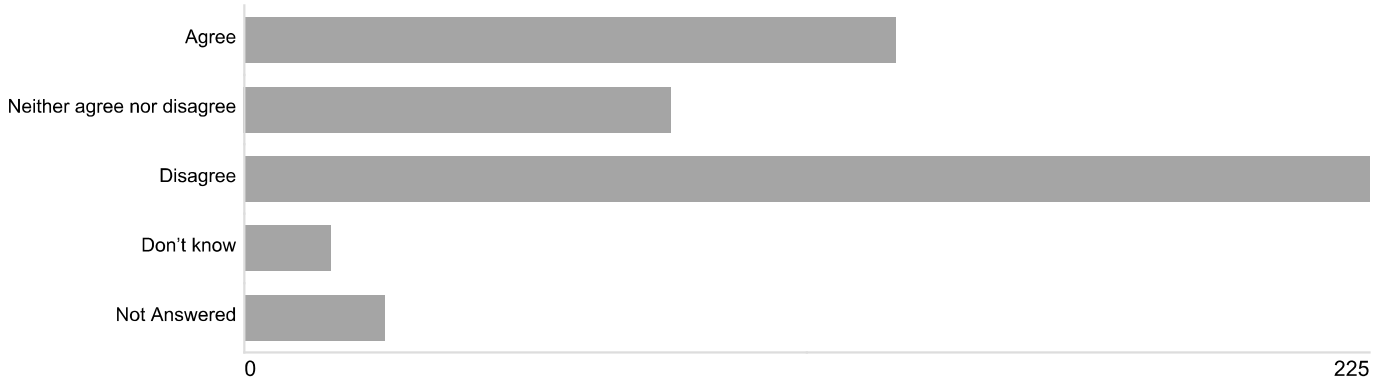
Option	Total	Percent
Agree	116	23.92%
Neither agree nor disagree	103	21.24%
Disagree	219	45.15%
Don't know	20	4.12%
Not Answered	27	5.57%

. - along Sheffield Road between Farnham Road and Baylis Court Nursery School – further road improvements, including resurfacing and new road markings, with removal of the central road marking along part of the road



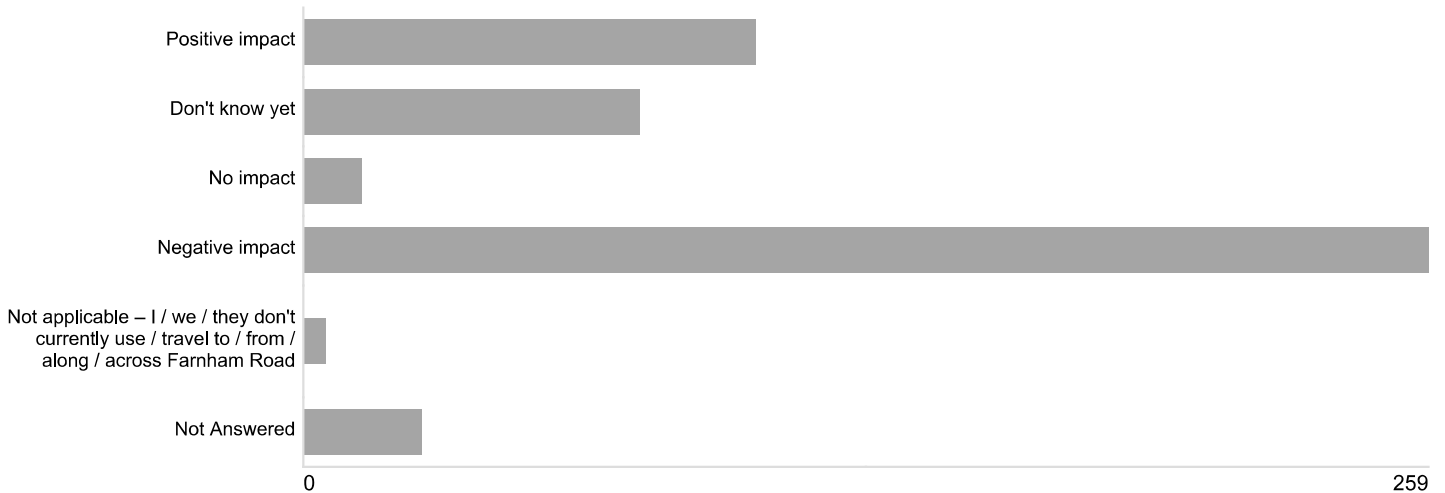
Option	Total	Percent
Agree	200	41.24%
Neither agree nor disagree	97	20.00%
Disagree	140	28.87%
Don't know	21	4.33%
Not Answered	27	5.57%

. - along Furnival Avenue between Farnham Road and the cycle path linking with Greenside – a 'cycle street' (a street designed to handle large volumes of cycling, but very low volumes of motor traffic) to increase cycling – this would link the cycle route on Farnham Road with Britwell and Kennedy Park



Option	Total	Percent
Agree	130	26.80%
Neither agree nor disagree	85	17.53%
Disagree	225	46.39%
Don't know	17	3.51%
Not Answered	28	5.77%

Question 13: Overall, what impact do you think the Destination Farnham Road scheme will have on you / your home / business / organisation / those you represent? Please select only one item



Option	Total	Percent
Positive impact	104	21.44%
Don't know yet	77	15.88%
No impact	13	2.68%
Negative impact	259	53.40%
Not applicable – I / we / they don't currently use / travel to / from / along / across Farnham Road	5	1.03%
Not Answered	27	5.57%

Question 14: Please add any further comments on our proposed design for the Destination Farnham Road scheme. For example, have we missed anything important? Please clearly describe any specific locations or design elements you are referring to. Please do not include anything which identifies you or your address.

.

There were **367** responses to this part of the question.



Funded by UK Government



Destination Farnham Road - Proposed Design Consultation: Summary report

This report was created on Saturday 23 March 2024 at 15:16 and includes **485** responses.

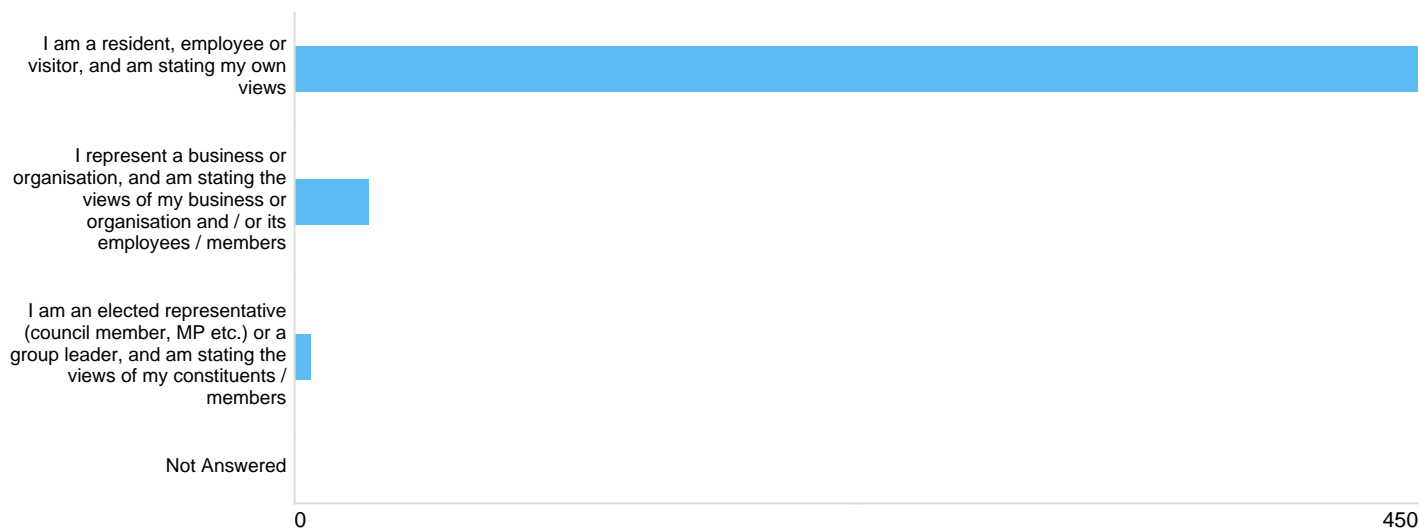
The activity ran from 11/12/2023 to 11/02/2024.

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. - a high quality public space through the main shopping area between Essex Avenue and Sheffield Road, creating a distinctive character that showcases the local area and its architectural quality, upgrading many elements of the street and with traffic calming features	10
. - a reduced speed limit (reduced from 30mph to 20 mph) through the main shopping area between Essex Avenue and Sheffield Road	11
. - a new off-road, two-way cycle route on the west side of Farnham Road (with either a stepped (segregated), approximately 2.5 metre wide cycle lane or the use of shared use footway or shared space) – this would directly link with the new A4 Cycle Route at the junction of Farnham Road and the A4 Bath Road	11
. - upgraded roads and footways on parts of Farnham Road, including resurfacing, distinctive / coloured paving materials, new road markings, upgraded traffic signals, and raised tables at some junctions and through part of the area	12
. - slight shortening of the existing southbound bus lanes at their southern ends to allow more vehicle queueing space	12
. - realignment of some road and footway, including removal of service roads, removal of some central reservation, and reduction in width of some central islands, to make the best use of space	13
. - new parallel / dual zebra crossings (zebra crossings which also allow cyclists to cross alongside at the same location) on all four arms of the Cumberland Avenue roundabout	13
. - new / upgraded pedestrian and cycle signals to cross Essex Avenue, Furnival Avenue, Farnburn Avenue and Montrose Avenue	14
. - new segregated (pedestrian and cycle) signalised crossings at the Sheffield Road and Buckingham Avenue junctions	14

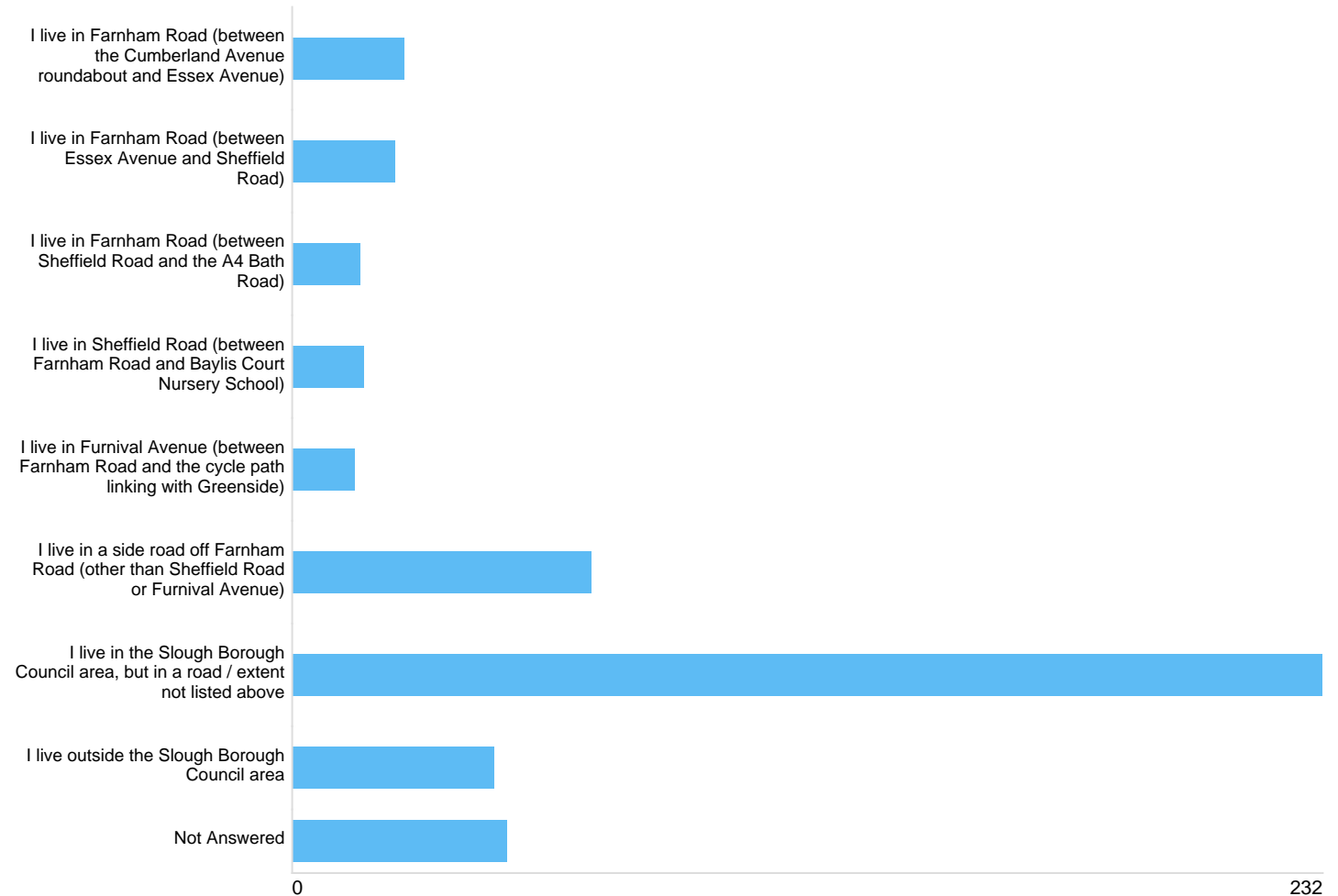
. - continuous footway across some side roads	15
. - review of existing street lighting, with better street lighting and additional lighting features where needed	15
. - amenity areas outside shops and restaurants with planting and space for seating, new benches to increase the number of places to sit, and wayfinding totems	16
. - upgraded bus stops, with lay-bys removed and parking restrictions enhanced to ensure that buses can always access the kerb, clearer footway access, upgraded bus shelters, and improved information	16
. - new parking facilities, including new limited waiting vehicle parking pads (parking bays forming part of the footway) between the Cumberland Avenue roundabout and Sheffield Road, and relocated vehicle parking with new limited waiting 'echelon' (diagonal) parking bays in the main shopping area between Essex Avenue and Sheffield Road	17
. - new electric vehicle charging points, and new cycle parking, in the main shopping area between Essex Avenue and Sheffield Road	17
. - junction of Sheffield Road – improvements to the small park, including better lighting and planting	18
. - junction of Sheffield Road – the existing car park to remain, but with entry from Sheffield Road	18
. - along Sheffield Road between Farnham Road and Baylis Court Nursery School – widened advisory cycle lanes on both sides of the road – these would link the cycle route on Farnham Road with the existing National Cycle Network route 461 crossing Sheffield Road, which links with Salt Hill Park and surrounding areas	19
. - along Sheffield Road between Farnham Road and Baylis Court Nursery School – further road improvements, including resurfacing and new road markings, with removal of the central road marking along part of the road	19
. - along Furnival Avenue between Farnham Road and the cycle path linking with Greenside – a 'cycle street' (a street designed to handle large volumes of cycling, but very low volumes of motor traffic) to increase cycling – this would link the cycle route on Farnham Road with Britwell and Kennedy Park	20
Question 13: Overall, what impact do you think the Destination Farnham Road scheme will have on you / your home / business / organisation / those you represent? Please select only one item	20
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Question 14: Please add any further comments on our proposed design for the Destination Farnham Road scheme. For example, have we missed anything important? Please clearly describe any specific locations or design elements you are referring to. Please do not include anything which identifies you or your address.	21
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Question 1: Whom do you represent? Please select only one item



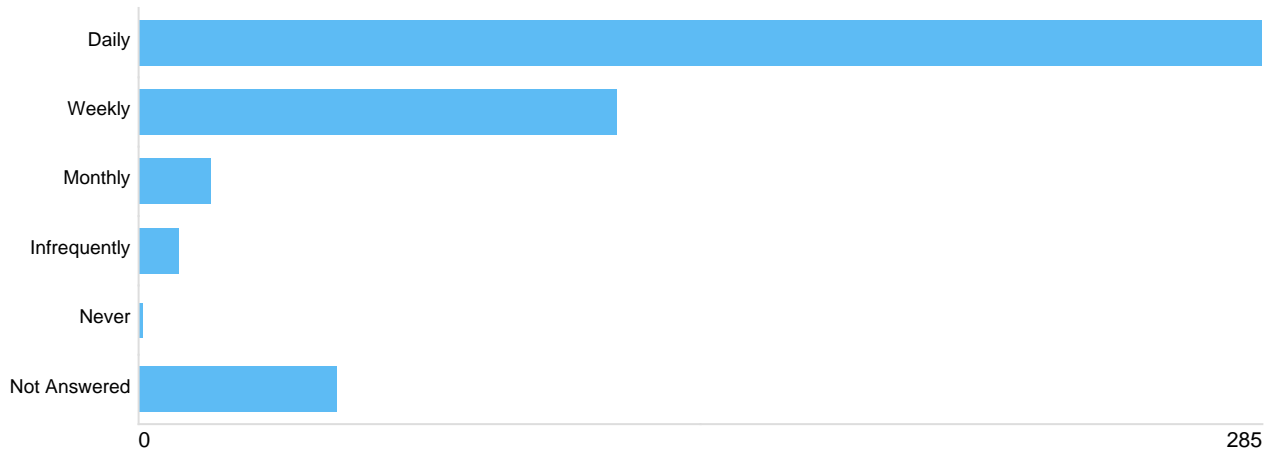
Option	Total	Percent
I am a resident, employee or visitor, and am stating my own views	450	92.78%
I represent a business or organisation, and am stating the views of my business or organisation and / or its employees / members	29	5.98%
I am an elected representative (council member, MP etc.) or a group leader, and am stating the views of my constituents / members	6	1.24%
Not Answered	0	0.00%

Question 2: Where do you live? Please select only one item



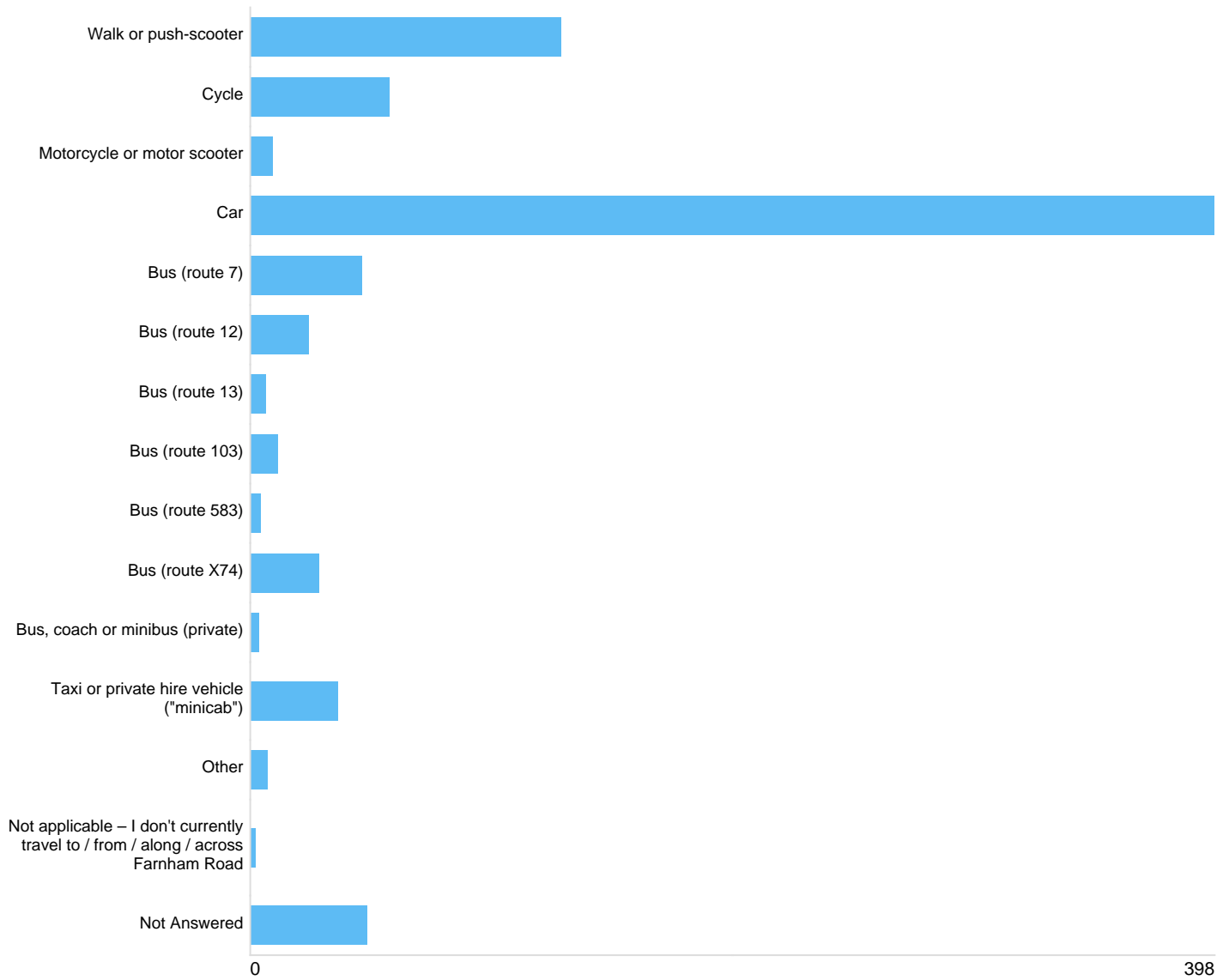
Option	Total	Percent
I live in Farnham Road (between the Cumberland Avenue roundabout and Essex Avenue)	25	5.15%
I live in Farnham Road (between Essex Avenue and Sheffield Road)	23	4.74%
I live in Farnham Road (between Sheffield Road and the A4 Bath Road)	15	3.09%
I live in Sheffield Road (between Farnham Road and Baylis Court Nursery School)	16	3.30%
I live in Furnival Avenue (between Farnham Road and the cycle path linking with Greenside)	14	2.89%
I live in a side road off Farnham Road (other than Sheffield Road or Furnival Avenue)	67	13.81%
I live in the Slough Borough Council area, but in a road / extent not listed above	232	47.84%
I live outside the Slough Borough Council area	45	9.28%
Not Answered	48	9.90%

Question 3: How often, approximately, do you use or travel along / across Farnham Road? Please select only one item



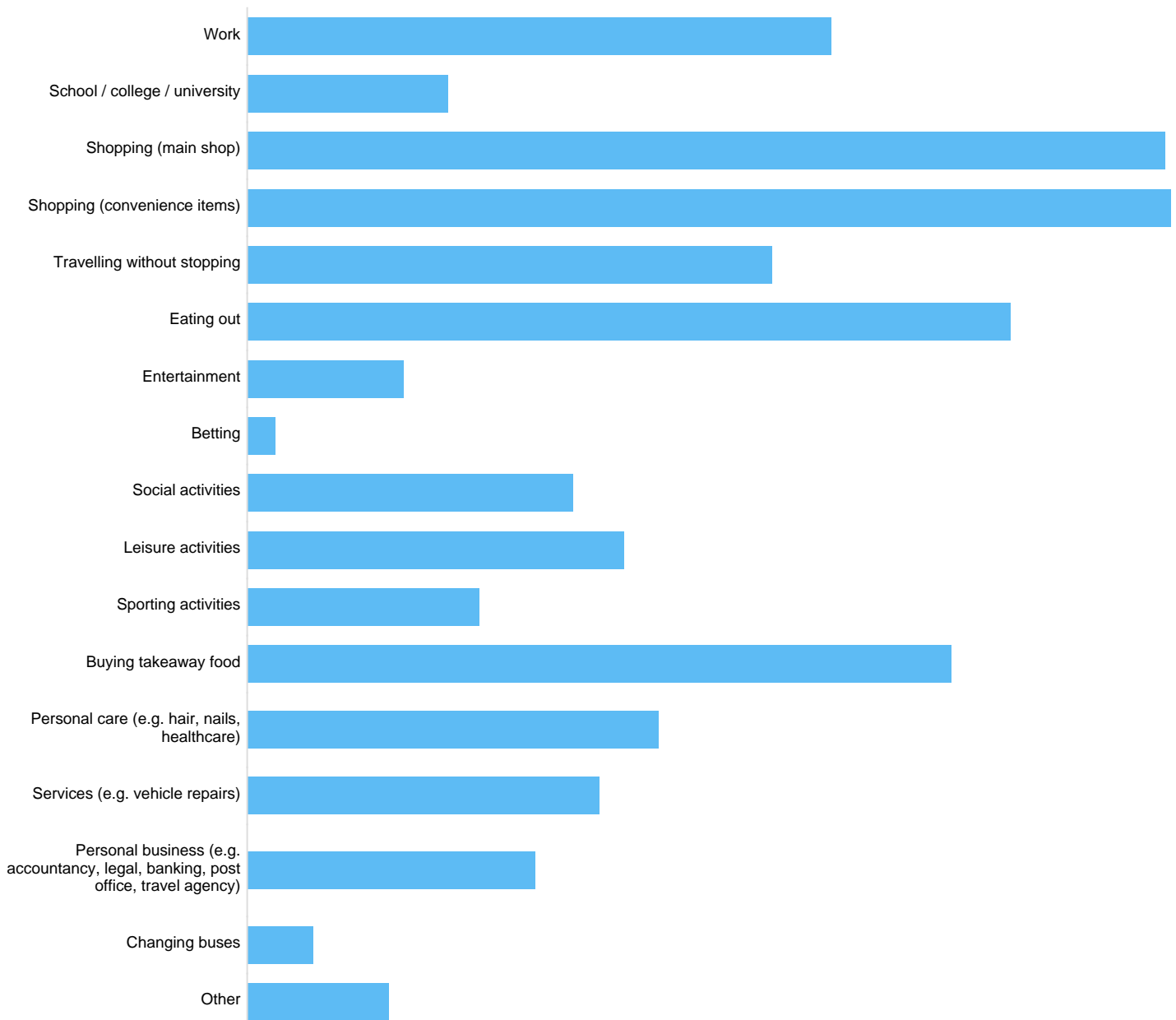
Option	Total	Percent
Daily	285	58.76%
Weekly	121	24.95%
Monthly	18	3.71%
Infrequently	10	2.06%
Never	1	0.21%
Not Answered	50	10.31%

Question 4: How do you currently travel to / from / along / across Farnham Road? Please select all that apply



Option	Total	Percent
Walk or push-scooter	128	26.39%
Cycle	57	11.75%
Motorcycle or motor scooter	9	1.86%
Car	398	82.06%
Bus (route 7)	46	9.48%
Bus (route 12)	24	4.95%
Bus (route 13)	6	1.24%
Bus (route 103)	11	2.27%
Bus (route 583)	4	0.82%
Bus (route X74)	28	5.77%
Bus, coach or minibus (private)	3	0.62%
Taxi or private hire vehicle ("minicab")	36	7.42%
Other	7	1.44%
Not applicable – I don't currently travel to / from / along / across Farnham Road	2	0.41%
Not Answered	48	9.90%

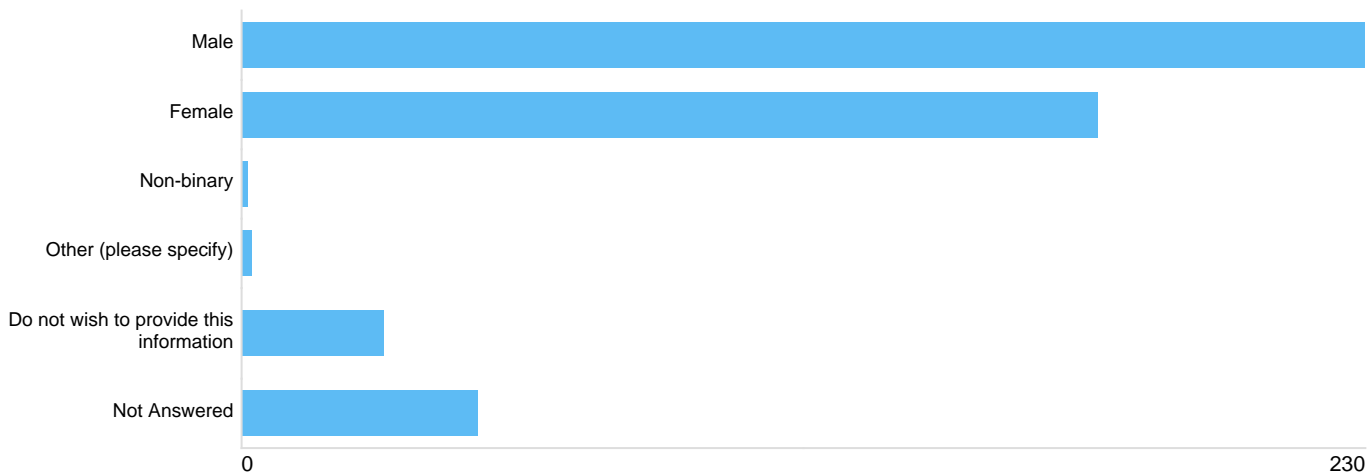
Question 5: For what activities do you currently use Farnham Road? Please select all that apply





Option	Total	Percent
Work	169	34.85%
School / college / university	58	11.96%
Shopping (main shop)	266	54.85%
Shopping (convenience items)	268	55.26%
Travelling without stopping	152	31.34%
Eating out	221	45.57%
Entertainment	45	9.28%
Betting	8	1.65%
Social activities	94	19.38%
Leisure activities	109	22.47%
Sporting activities	67	13.81%
Buying takeaway food	204	42.06%
Personal care (e.g. hair, nails, healthcare)	119	24.54%
Services (e.g. vehicle repairs)	102	21.03%
Personal business (e.g. accountancy, legal, banking, post office, travel agency)	83	17.11%
Changing buses	19	3.92%
Other	41	8.45%
Not applicable – I don't currently use Farnham Road	4	0.82%
Not Answered	48	9.90%

Question 6: Which of the following best describes your gender? Please select only one item

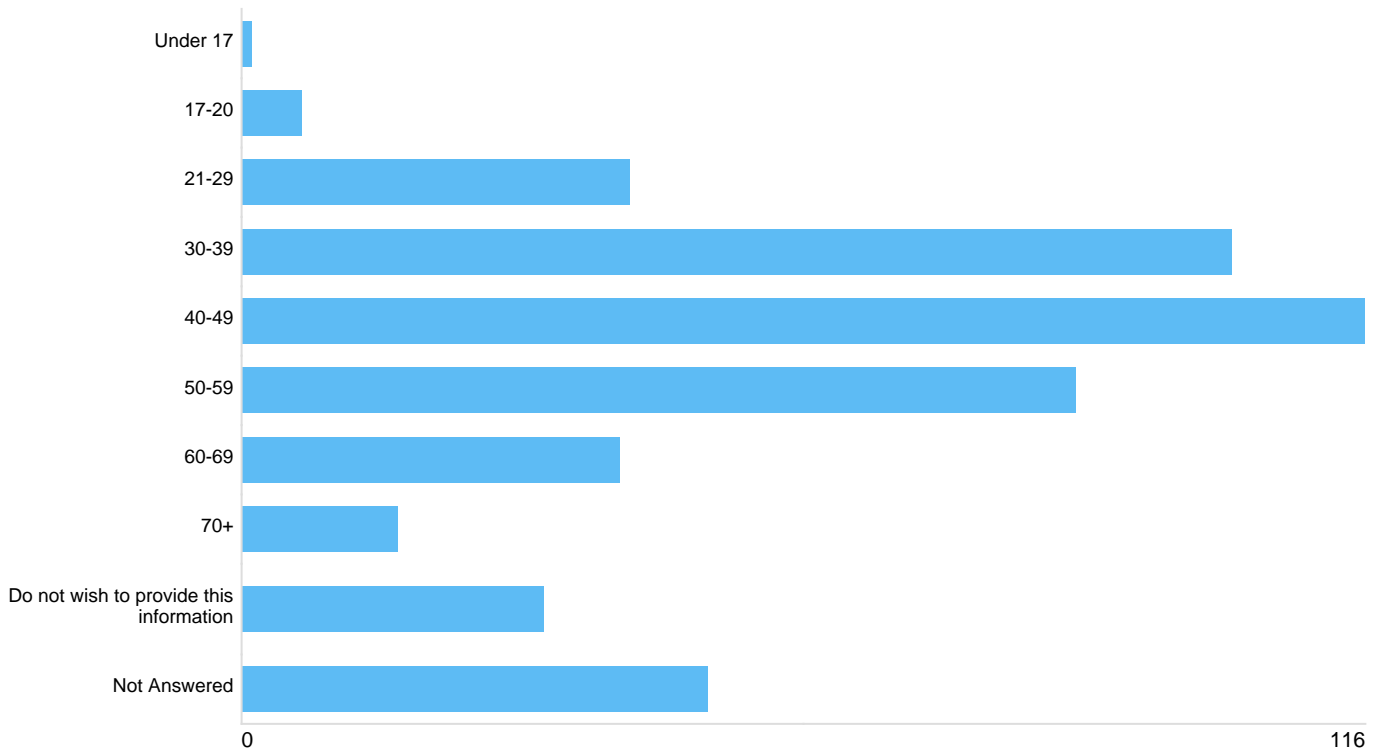


Option	Total	Percent
Male	230	47.42%
Female	175	36.08%
Non-binary	1	0.21%
Other (please specify)	2	0.41%
Do not wish to provide this information	29	5.98%
Not Answered	48	9.90%

Please specify Other

There was 1 response to this part of the question.

Question 7: What is your age bracket? Please select only one item



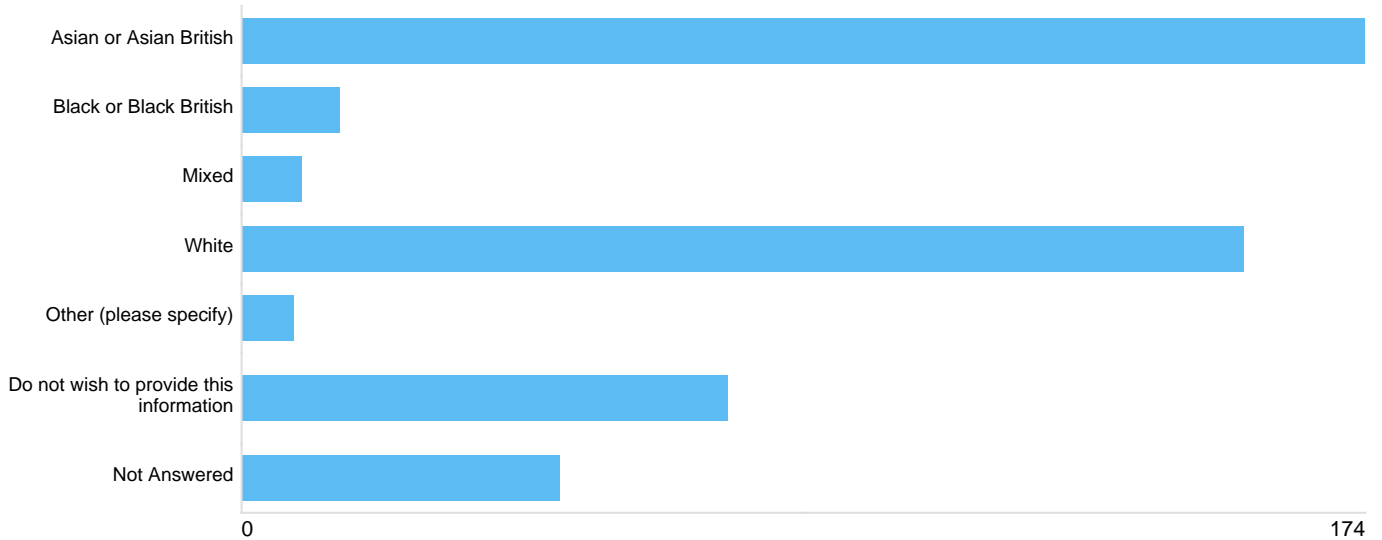
Option	Total	Percent
Under 17	1	0.21%
17-20	6	1.24%
21-29	40	8.25%
30-39	102	21.03%
40-49	116	23.92%
50-59	86	17.73%
60-69	39	8.04%
70+	16	3.30%
Do not wish to provide this information	31	6.39%
Not Answered	48	9.90%

Question 8: Do you have a long-standing illness, disability, or infirmity? The Equality Act 2010 defines disability as a physical or mental impairment with substantial and long-term adverse effects on ability to perform day to day activities. Please select only one item



Option	Total	Percent
Yes	41	8.45%
No	339	69.90%
Do not wish to provide this information	55	11.34%
Not Answered	50	10.31%

Question 9: Which of the following best describes your ethnic group? Please select only one item



Option	Total	Percent
Asian or Asian British	174	35.88%
Black or Black British	15	3.09%
Mixed	9	1.86%
White	155	31.96%
Other (please specify)	8	1.65%
Do not wish to provide this information	75	15.46%
Not Answered	49	10.10%

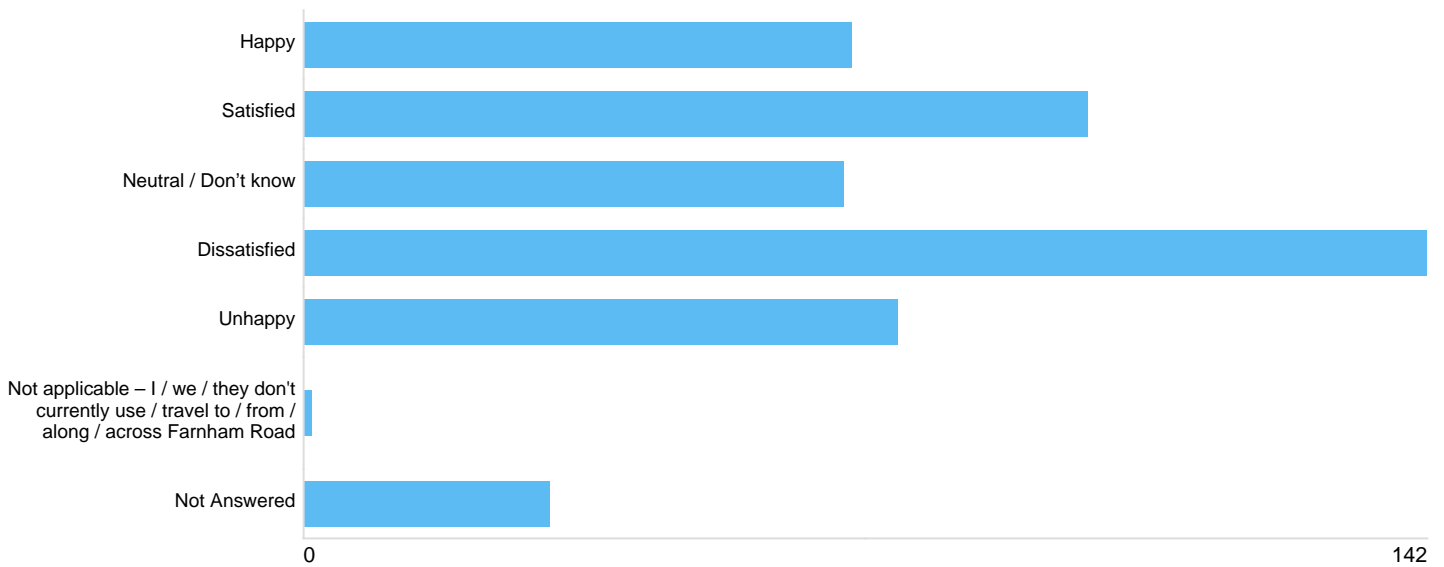
Please specify Other

There were 7 responses to this part of the question.

Question 10: What is the name (or type) of your business or organisation, or whom do you represent?

There were 35 responses to this part of the question.

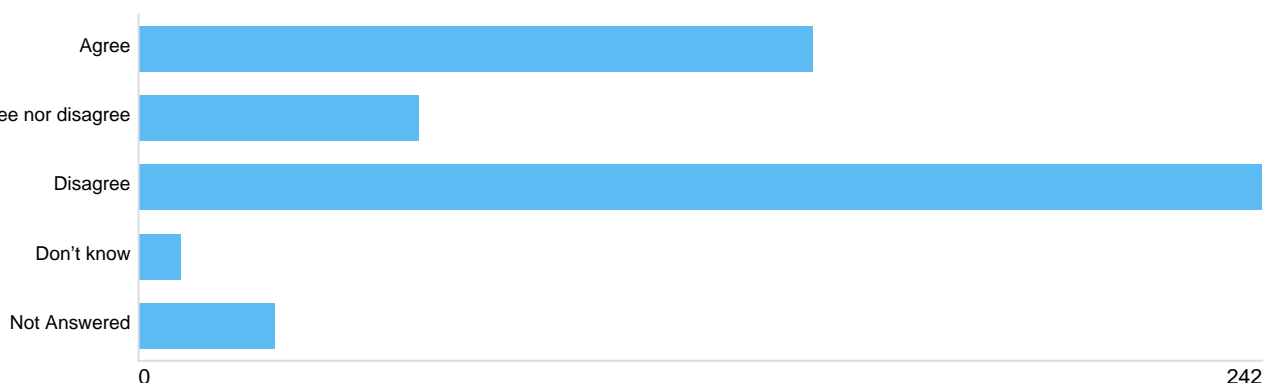
Question 11: Overall, how satisfied are you, or your business / organisation, or those you represent, with the current experience of Farnham Road? Please select only one item



Option	Total	Percent
Happy	69	14.23%
Satisfied	99	20.41%
Neutral / Don't know	68	14.02%
Dissatisfied	142	29.28%
Unhappy	75	15.46%
Not applicable - I / we / they don't currently use / travel to / from / along / across Farnham Road	1	0.21%
Not Answered	31	6.39%

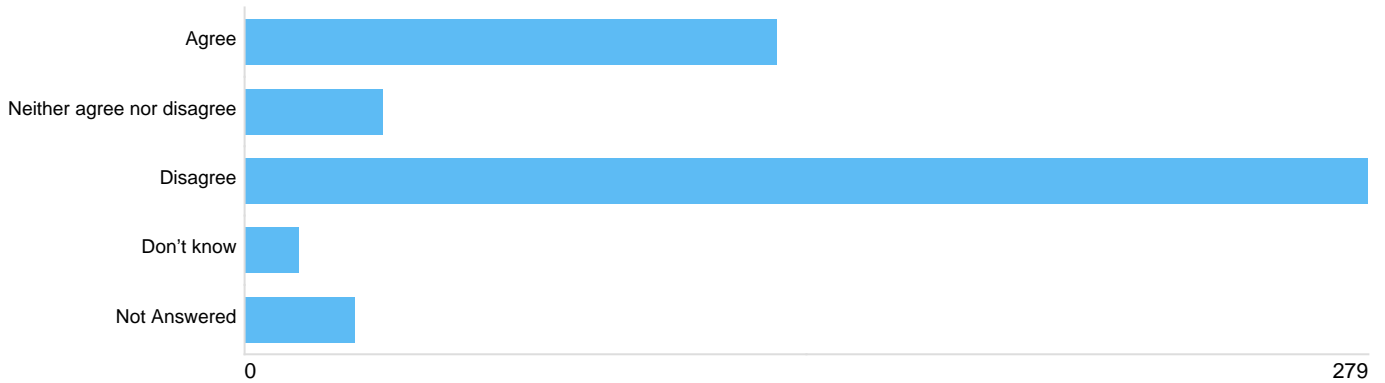
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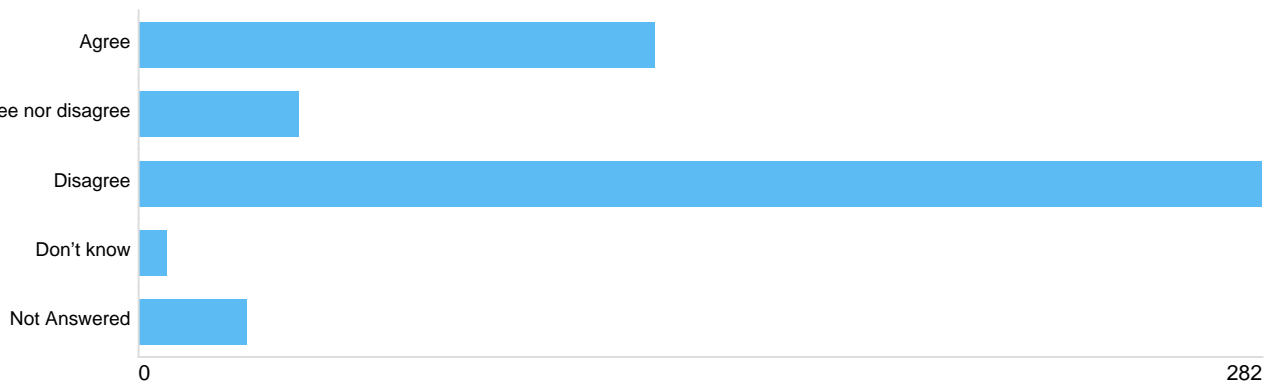
Option	Total	Percent
Agree	145	29.90%
Neither agree nor disagree	60	12.37%
Disagree	242	49.90%
Don't know	9	1.86%
Not Answered	29	5.98%

. - a reduced speed limit (reduced from 30mph to 20 mph) through the main shopping area between Essex Avenue and Sheffield Road



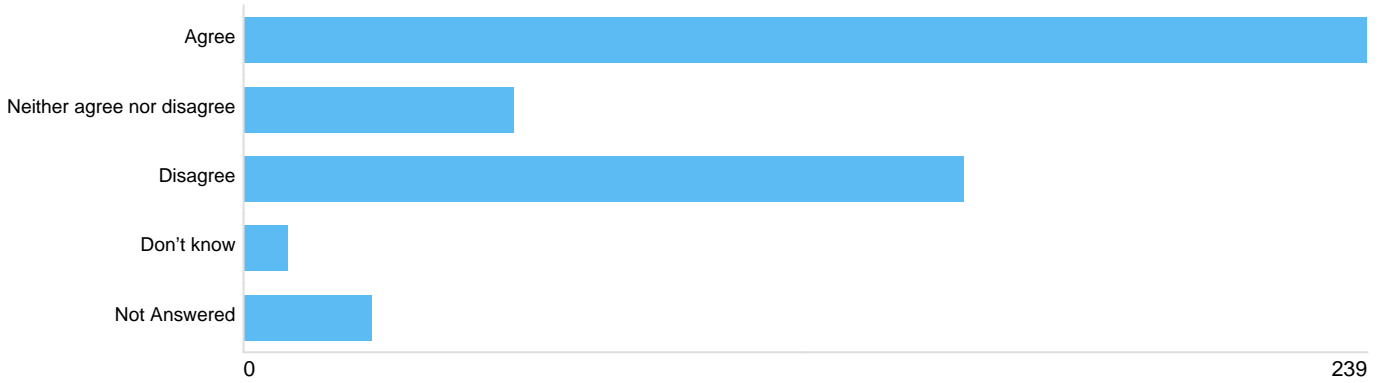
Option	Total	Percent
Agree	132	27.22%
Neither agree nor disagree	34	7.01%
Disagree	279	57.53%
Don't know	13	2.68%
Not Answered	27	5.57%

. - a new off-road, two-way cycle route on the west side of Farnham Road (with either a stepped (segregated), approximately 2.5 metre wide cycle lane or the use of shared use footway or shared space) – this would directly link with the new A4 Cycle Route at the junction of Farnham Road and the A4 Bath Road



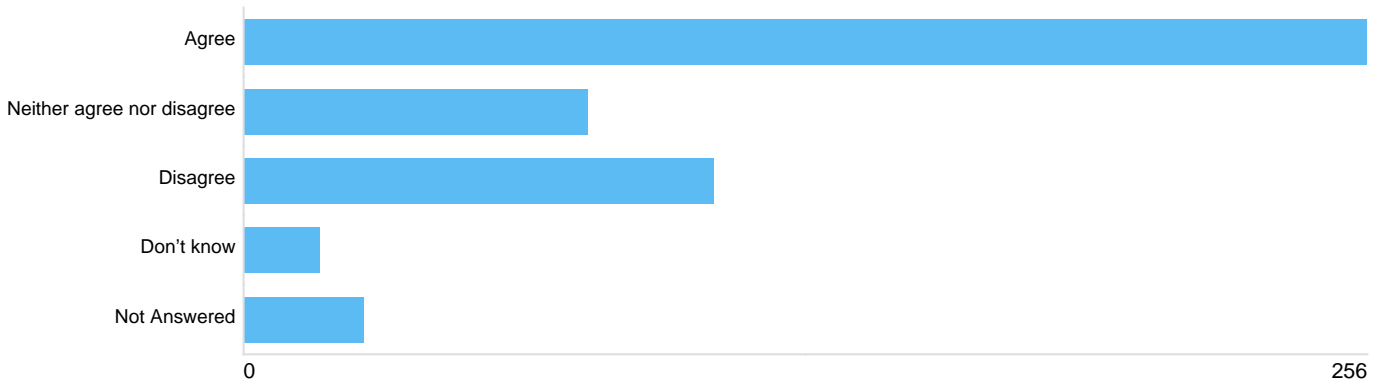
Option	Total	Percent
Agree	129	26.60%
Neither agree nor disagree	40	8.25%
Disagree	282	58.14%
Don't know	7	1.44%
Not Answered	27	5.57%

. - upgraded roads and footways on parts of Farnham Road, including resurfacing, distinctive / coloured paving materials, new road markings, upgraded traffic signals, and raised tables at some junctions and through part of the area



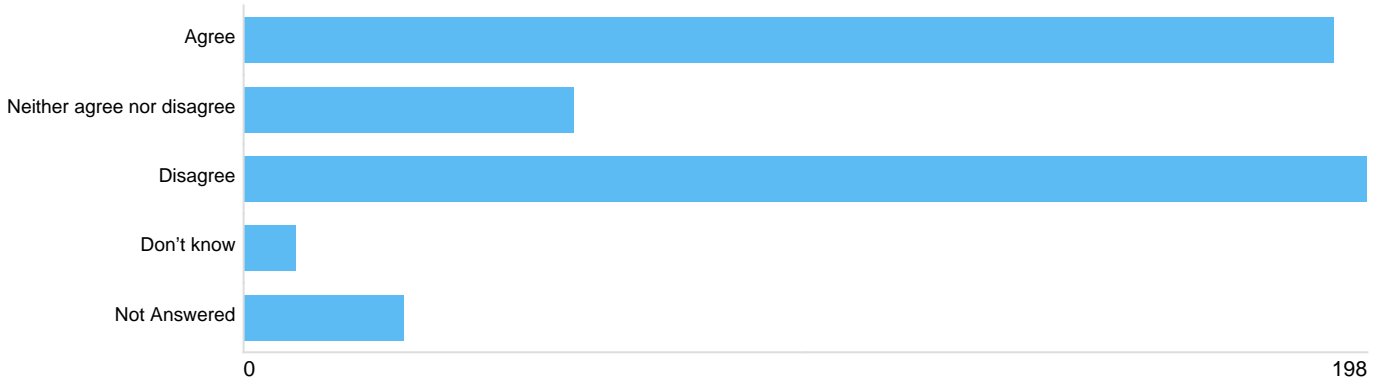
Option	Total	Percent
Agree	239	49.28%
Neither agree nor disagree	57	11.75%
Disagree	153	31.55%
Don't know	9	1.86%
Not Answered	27	5.57%

. - slight shortening of the existing southbound bus lanes at their southern ends to allow more vehicle queueing space



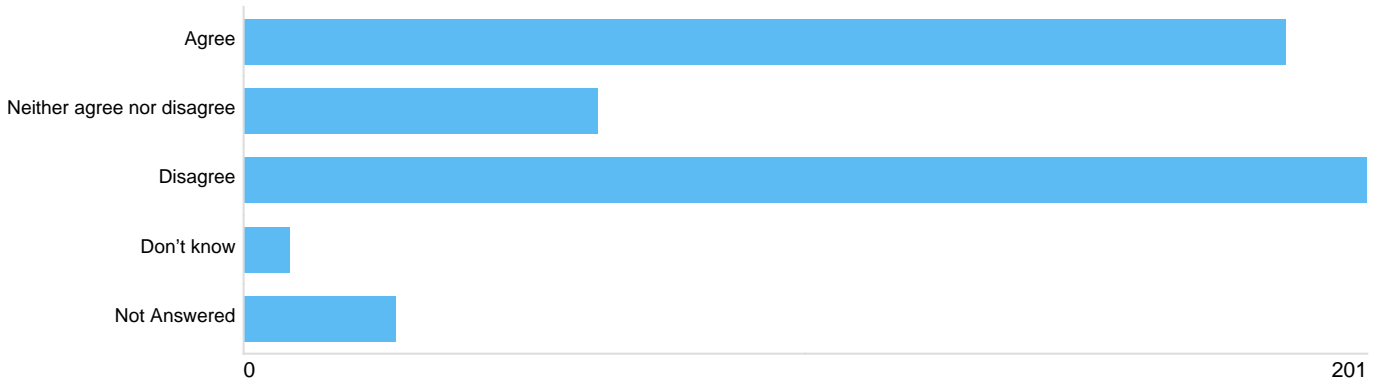
Option	Total	Percent
Agree	256	52.78%
Neither agree nor disagree	78	16.08%
Disagree	107	22.06%
Don't know	17	3.51%
Not Answered	27	5.57%

. - realignment of some road and footway, including removal of service roads, removal of some central reservation, and reduction in width of some central islands, to make the best use of space



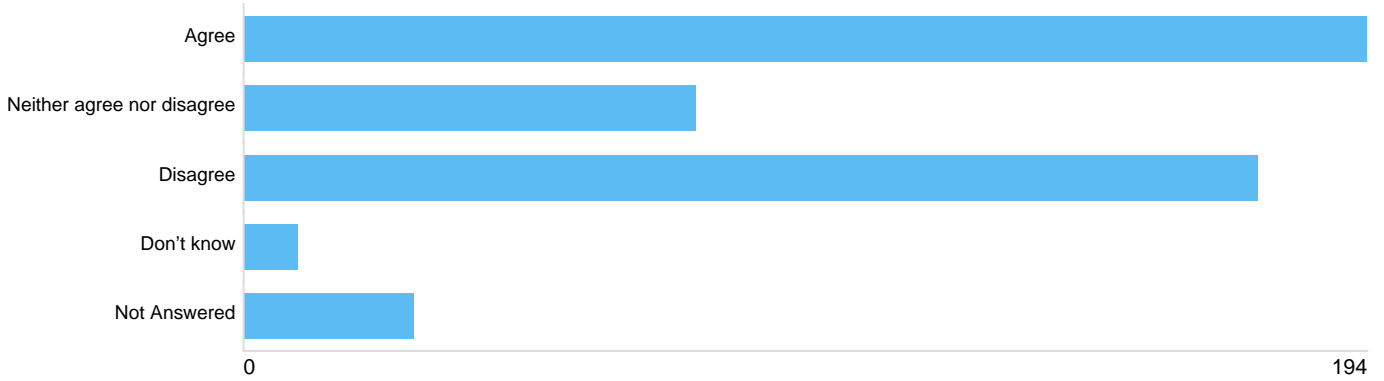
Option	Total	Percent
Agree	192	39.59%
Neither agree nor disagree	58	11.96%
Disagree	198	40.82%
Don't know	9	1.86%
Not Answered	28	5.77%

. - new parallel / dual zebra crossings (zebra crossings which also allow cyclists to cross alongside at the same location) on all four arms of the Cumberland Avenue roundabout



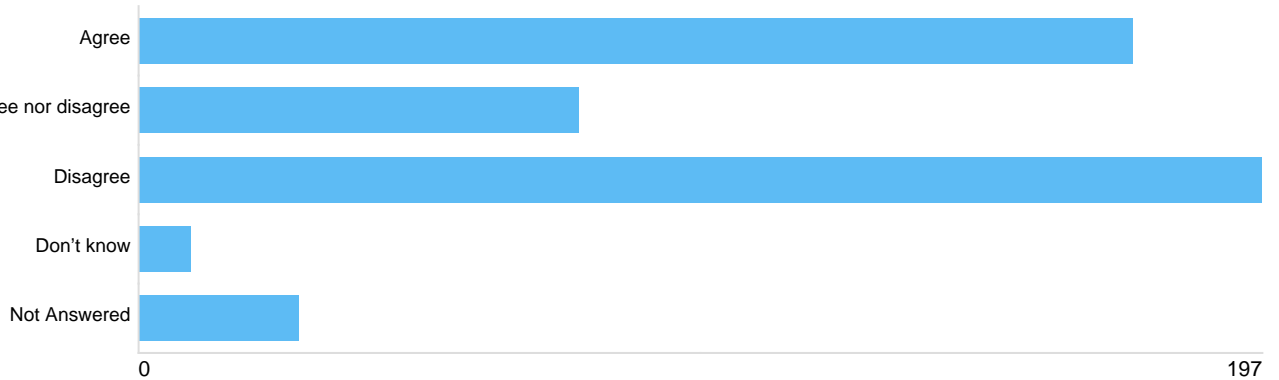
Option	Total	Percent
Agree	186	38.35%
Neither agree nor disagree	63	12.99%
Disagree	201	41.44%
Don't know	8	1.65%
Not Answered	27	5.57%

. - new / upgraded pedestrian and cycle signals to cross Essex Avenue, Furnival Avenue, Farnburn Avenue and Montrose Avenue



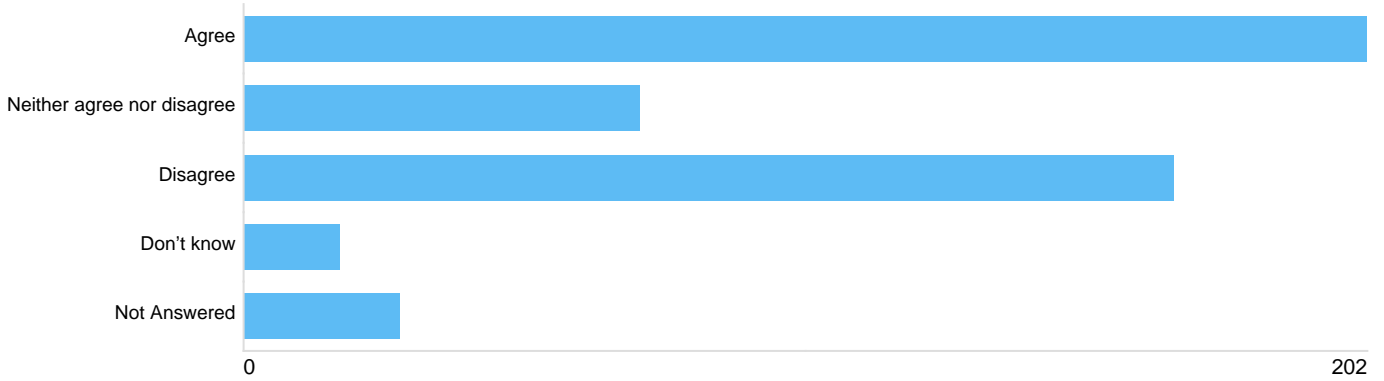
Option	Total	Percent
Agree	194	40.00%
Neither agree nor disagree	78	16.08%
Disagree	175	36.08%
Don't know	9	1.86%
Not Answered	29	5.98%

. - new segregated (pedestrian and cycle) signalised crossings at the Sheffield Road and Buckingham Avenue junctions



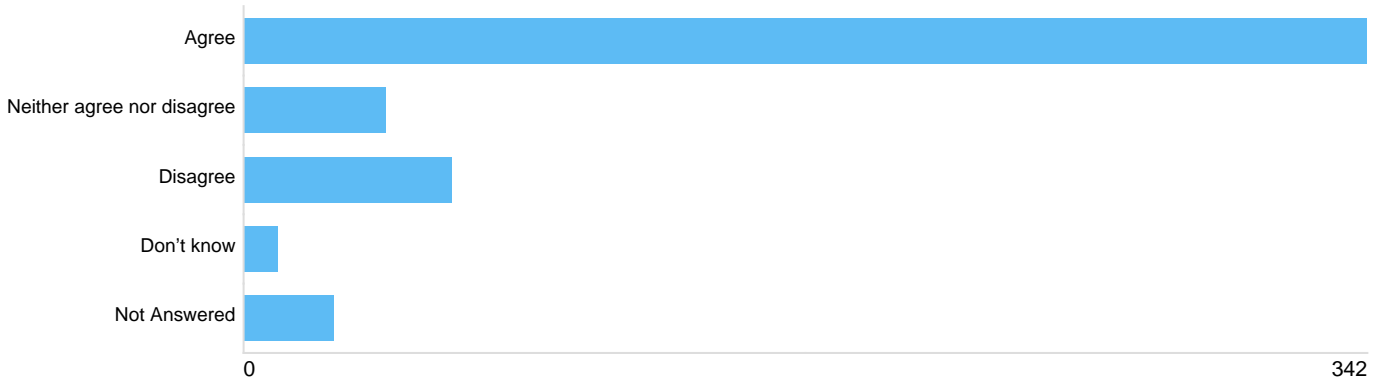
Option	Total	Percent
Agree	174	35.88%
Neither agree nor disagree	77	15.88%
Disagree	197	40.62%
Don't know	9	1.86%
Not Answered	28	5.77%

. - continuous footway across some side roads



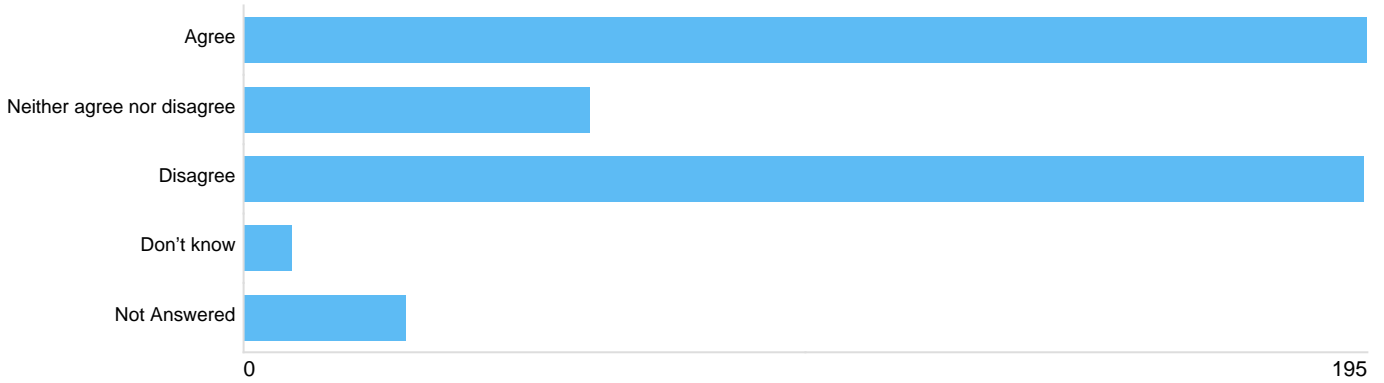
Option	Total	Percent
Agree	202	41.65%
Neither agree nor disagree	71	14.64%
Disagree	167	34.43%
Don't know	17	3.51%
Not Answered	28	5.77%

. - review of existing street lighting, with better street lighting and additional lighting features where needed



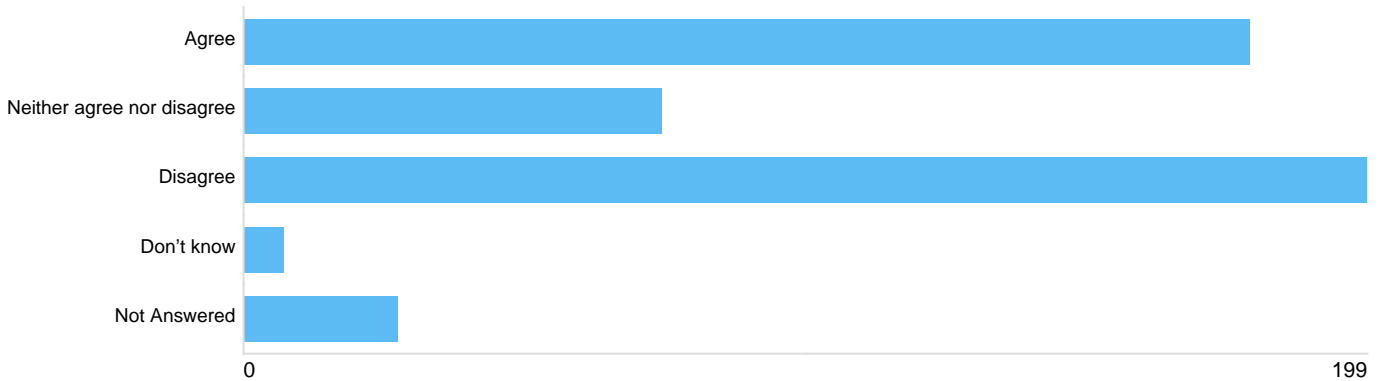
Option	Total	Percent
Agree	342	70.52%
Neither agree nor disagree	43	8.87%
Disagree	63	12.99%
Don't know	10	2.06%
Not Answered	27	5.57%

. - amenity areas outside shops and restaurants with planting and space for seating, new benches to increase the number of places to sit, and wayfinding totems



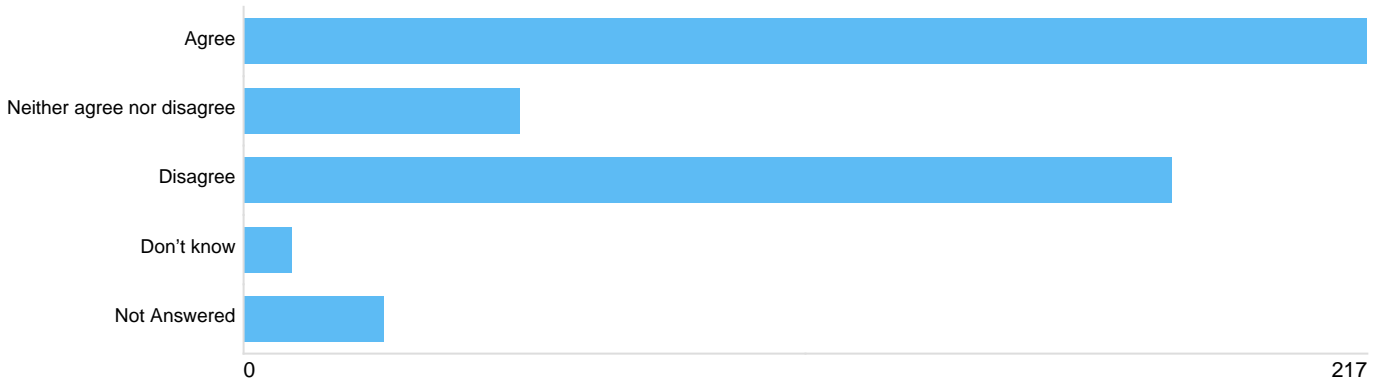
Option	Total	Percent
Agree	195	40.21%
Neither agree nor disagree	60	12.37%
Disagree	194	40.00%
Don't know	8	1.65%
Not Answered	28	5.77%

. - upgraded bus stops, with lay-bys removed and parking restrictions enhanced to ensure that buses can always access the kerb, clearer footway access, upgraded bus shelters, and improved information



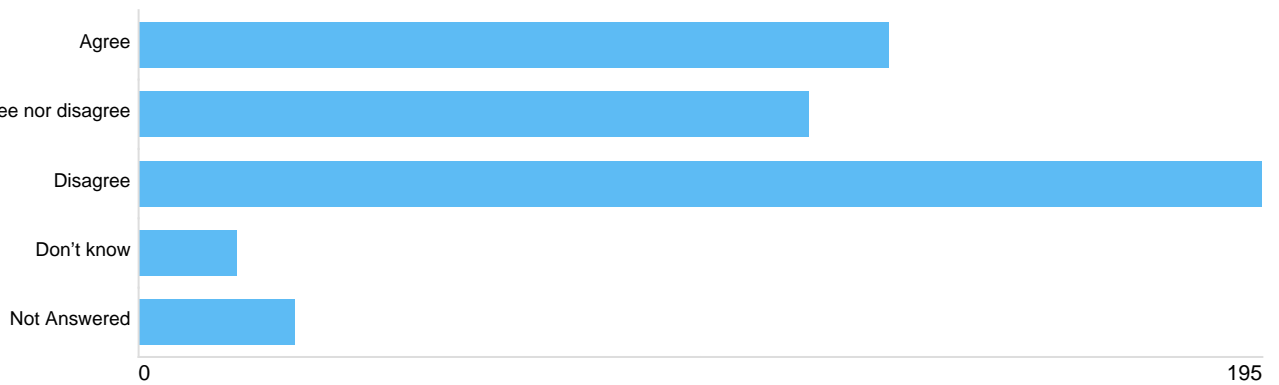
Option	Total	Percent
Agree	178	36.70%
Neither agree nor disagree	74	15.26%
Disagree	199	41.03%
Don't know	7	1.44%
Not Answered	27	5.57%

. - new parking facilities, including new limited waiting vehicle parking pads (parking bays forming part of the footway) between the Cumberland Avenue roundabout and Sheffield Road, and relocated vehicle parking with new limited waiting 'echelon' (diagonal) parking bays in the main shopping area between Essex Avenue and Sheffield Road



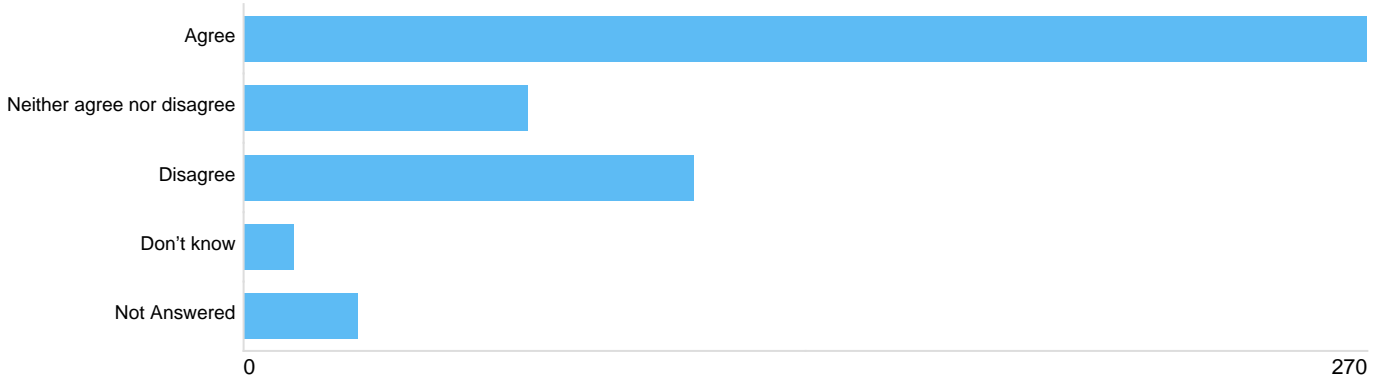
Option	Total	Percent
Agree	217	44.74%
Neither agree nor disagree	53	10.93%
Disagree	179	36.91%
Don't know	9	1.86%
Not Answered	27	5.57%

. - new electric vehicle charging points, and new cycle parking, in the main shopping area between Essex Avenue and Sheffield Road



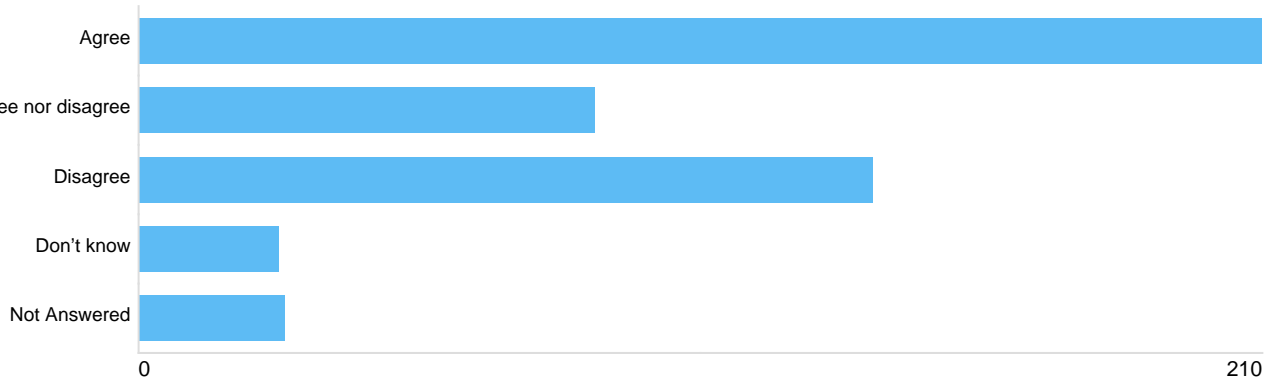
Option	Total	Percent
Agree	130	26.80%
Neither agree nor disagree	116	23.92%
Disagree	195	40.21%
Don't know	17	3.51%
Not Answered	27	5.57%

. - junction of Sheffield Road – improvements to the small park, including better lighting and planting



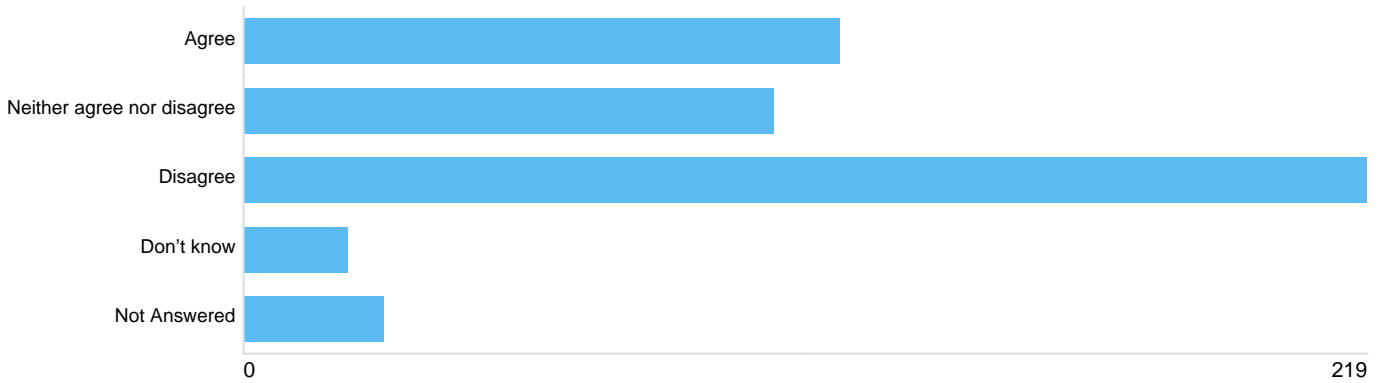
Option	Total	Percent
Agree	270	55.67%
Neither agree nor disagree	68	14.02%
Disagree	108	22.27%
Don't know	12	2.47%
Not Answered	27	5.57%

. - junction of Sheffield Road – the existing car park to remain, but with entry from Sheffield Road



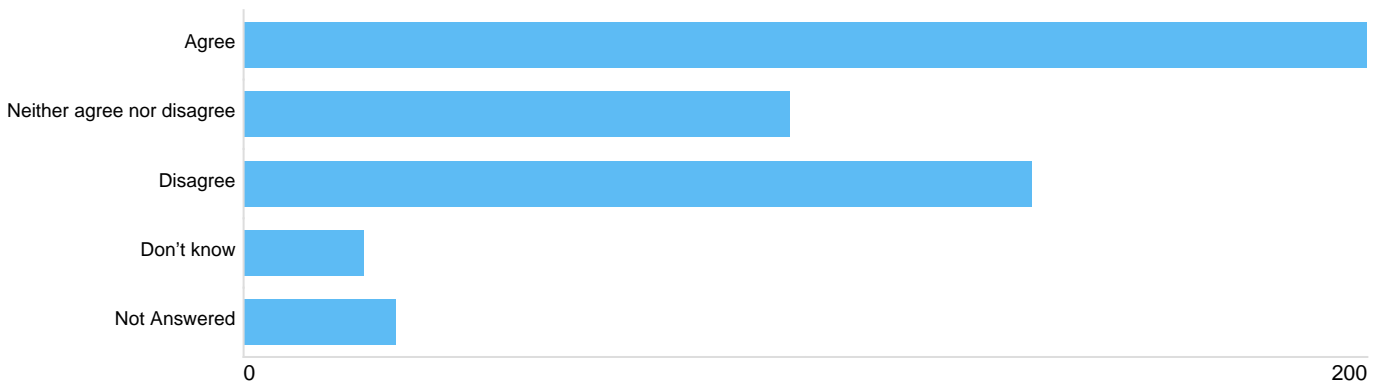
Option	Total	Percent
Agree	210	43.30%
Neither agree nor disagree	85	17.53%
Disagree	137	28.25%
Don't know	26	5.36%
Not Answered	27	5.57%

. - along Sheffield Road between Farnham Road and Baylis Court Nursery School – widened advisory cycle lanes on both sides of the road – these would link the cycle route on Farnham Road with the existing National Cycle Network route 461 crossing Sheffield Road, which links with Salt Hill Park and surrounding areas



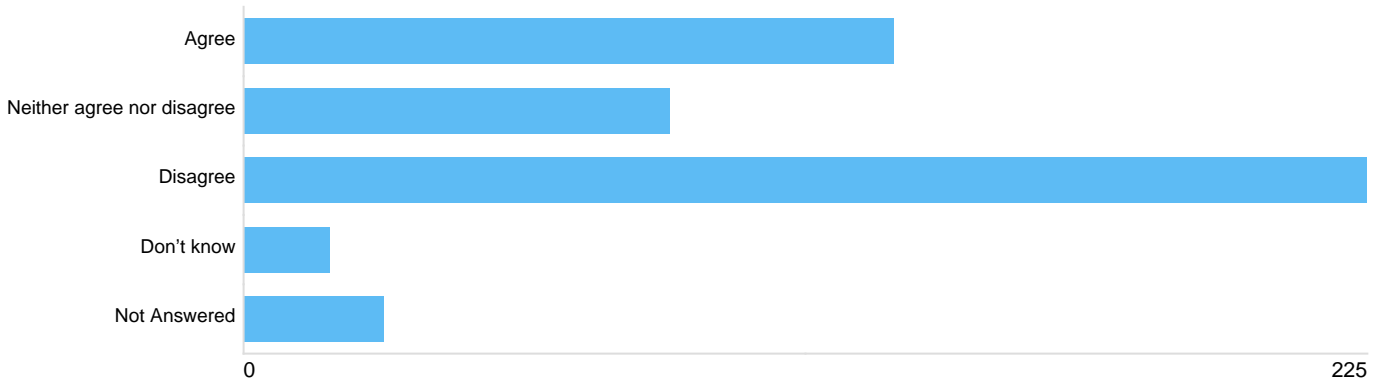
Option	Total	Percent
Agree	116	23.92%
Neither agree nor disagree	103	21.24%
Disagree	219	45.15%
Don't know	20	4.12%
Not Answered	27	5.57%

. - along Sheffield Road between Farnham Road and Baylis Court Nursery School – further road improvements, including resurfacing and new road markings, with removal of the central road marking along part of the road



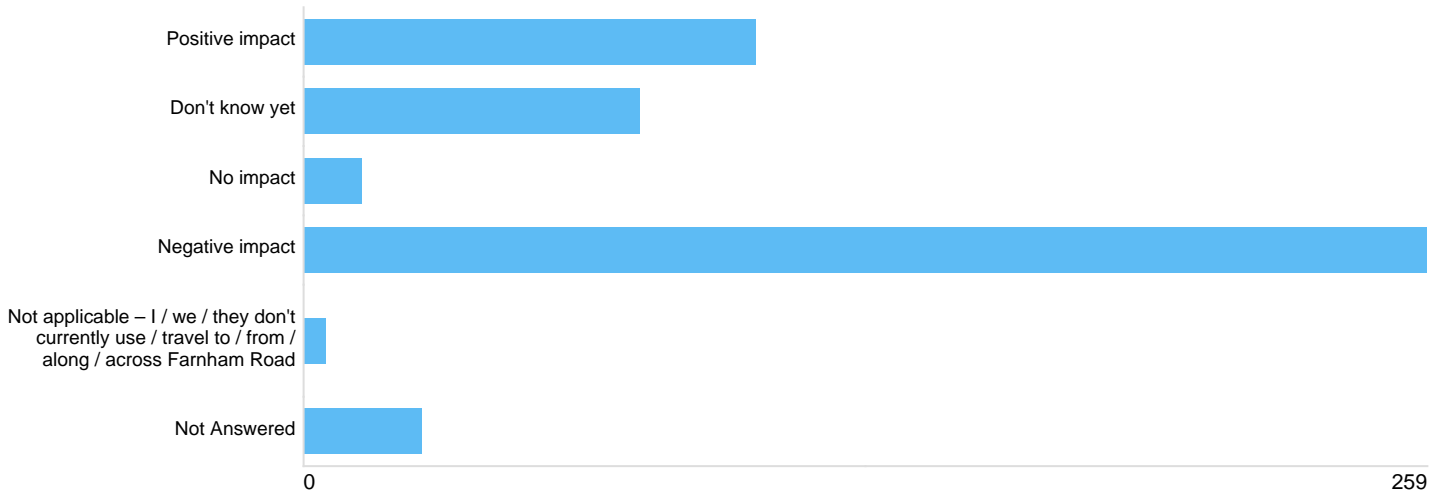
Option	Total	Percent
Agree	200	41.24%
Neither agree nor disagree	97	20.00%
Disagree	140	28.87%
Don't know	21	4.33%
Not Answered	27	5.57%

. - along Furnival Avenue between Farnham Road and the cycle path linking with Greenside – a 'cycle street' (a street designed to handle large volumes of cycling, but very low volumes of motor traffic) to increase cycling – this would link the cycle route on Farnham Road with Britwell and Kennedy Park



Option	Total	Percent
Agree	130	26.80%
Neither agree nor disagree	85	17.53%
Disagree	225	46.39%
Don't know	17	3.51%
Not Answered	28	5.77%

Question 13: Overall, what impact do you think the Destination Farnham Road scheme will have on you / your home / business / organisation / those you represent? Please select only one item



Option	Total	Percent
Positive impact	104	21.44%
Don't know yet	77	15.88%
No impact	13	2.68%
Negative impact	259	53.40%
Not applicable – I / we / they don't currently use / travel to / from / along / across Farnham Road	5	1.03%
Not Answered	27	5.57%

Question 14: Please add any further comments on our proposed design for the Destination Farnham Road scheme. For example, have we missed anything important? Please clearly describe any specific locations or design elements you are referring to. Please do not include anything which identifies you or your address.

.

There were **367** responses to this part of the question.

Appendix 1A Consultation Responses

12. In summary, the Destination Farnham Road scheme aims to create an attractive, high quality public space with a design that addresses various problems, with a pedestrian-oriented streetscape that benefits visitors who use any mode of transport, and that improves access between the areas surrounding the main shopping area and with the rest of Slough. For more details on these aims please see the consultation information.

How much do you agree that the proposed design elements below meet these aims?

	Agree	Disagree	Neither agree nor disagree	Don't know	Not Answered
a high quality public space through the main shopping area between Essex Avenue and Sheffield Road, creating a distinctive character that showcases the local area and its architectural quality, upgrading many elements of the street and with traffic calming features	145	242	60	9	29
a reduced speed limit (reduced from 30mph to 20 mph) through the main shopping area between Essex Avenue and Sheffield Road	132	279	34	13	27
a new off-road, two-way cycle route on the west side of Farnham Road (with either a stepped (segregated), approximately 2.5 metre wide cycle lane or the use of shared use footway or shared space) – this would directly link with the new A4 Cycle Route at the junction of Farnham Road and the A4 Bath Road	129	282	40	7	27
upgraded roads and footways on parts of Farnham Road, including resurfacing, distinctive / coloured paving materials, new road markings, upgraded traffic signals, and raised tables at some junctions and through part of the area	239	153	57	9	27
slight shortening of the existing southbound bus lanes at their southern ends to allow more vehicle queueing space	256	107	78	17	27
realignment of some road and footway, including removal of service roads, removal of some central reservation, and reduction in width of some central islands, to make the best use of space	192	198	58	9	28
new parallel / dual zebra crossings (zebra crossings which also allow cyclists to cross alongside at the same location) on all four arms of the Cumberland Avenue roundabout	186	201	63	8	27
new / upgraded pedestrian and cycle signals to cross Essex Avenue, Furnival Avenue, Farnburn Avenue and Montrose Avenue	194	175	78	9	29

new segregated (pedestrian and cycle) signalised crossings at the Sheffield Road and Buckingham Avenue junctions	174	197	77	9	28
continuous footway across some side roads	202	167	71	17	28
review of existing street lighting, with better street lighting and additional lighting features where needed	342	63	43	10	27
amenity areas outside shops and restaurants with planting and space for seating, new benches to increase the number of places to sit, and wayfinding totems	195	194	60	8	28
upgraded bus stops, with lay-bys removed and parking restrictions enhanced to ensure that buses can always access the kerb, clearer footway access, upgraded bus shelters, and improved information	178	199	74	7	27
new parking facilities, including new limited waiting vehicle parking pads (parking bays forming part of the footway) between the Cumberland Avenue roundabout and Sheffield Road, and relocated vehicle parking with new limited waiting 'echelon' (diagonal) parking bays in the main shopping area between Essex Avenue and Sheffield Road	217	179	53	9	27
new electric vehicle charging points, and new cycle parking, in the main shopping area between Essex Avenue and Sheffield Road	130	195	116	17	27
junction of Sheffield Road – improvements to the small park, including better lighting and planting	270	108	68	12	27
junction of Sheffield Road – the existing car park to remain, but with entry from Sheffield Road	210	137	85	26	27
along Sheffield Road between Farnham Road and Baylis Court Nursery School – widened advisory cycle lanes on both sides of the road – these would link the cycle route on Farnham Road with the existing National Cycle Network route 461 crossing Sheffield Road, which links with Salt Hill Park and surrounding areas	116	219	103	20	27
along Sheffield Road between Farnham Road and Baylis Court Nursery School – further road improvements, including resurfacing and new road markings, with removal of the central road marking along part of the road	200	140	97	21	27
along Furnival Avenue between Farnham Road and the cycle path linking with Greenside – a 'cycle street' (a street designed to handle large	130	225	85	17	28

volumes of cycling, but very low volumes of motor traffic) to increase cycling – this would link the cycle route on Farnham Road with Britwell and Kennedy Park					
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13. Overall, what impact do you think the Destination Farnham Road scheme will have on you / your home / business / organisation / those you represent?					
Positive impact	Negative impact	Don't know yet	No Impact	Not applicable – I / we / they don't currently use / travel to / from / along / across Farnham Road	Not Answered
104	259	77	13	5	27



Funded by UK Government



Destination Farnham Road - Proposed Design Consultation: Summary report

This report was created on Saturday 23 March 2024 at 15:16 and includes **485** responses.

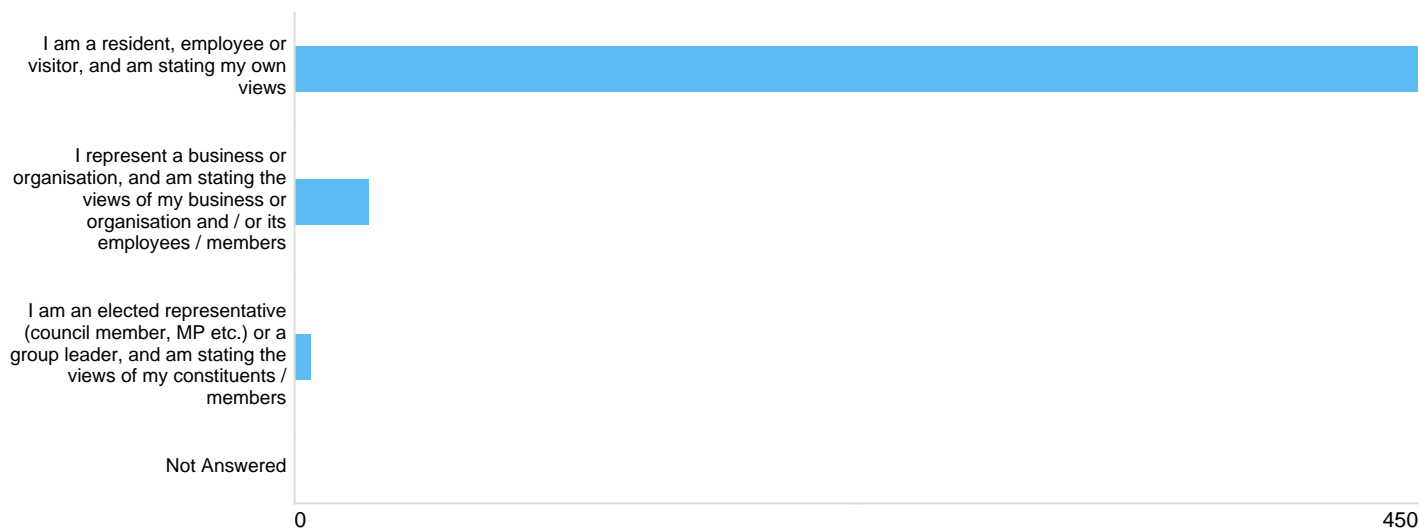
The activity ran from 11/12/2023 to 11/02/2024.

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.	10
Question 12: In summary, the Destination Farnham Road scheme aims to create an attractive, high quality public space with a design that addresses various problems, with a pedestrian-oriented streetscape that benefits visitors who use any mode of transport, and that improves access between the areas surrounding the main shopping area and with the rest of Slough. For more details on these aims please see the consultation information. HOW MUCH DO YOU AGREE THAT THE PROPOSED DESIGN ELEMENTS BELOW MEET THESE AIMS? The proposed design elements are all along Farnham Road between the Cumberland Avenue roundabout and the A4 Bath Road unless otherwise stated. Please select only one item per design element	10
. - a high quality public space through the main shopping area between Essex Avenue and Sheffield Road, creating a distinctive character that showcases the local area and its architectural quality, upgrading many elements of the street and with traffic calming features	10
. - a reduced speed limit (reduced from 30mph to 20 mph) through the main shopping area between Essex Avenue and Sheffield Road	11
. - a new off-road, two-way cycle route on the west side of Farnham Road (with either a stepped (segregated), approximately 2.5 metre wide cycle lane or the use of shared use footway or shared space) – this would directly link with the new A4 Cycle Route at the junction of Farnham Road and the A4 Bath Road	11
. - upgraded roads and footways on parts of Farnham Road, including resurfacing, distinctive / coloured paving materials, new road markings, upgraded traffic signals, and raised tables at some junctions and through part of the area	12
. - slight shortening of the existing southbound bus lanes at their southern ends to allow more vehicle queueing space	12
. - realignment of some road and footway, including removal of service roads, removal of some central reservation, and reduction in width of some central islands, to make the best use of space	13
. - new parallel / dual zebra crossings (zebra crossings which also allow cyclists to cross alongside at the same location) on all four arms of the Cumberland Avenue roundabout	13
. - new / upgraded pedestrian and cycle signals to cross Essex Avenue, Furnival Avenue, Farnburn Avenue and Montrose Avenue	14
. - new segregated (pedestrian and cycle) signalised crossings at the Sheffield Road and Buckingham Avenue junctions	14

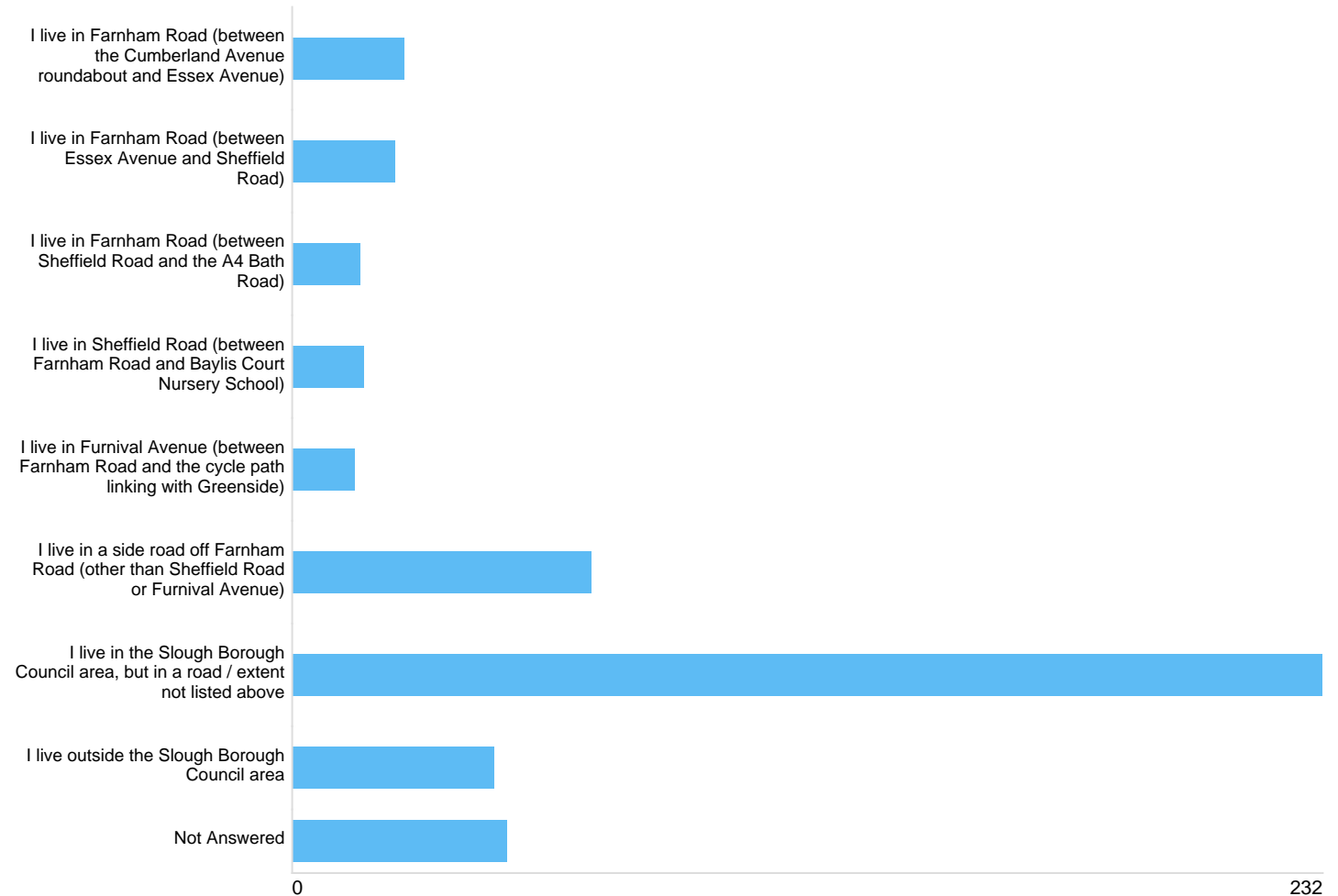
. - continuous footway across some side roads	15
. - review of existing street lighting, with better street lighting and additional lighting features where needed	15
. - amenity areas outside shops and restaurants with planting and space for seating, new benches to increase the number of places to sit, and wayfinding totems	16
. - upgraded bus stops, with lay-bys removed and parking restrictions enhanced to ensure that buses can always access the kerb, clearer footway access, upgraded bus shelters, and improved information	16
. - new parking facilities, including new limited waiting vehicle parking pads (parking bays forming part of the footway) between the Cumberland Avenue roundabout and Sheffield Road, and relocated vehicle parking with new limited waiting 'echelon' (diagonal) parking bays in the main shopping area between Essex Avenue and Sheffield Road	17
. - new electric vehicle charging points, and new cycle parking, in the main shopping area between Essex Avenue and Sheffield Road	17
. - junction of Sheffield Road – improvements to the small park, including better lighting and planting	18
. - junction of Sheffield Road – the existing car park to remain, but with entry from Sheffield Road	18
. - along Sheffield Road between Farnham Road and Baylis Court Nursery School – widened advisory cycle lanes on both sides of the road – these would link the cycle route on Farnham Road with the existing National Cycle Network route 461 crossing Sheffield Road, which links with Salt Hill Park and surrounding areas	19
. - along Sheffield Road between Farnham Road and Baylis Court Nursery School – further road improvements, including resurfacing and new road markings, with removal of the central road marking along part of the road	19
. - along Furnival Avenue between Farnham Road and the cycle path linking with Greenside – a 'cycle street' (a street designed to handle large volumes of cycling, but very low volumes of motor traffic) to increase cycling – this would link the cycle route on Farnham Road with Britwell and Kennedy Park	20
Question 13: Overall, what impact do you think the Destination Farnham Road scheme will have on you / your home / business / organisation / those you represent? Please select only one item	20
.	20
Question 14: Please add any further comments on our proposed design for the Destination Farnham Road scheme. For example, have we missed anything important? Please clearly describe any specific locations or design elements you are referring to. Please do not include anything which identifies you or your address.	21
.	21

Question 1: Whom do you represent? Please select only one item



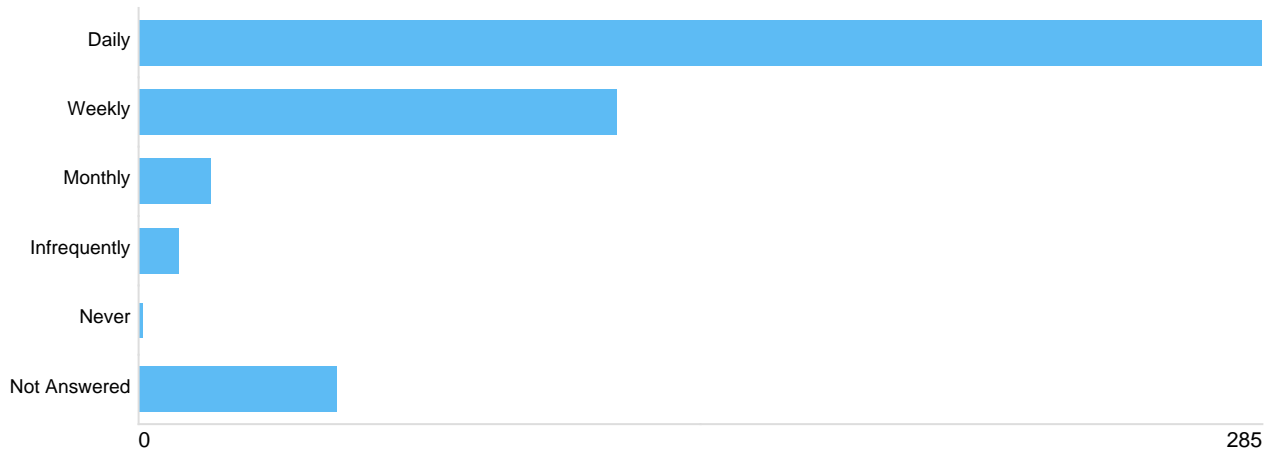
Option	Total	Percent
I am a resident, employee or visitor, and am stating my own views	450	92.78%
I represent a business or organisation, and am stating the views of my business or organisation and / or its employees / members	29	5.98%
I am an elected representative (council member, MP etc.) or a group leader, and am stating the views of my constituents / members	6	1.24%
Not Answered	0	0.00%

Question 2: Where do you live? Please select only one item



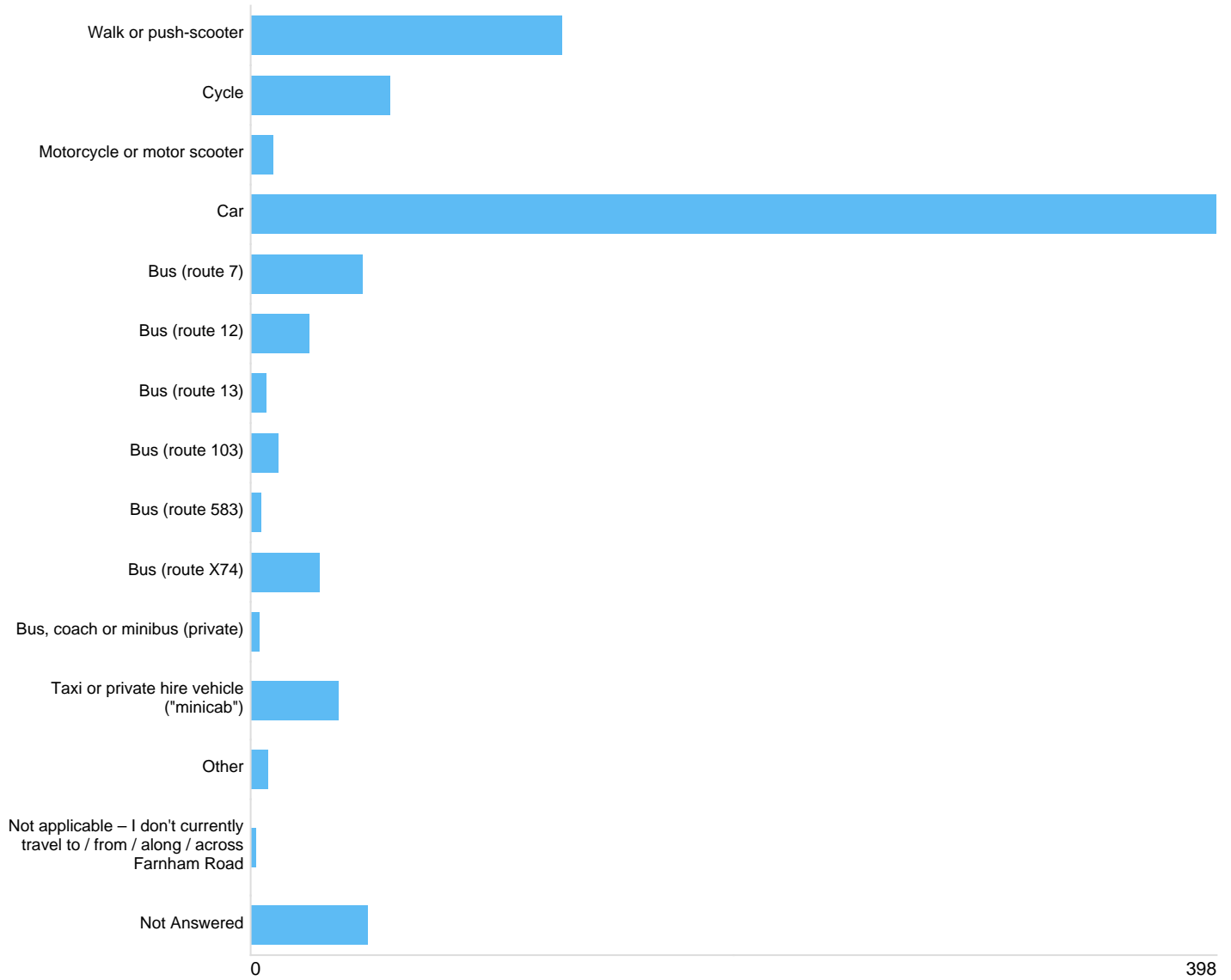
Option	Total	Percent
I live in Farnham Road (between the Cumberland Avenue roundabout and Essex Avenue)	25	5.15%
I live in Farnham Road (between Essex Avenue and Sheffield Road)	23	4.74%
I live in Farnham Road (between Sheffield Road and the A4 Bath Road)	15	3.09%
I live in Sheffield Road (between Farnham Road and Baylis Court Nursery School)	16	3.30%
I live in Furnival Avenue (between Farnham Road and the cycle path linking with Greenside)	14	2.89%
I live in a side road off Farnham Road (other than Sheffield Road or Furnival Avenue)	67	13.81%
I live in the Slough Borough Council area, but in a road / extent not listed above	232	47.84%
I live outside the Slough Borough Council area	45	9.28%
Not Answered	48	9.90%

Question 3: How often, approximately, do you use or travel along / across Farnham Road? Please select only one item



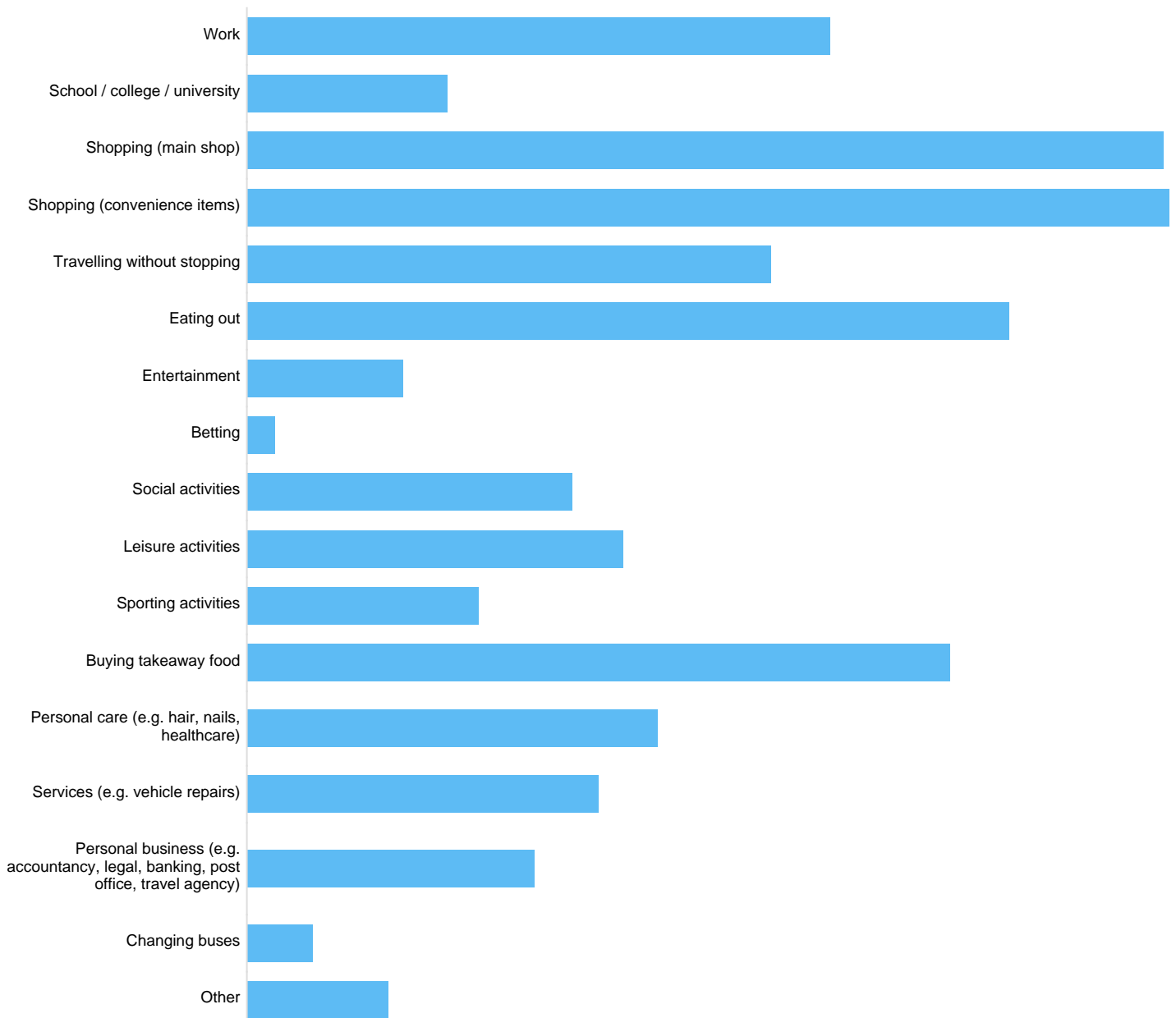
Option	Total	Percent
Daily	285	58.76%
Weekly	121	24.95%
Monthly	18	3.71%
Infrequently	10	2.06%
Never	1	0.21%
Not Answered	50	10.31%

Question 4: How do you currently travel to / from / along / across Farnham Road? Please select all that apply



Option	Total	Percent
Walk or push-scooter	128	26.39%
Cycle	57	11.75%
Motorcycle or motor scooter	9	1.86%
Car	398	82.06%
Bus (route 7)	46	9.48%
Bus (route 12)	24	4.95%
Bus (route 13)	6	1.24%
Bus (route 103)	11	2.27%
Bus (route 583)	4	0.82%
Bus (route X74)	28	5.77%
Bus, coach or minibus (private)	3	0.62%
Taxi or private hire vehicle ("minicab")	36	7.42%
Other	7	1.44%
Not applicable – I don't currently travel to / from / along / across Farnham Road	2	0.41%
Not Answered	48	9.90%

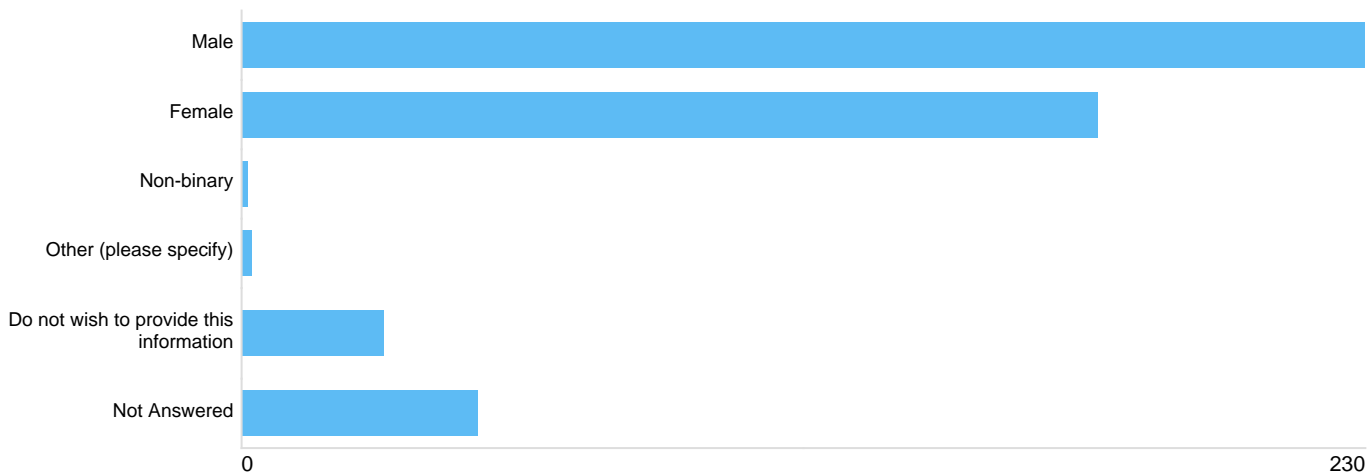
Question 5: For what activities do you currently use Farnham Road? Please select all that apply





Option	Total	Percent
Work	169	34.85%
School / college / university	58	11.96%
Shopping (main shop)	266	54.85%
Shopping (convenience items)	268	55.26%
Travelling without stopping	152	31.34%
Eating out	221	45.57%
Entertainment	45	9.28%
Betting	8	1.65%
Social activities	94	19.38%
Leisure activities	109	22.47%
Sporting activities	67	13.81%
Buying takeaway food	204	42.06%
Personal care (e.g. hair, nails, healthcare)	119	24.54%
Services (e.g. vehicle repairs)	102	21.03%
Personal business (e.g. accountancy, legal, banking, post office, travel agency)	83	17.11%
Changing buses	19	3.92%
Other	41	8.45%
Not applicable – I don't currently use Farnham Road	4	0.82%
Not Answered	48	9.90%

Question 6: Which of the following best describes your gender? Please select only one item

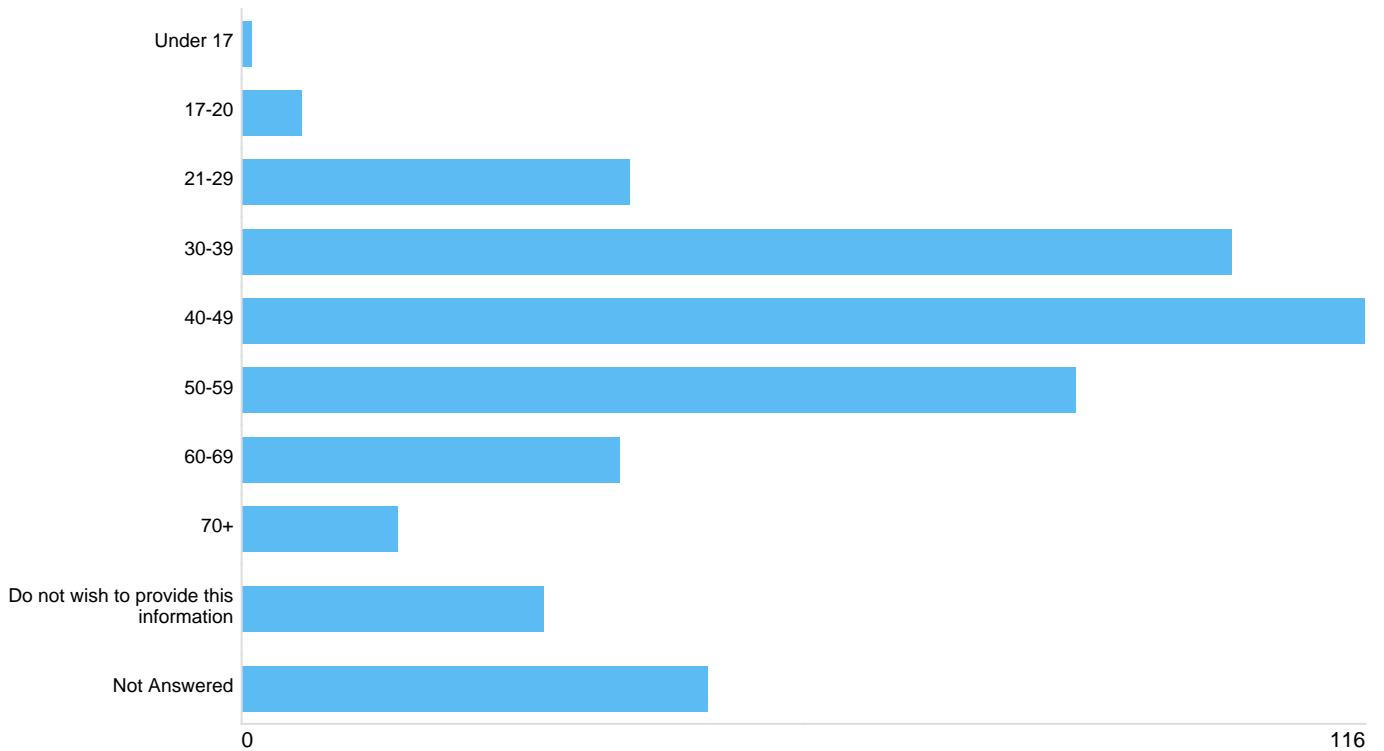


Option	Total	Percent
Male	230	47.42%
Female	175	36.08%
Non-binary	1	0.21%
Other (please specify)	2	0.41%
Do not wish to provide this information	29	5.98%
Not Answered	48	9.90%

Please specify Other

There was 1 response to this part of the question.

Question 7: What is your age bracket? Please select only one item



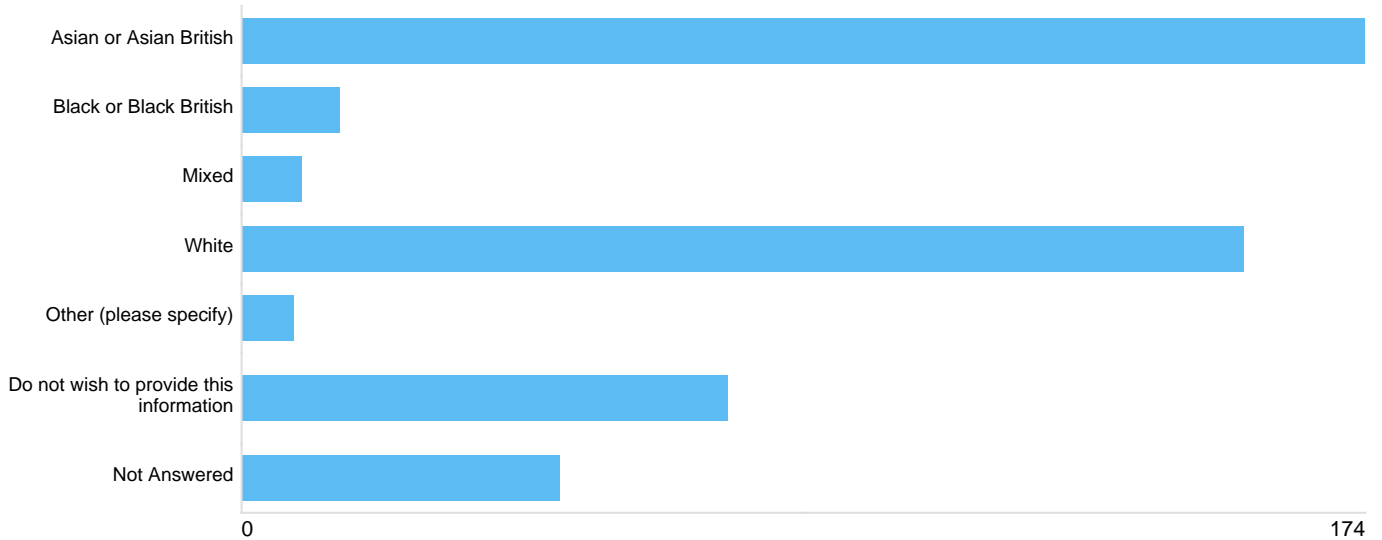
Option	Total	Percent
Under 17	1	0.21%
17-20	6	1.24%
21-29	40	8.25%
30-39	102	21.03%
40-49	116	23.92%
50-59	86	17.73%
60-69	39	8.04%
70+	16	3.30%
Do not wish to provide this information	31	6.39%
Not Answered	48	9.90%

Question 8: Do you have a long-standing illness, disability, or infirmity? The Equality Act 2010 defines disability as a physical or mental impairment with substantial and long-term adverse effects on ability to perform day to day activities. Please select only one item



Option	Total	Percent
Yes	41	8.45%
No	339	69.90%
Do not wish to provide this information	55	11.34%
Not Answered	50	10.31%

Question 9: Which of the following best describes your ethnic group? Please select only one item



Option	Total	Percent
Asian or Asian British	174	35.88%
Black or Black British	15	3.09%
Mixed	9	1.86%
White	155	31.96%
Other (please specify)	8	1.65%
Do not wish to provide this information	75	15.46%
Not Answered	49	10.10%

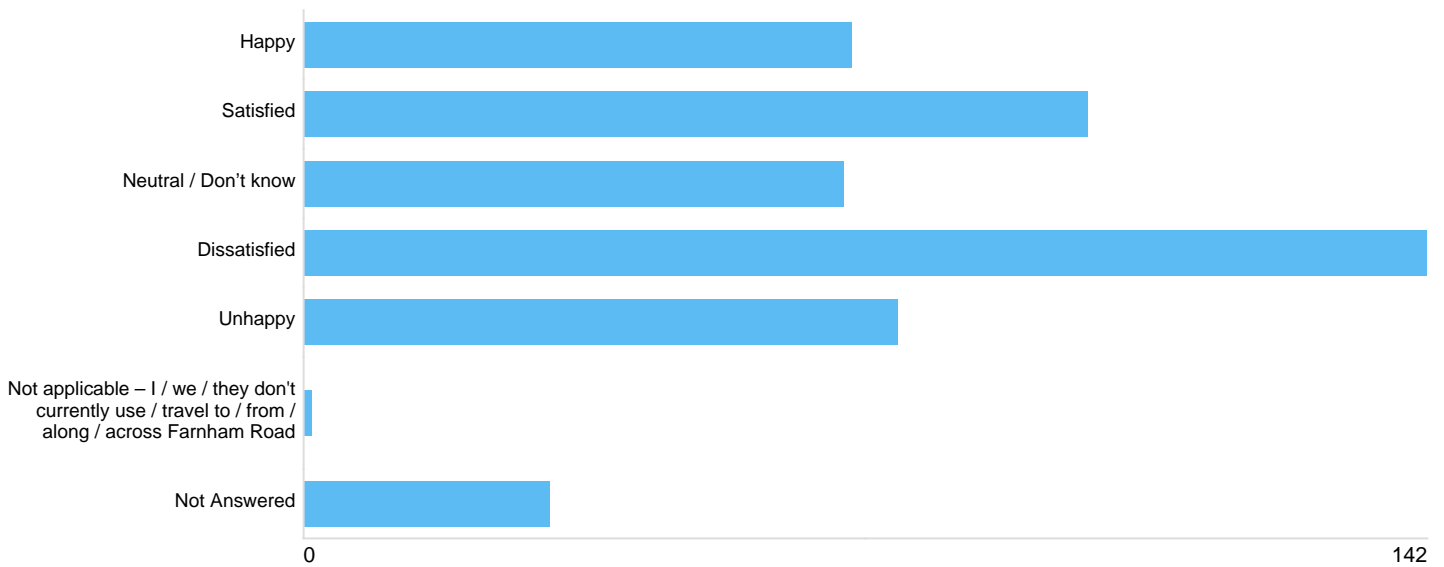
Please specify Other

There were 7 responses to this part of the question.

Question 10: What is the name (or type) of your business or organisation, or whom do you represent?

There were 35 responses to this part of the question.

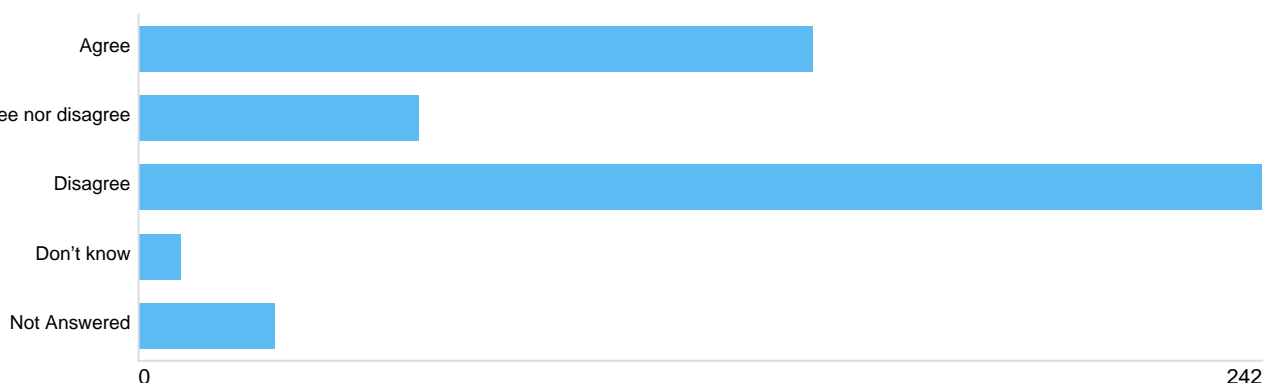
Question 11: Overall, how satisfied are you, or your business / organisation, or those you represent, with the current experience of Farnham Road? Please select only one item



Option	Total	Percent
Happy	69	14.23%
Satisfied	99	20.41%
Neutral / Don't know	68	14.02%
Dissatisfied	142	29.28%
Unhappy	75	15.46%
Not applicable – I / we / they don't currently use / travel to / from / along / across Farnham Road	1	0.21%
Not Answered	31	6.39%

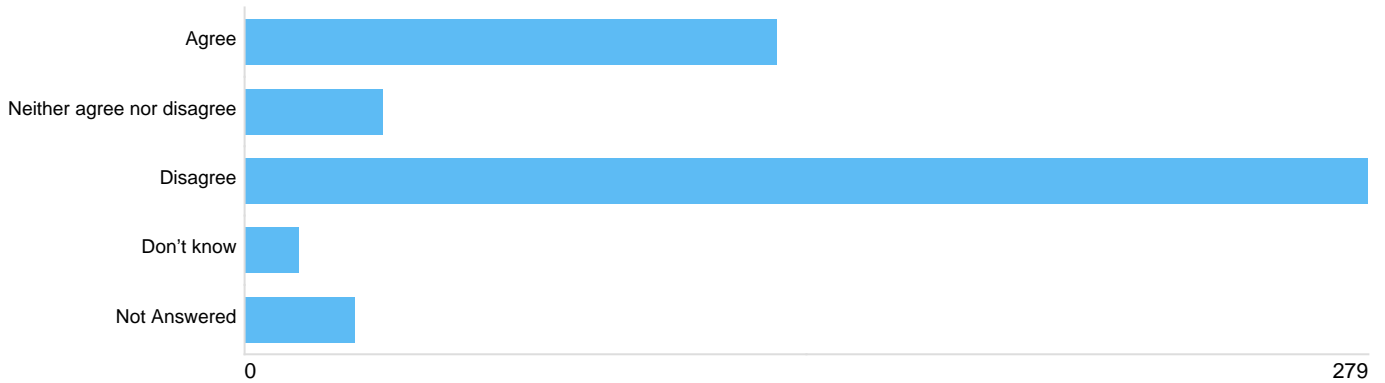
Question 12: In summary, the Destination Farnham Road scheme aims to create an attractive, high quality public space with a design that addresses various problems, with a pedestrian-oriented streetscape that benefits visitors who use any mode of transport, and that improves access between the areas surrounding the main shopping area and with the rest of Slough. For more details on these aims please see the consultation information. HOW MUCH DO YOU AGREE THAT THE PROPOSED DESIGN ELEMENTS BELOW MEET THESE AIMS? The proposed design elements are all along Farnham Road between the Cumberland Avenue roundabout and the A4 Bath Road unless otherwise stated. Please select only one item per design element

. - a high quality public space through the main shopping area between Essex Avenue and Sheffield Road, creating a distinctive character that showcases the local area and its architectural quality, upgrading many elements of the street and with traffic calming features



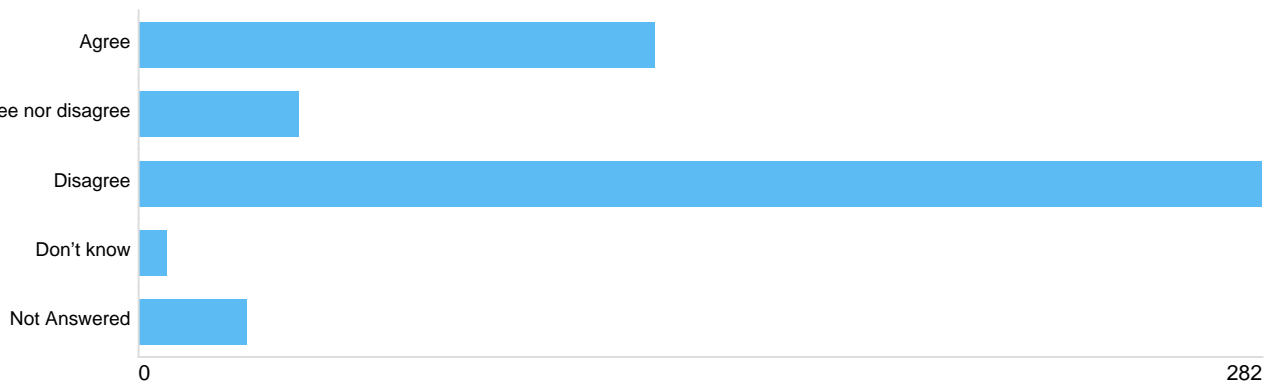
Option	Total	Percent
Agree	145	29.90%
Neither agree nor disagree	60	12.37%
Disagree	242	49.90%
Don't know	9	1.86%
Not Answered	29	5.98%

. - a reduced speed limit (reduced from 30mph to 20 mph) through the main shopping area between Essex Avenue and Sheffield Road



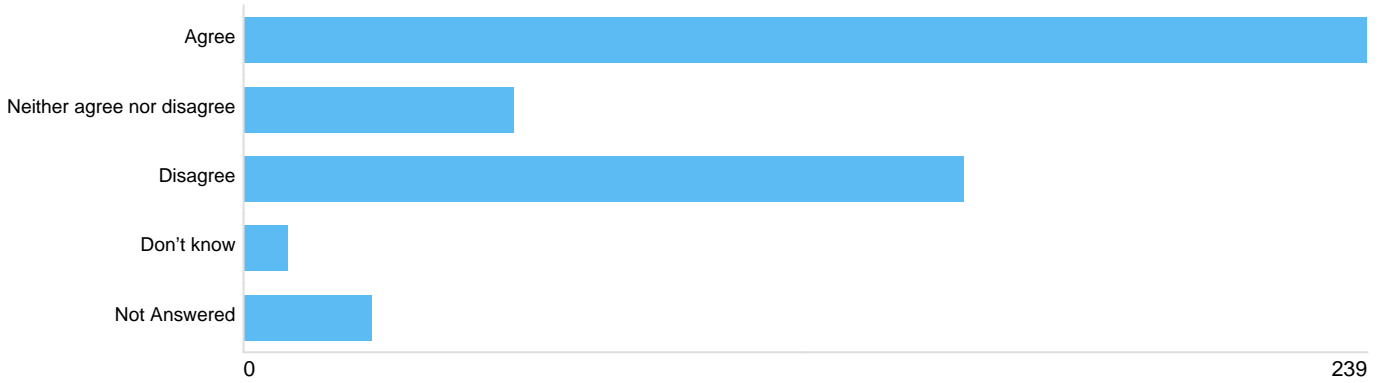
Option	Total	Percent
Agree	132	27.22%
Neither agree nor disagree	34	7.01%
Disagree	279	57.53%
Don't know	13	2.68%
Not Answered	27	5.57%

. - a new off-road, two-way cycle route on the west side of Farnham Road (with either a stepped (segregated), approximately 2.5 metre wide cycle lane or the use of shared use footway or shared space) – this would directly link with the new A4 Cycle Route at the junction of Farnham Road and the A4 Bath Road



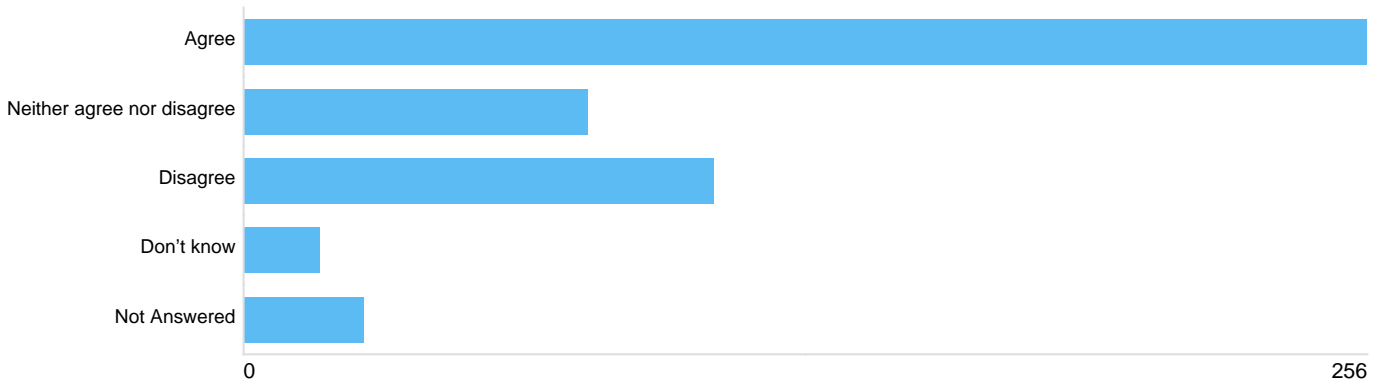
Option	Total	Percent
Agree	129	26.60%
Neither agree nor disagree	40	8.25%
Disagree	282	58.14%
Don't know	7	1.44%
Not Answered	27	5.57%

. - upgraded roads and footways on parts of Farnham Road, including resurfacing, distinctive / coloured paving materials, new road markings, upgraded traffic signals, and raised tables at some junctions and through part of the area



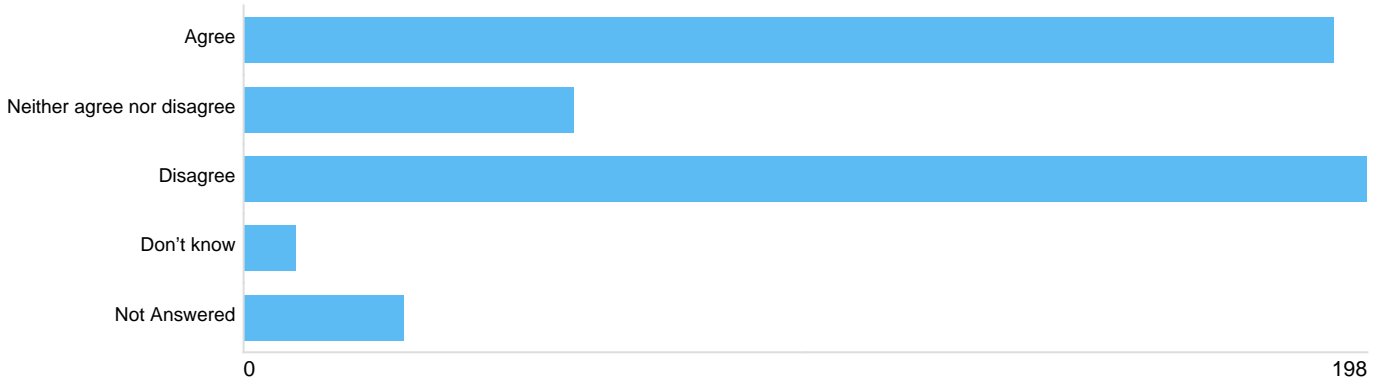
Option	Total	Percent
Agree	239	49.28%
Neither agree nor disagree	57	11.75%
Disagree	153	31.55%
Don't know	9	1.86%
Not Answered	27	5.57%

. - slight shortening of the existing southbound bus lanes at their southern ends to allow more vehicle queueing space



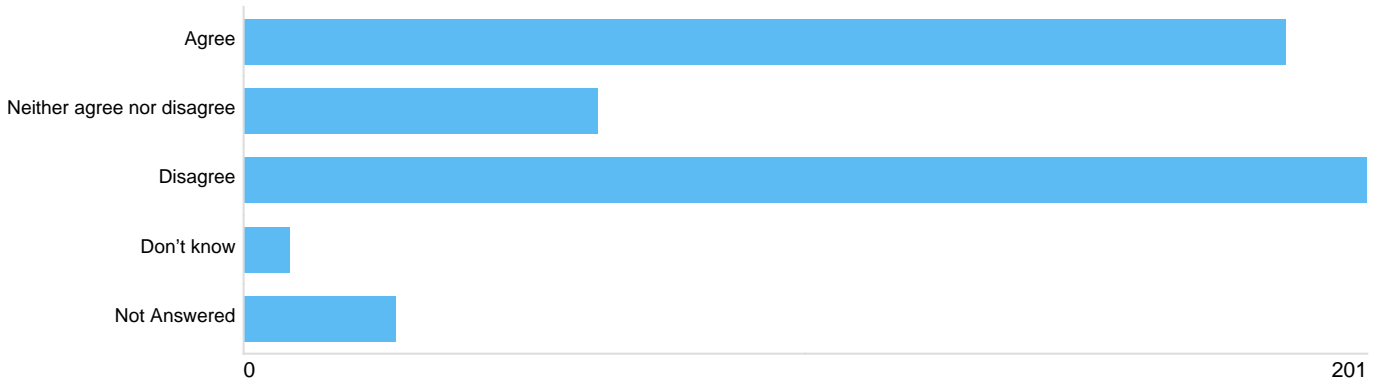
Option	Total	Percent
Agree	256	52.78%
Neither agree nor disagree	78	16.08%
Disagree	107	22.06%
Don't know	17	3.51%
Not Answered	27	5.57%

. - realignment of some road and footway, including removal of service roads, removal of some central reservation, and reduction in width of some central islands, to make the best use of space



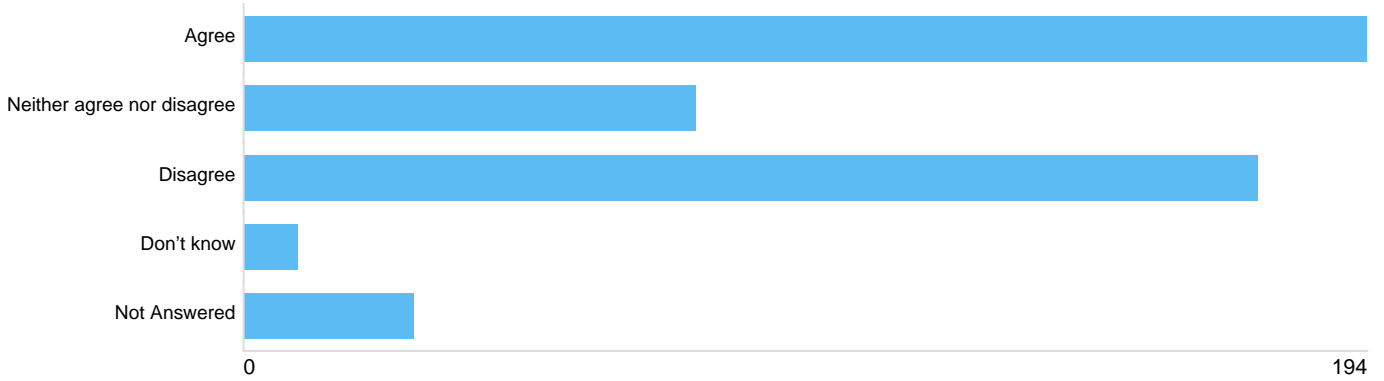
Option	Total	Percent
Agree	192	39.59%
Neither agree nor disagree	58	11.96%
Disagree	198	40.82%
Don't know	9	1.86%
Not Answered	28	5.77%

. - new parallel / dual zebra crossings (zebra crossings which also allow cyclists to cross alongside at the same location) on all four arms of the Cumberland Avenue roundabout



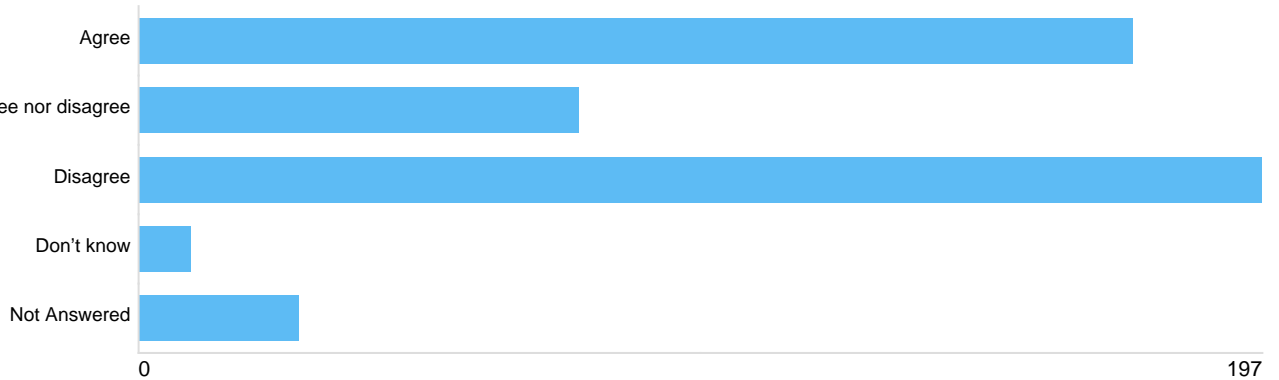
Option	Total	Percent
Agree	186	38.35%
Neither agree nor disagree	63	12.99%
Disagree	201	41.44%
Don't know	8	1.65%
Not Answered	27	5.57%

. - new / upgraded pedestrian and cycle signals to cross Essex Avenue, Furnival Avenue, Farnburn Avenue and Montrose Avenue



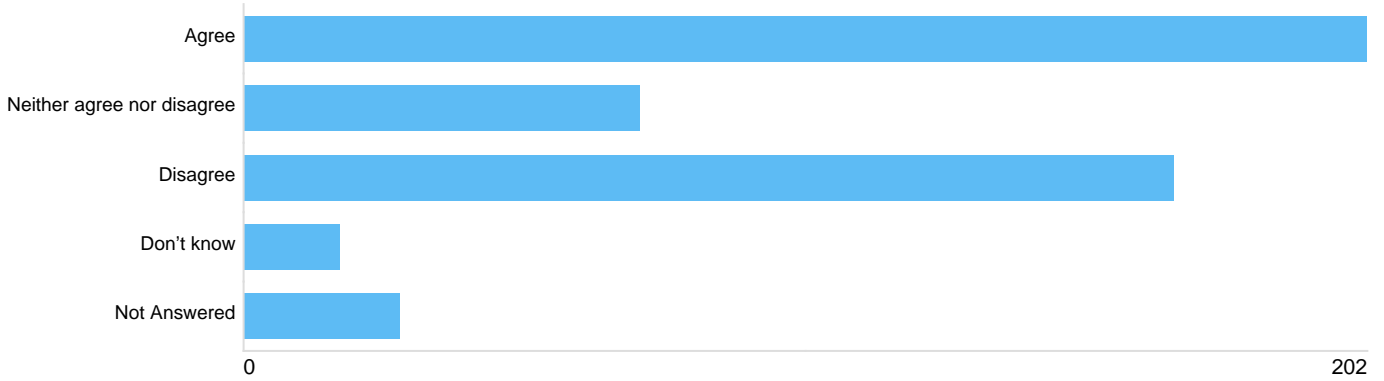
Option	Total	Percent
Agree	194	40.00%
Neither agree nor disagree	78	16.08%
Disagree	175	36.08%
Don't know	9	1.86%
Not Answered	29	5.98%

. - new segregated (pedestrian and cycle) signalised crossings at the Sheffield Road and Buckingham Avenue junctions



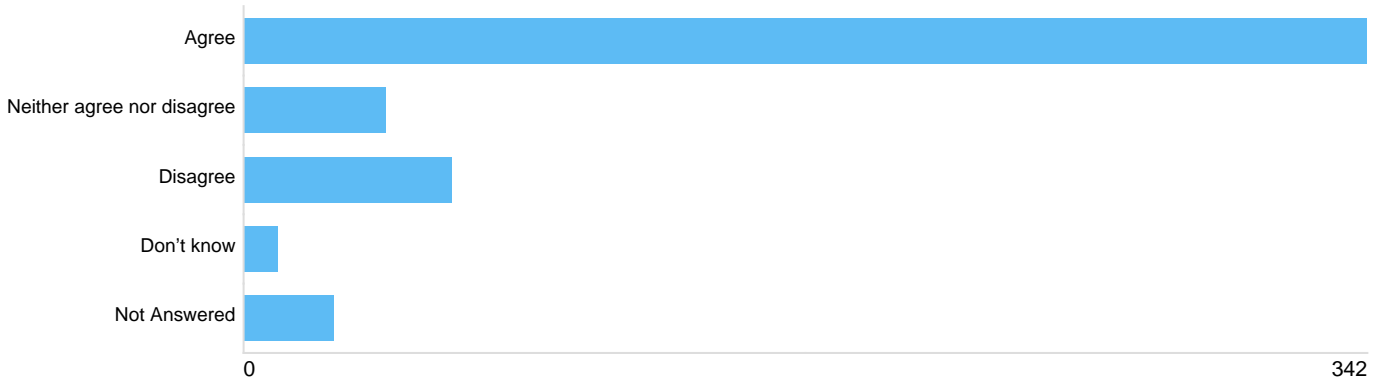
Option	Total	Percent
Agree	174	35.88%
Neither agree nor disagree	77	15.88%
Disagree	197	40.62%
Don't know	9	1.86%
Not Answered	28	5.77%

. - continuous footway across some side roads



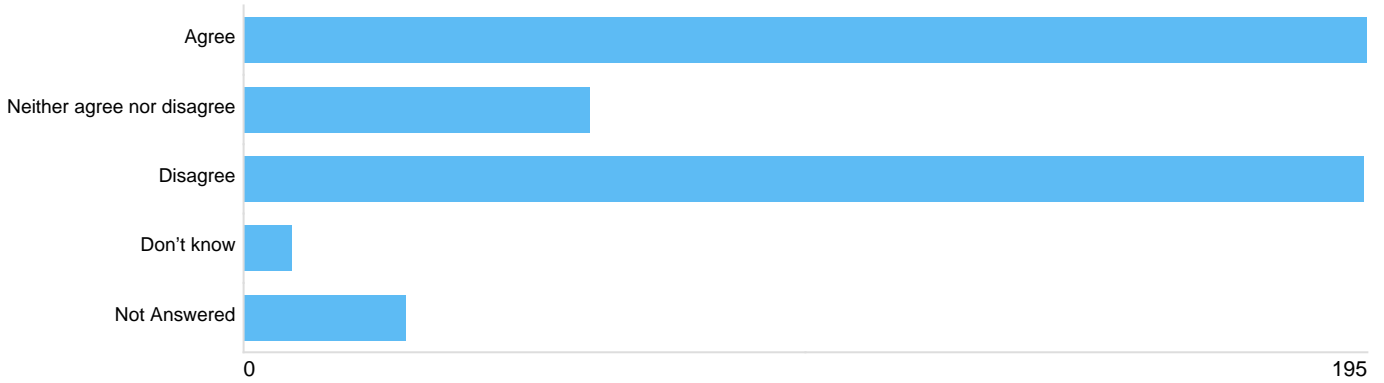
Option	Total	Percent
Agree	202	41.65%
Neither agree nor disagree	71	14.64%
Disagree	167	34.43%
Don't know	17	3.51%
Not Answered	28	5.77%

. - review of existing street lighting, with better street lighting and additional lighting features where needed



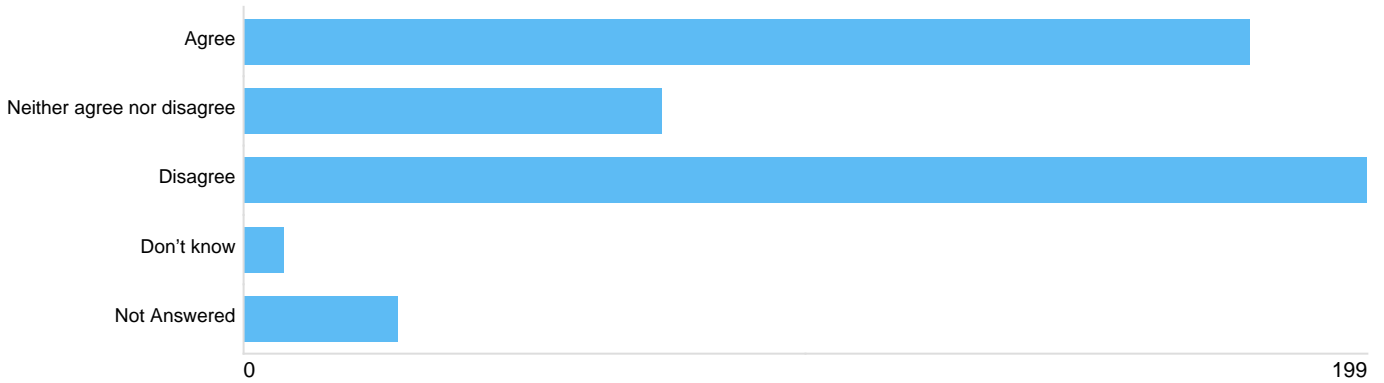
Option	Total	Percent
Agree	342	70.52%
Neither agree nor disagree	43	8.87%
Disagree	63	12.99%
Don't know	10	2.06%
Not Answered	27	5.57%

. - amenity areas outside shops and restaurants with planting and space for seating, new benches to increase the number of places to sit, and wayfinding totems



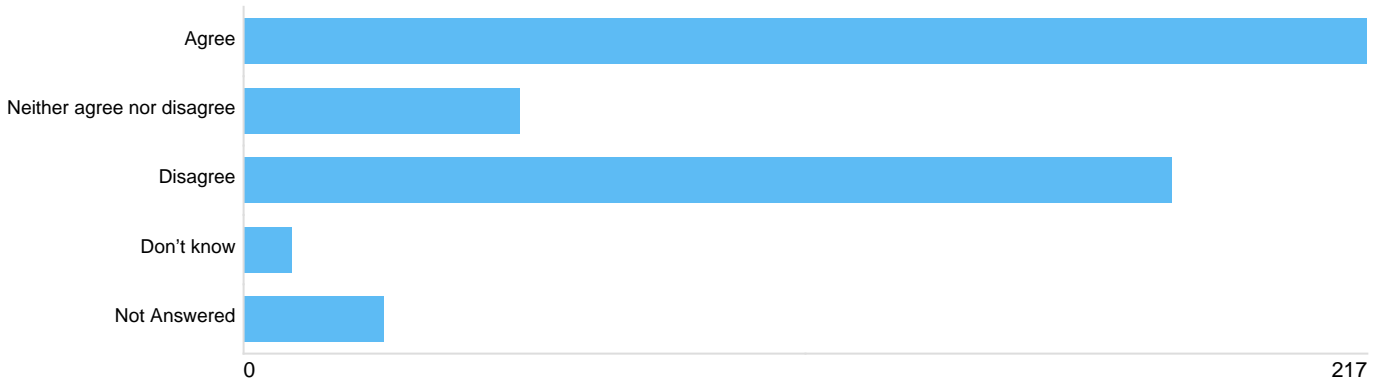
Option	Total	Percent
Agree	195	40.21%
Neither agree nor disagree	60	12.37%
Disagree	194	40.00%
Don't know	8	1.65%
Not Answered	28	5.77%

. - upgraded bus stops, with lay-bys removed and parking restrictions enhanced to ensure that buses can always access the kerb, clearer footway access, upgraded bus shelters, and improved information



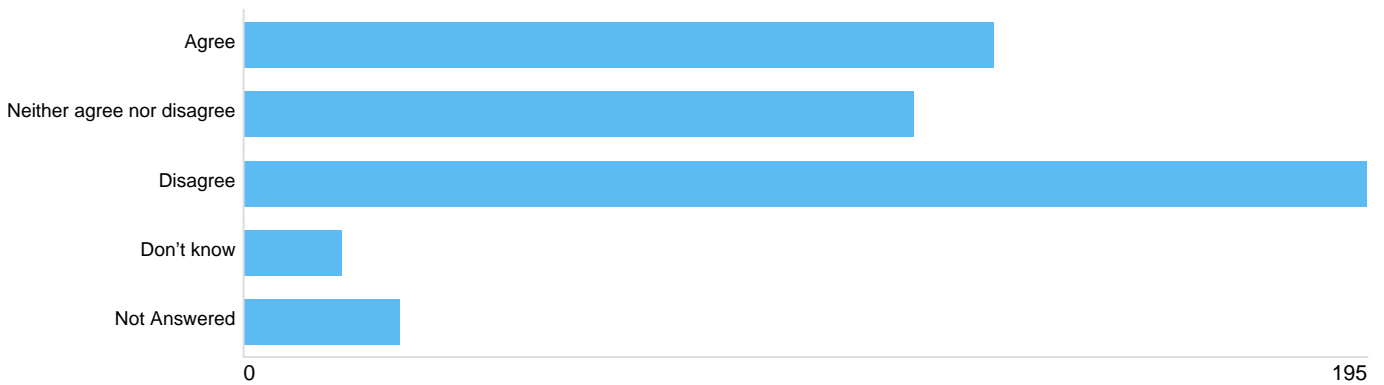
Option	Total	Percent
Agree	178	36.70%
Neither agree nor disagree	74	15.26%
Disagree	199	41.03%
Don't know	7	1.44%
Not Answered	27	5.57%

. - new parking facilities, including new limited waiting vehicle parking pads (parking bays forming part of the footway) between the Cumberland Avenue roundabout and Sheffield Road, and relocated vehicle parking with new limited waiting 'echelon' (diagonal) parking bays in the main shopping area between Essex Avenue and Sheffield Road



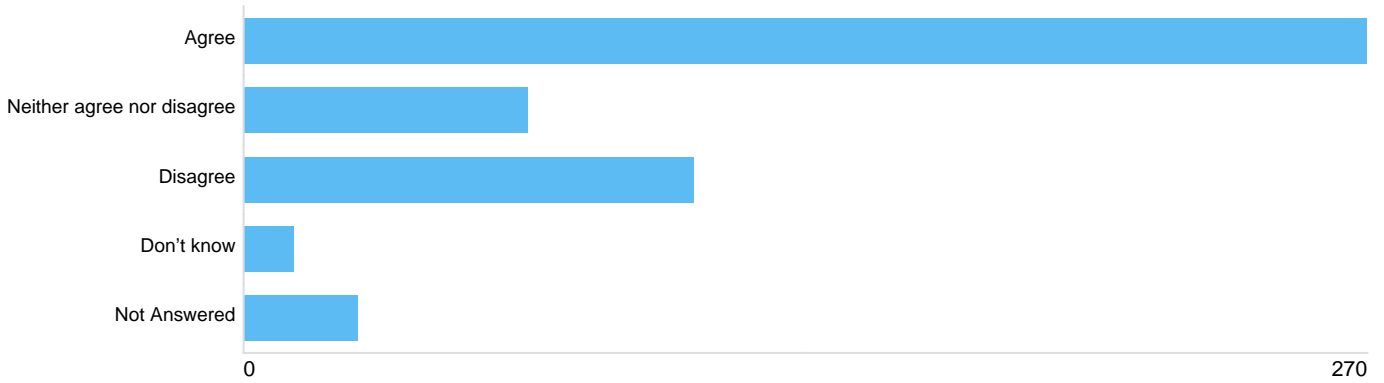
Option	Total	Percent
Agree	217	44.74%
Neither agree nor disagree	53	10.93%
Disagree	179	36.91%
Don't know	9	1.86%
Not Answered	27	5.57%

. - new electric vehicle charging points, and new cycle parking, in the main shopping area between Essex Avenue and Sheffield Road



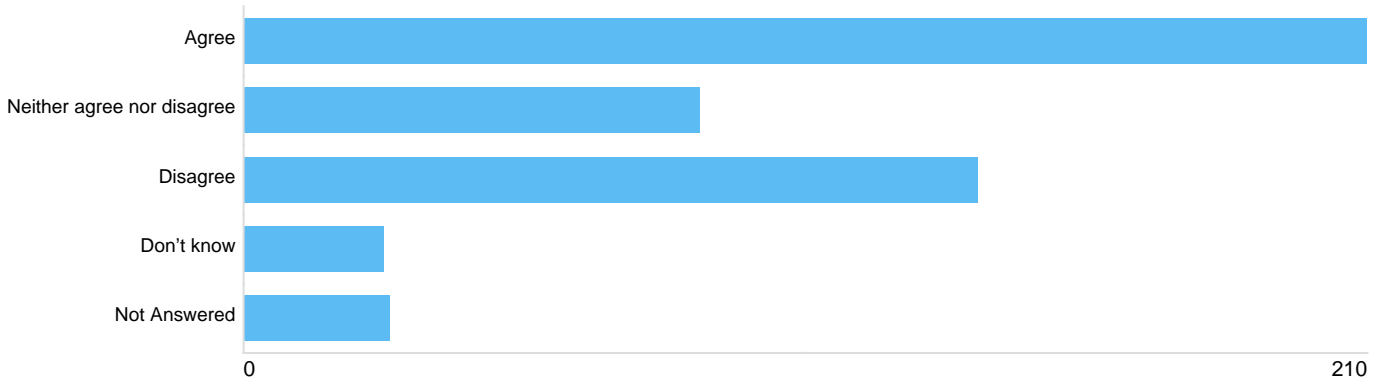
Option	Total	Percent
Agree	130	26.80%
Neither agree nor disagree	116	23.92%
Disagree	195	40.21%
Don't know	17	3.51%
Not Answered	27	5.57%

. - junction of Sheffield Road – improvements to the small park, including better lighting and planting



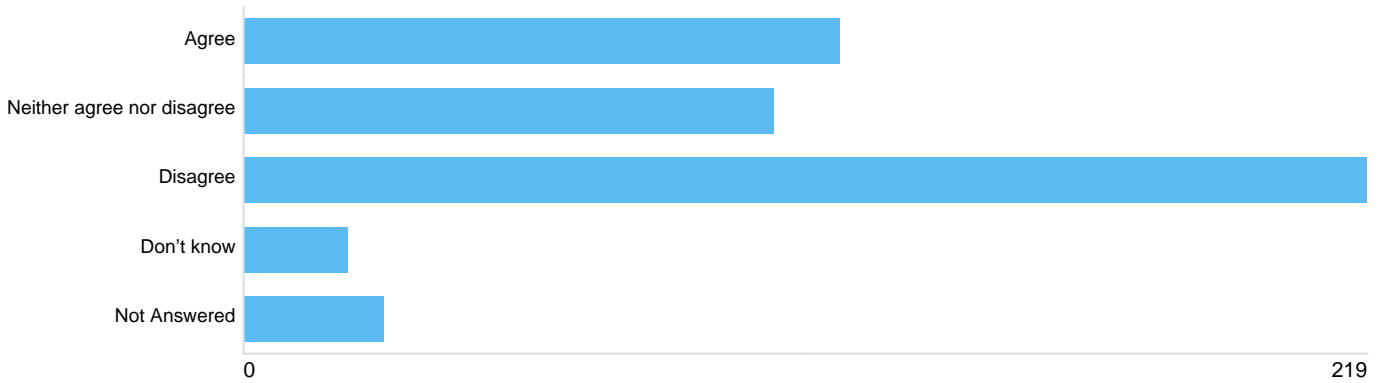
Option	Total	Percent
Agree	270	55.67%
Neither agree nor disagree	68	14.02%
Disagree	108	22.27%
Don't know	12	2.47%
Not Answered	27	5.57%

. - junction of Sheffield Road – the existing car park to remain, but with entry from Sheffield Road



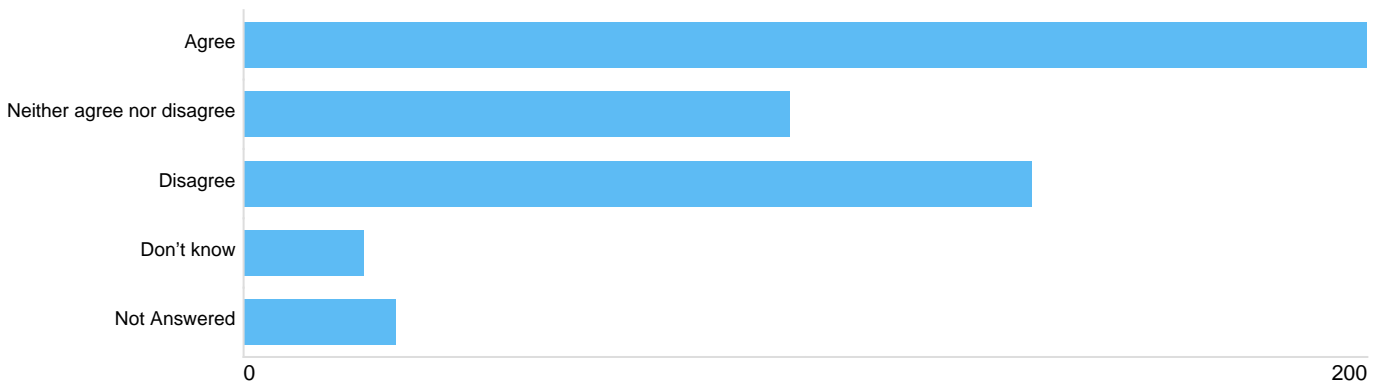
Option	Total	Percent
Agree	210	43.30%
Neither agree nor disagree	85	17.53%
Disagree	137	28.25%
Don't know	26	5.36%
Not Answered	27	5.57%

. - along Sheffield Road between Farnham Road and Baylis Court Nursery School – widened advisory cycle lanes on both sides of the road – these would link the cycle route on Farnham Road with the existing National Cycle Network route 461 crossing Sheffield Road, which links with Salt Hill Park and surrounding areas



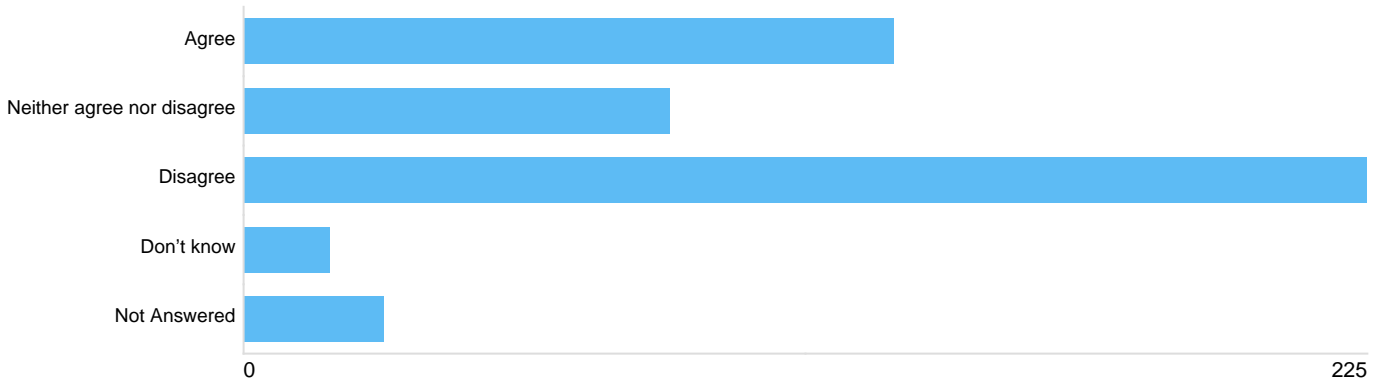
Option	Total	Percent
Agree	116	23.92%
Neither agree nor disagree	103	21.24%
Disagree	219	45.15%
Don't know	20	4.12%
Not Answered	27	5.57%

. - along Sheffield Road between Farnham Road and Baylis Court Nursery School – further road improvements, including resurfacing and new road markings, with removal of the central road marking along part of the road



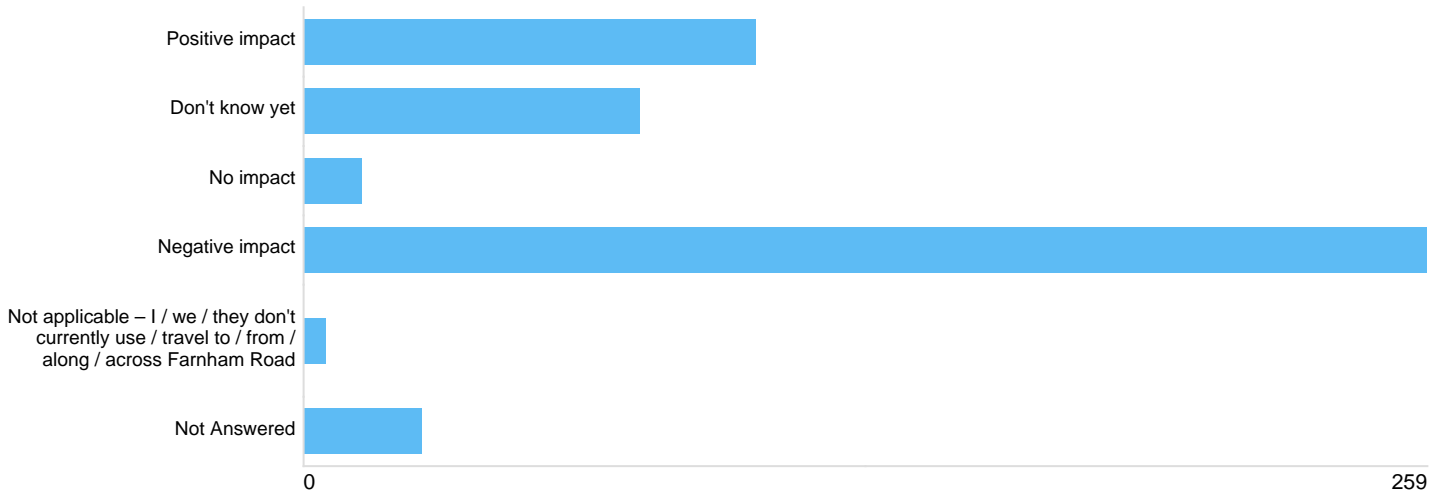
Option	Total	Percent
Agree	200	41.24%
Neither agree nor disagree	97	20.00%
Disagree	140	28.87%
Don't know	21	4.33%
Not Answered	27	5.57%

. - along Furnival Avenue between Farnham Road and the cycle path linking with Greenside – a 'cycle street' (a street designed to handle large volumes of cycling, but very low volumes of motor traffic) to increase cycling – this would link the cycle route on Farnham Road with Britwell and Kennedy Park



Option	Total	Percent
Agree	130	26.80%
Neither agree nor disagree	85	17.53%
Disagree	225	46.39%
Don't know	17	3.51%
Not Answered	28	5.77%

Question 13: Overall, what impact do you think the Destination Farnham Road scheme will have on you / your home / business / organisation / those you represent? Please select only one item



Option	Total	Percent
Positive impact	104	21.44%
Don't know yet	77	15.88%
No impact	13	2.68%
Negative impact	259	53.40%
Not applicable – I / we / they don't currently use / travel to / from / along / across Farnham Road	5	1.03%
Not Answered	27	5.57%

Question 14: Please add any further comments on our proposed design for the Destination Farnham Road scheme. For example, have we missed anything important? Please clearly describe any specific locations or design elements you are referring to. Please do not include anything which identifies you or your address.

.

There were **367** responses to this part of the question.

Destination Farnham Road Cycle Survey. Data collected from the 13th June 2022 to 19th June 2022.

Survey location: Farnham Road by the shops between Essex Avenue and Gloucester Road

7 day Cycle survey undertaken between 08:00hrs - 10:00hrs; 12:30hrs - 14:00hrs and 16:00hrs - 18:00hrs.						
	Eastside of footway		Middle of footway		Westside of footway	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Monday 13th June 2022	30	13	3	0	24	24
Tuesday 14th June 2022	23	10	5	0	34	35
Wednesday 15th June 2022	29	19	2	0	23	27
Thursday 16th June 2022	37	15	4	1	38	30
Friday 17th June 2022	31	13	1	0	34	33
Saturday 18th June 2022	19	14	0	0	21	22
Sunday 19th June 2022	23	17	2	0	11	21

Appendix 4 Tabled summary of the statutory consultee's comments and Officer Response

Statutory Consultees	Summarised Comments	Officers' response
Thames Valley Police	<ul style="list-style-type: none"> • Support any developments that improve road safety and to improve transport diversity, • 20mph limits and their use in appropriate schemes that are set in line with DfT guidance on setting local speed limits. Speed limits should be self-evident by the environment and therefore self-enforcing. • Concerned about the impact that a 20mph limit will have on the A355. • the functionality of the cycle route as I've not seen any plans to divert or combat the traffic levels. • Please can I also be included in all stage 3 RSA's. <p>At this time TVP do not object to the change of speed limit. Request that the scheme and speed limit is kept under review.</p>	<p>The implementation of a 20mph speed limit is crucial for enhancing safety on Farnham Road and ensuring compliance with the Levelling Up 2 criteria. Over the past five years, there have been more than 30 collisions involving pedestrians, including children, between Sheffield Road and the Northborough roundabout. Additionally, speed cameras are deployed on Farnham Road due to the high number of serious injuries, making speed reduction essential for community support.</p> <p>Contrary to common belief, slower speeds do not increase congestion; instead, they promote a more consistent flow of traffic, ultimately aiding in congestion reduction.</p> <p>Officers will share the 'before and after' speed surveys.</p> <p>TVP will be included in the stage 3 Road Safety Audits.</p>
First Beeline	<p>I'd acknowledge positive work.</p> <ul style="list-style-type: none"> • the speed reduction from 30 mph to 20 mph in the area, as it will inevitably mean buses that use Farnham Road, will have longer journey times • and while this may assist with reliability, may also dissuade folks from using the bus for their journeys. • I wanted to know if we'll implement traffic signal priority for buses. 	<p>Contrary to common belief, slower speeds do not increase congestion; instead, they promote a more consistent flow of traffic, ultimately aiding in congestion reduction.</p> <p>As part of the Destination Farnham Road scheme, no bus priority traffic signals will be introduced.</p>
Carousel Buses	<p>Main areas of concerns</p> <ul style="list-style-type: none"> • Slight shortening of the existing southbound bus lanes at the southern ends to allow more vehicle queueing space ; This represents a reallocation of road space from bus to general traffic, and runs entirely counter to the movement hierarchy and the stated objectives of both national and local transport policy as well as those of this scheme. • Relocated vehicle parking with new limited waiting 'echelon' (diagonal) parking bays in the main shopping area between Essex Avenue and Sheffield Road. This introduces a high degree of planned conflict between vehicles, and repeated need for traffic to stop in the mainline lane to then reverse into a bay, which in itself is a manoeuvre that many drivers struggle to achieve in a reasonable time. These proposals in effect convert the affected stretch into the aisle of a car park layout, in which a speed limit of 5 or 10 mph is generally accepted to represent the maximum prudent circulation speed. The effect of this on bus speeds and journey time is unacceptable to us • A reduced speed limit (reduced from 30mph to 20mph) through the main shopping area between Essex Avenue and Sheffield Road. • Lay-bys removed and parking restrictions enhanced to ensure that buses can always access the kerb. The abuse of loading and waiting restrictions is not restricted to lay-bys, but is equally possible with on-carriageway bus stop clearway cages. To achieve the stated goal, allowing buses to approach and pull up parallel and close to the kerb, and then pull out around downstream parked cars 	<p>A meeting was held with SBC Officers and Bus Services representatives to discuss the consultation feedback and designs for the scheme. Officers appreciate the comments raised by buses about the introduction of compliant bus stop bypasses and how they can be designed to accommodate both road users.</p> <p>Balancing the needs of all road users, especially in areas with limited road space like shopping parades where access is via all modes of transport, is crucial. The implementation of echelon bays effectively maximizes parking spaces and enable sufficient provision of space for pedestrians and cyclists on the footways.</p> <p>The implementation of a 20mph speed limit is crucial for enhancing safety on Farnham Road and ensuring compliance with the Levelling Up 2 criteria. Over the past five years, there have been more than 30 collisions involving pedestrians, including children, between Sheffield Road and the Northborough roundabout.</p> <p>Additionally, speed cameras are deployed on Farnham Road due to the high number of serious injuries, making speed reduction essential for community support. Contrary to common belief, slower speeds do not increase congestion; instead, they promote a more consistent flow of traffic, ultimately aiding in congestion reduction.</p> <p>An additional lane up to Sheffield Road has been included to facilitate a discussion for later alterations subject to the bus services and passenger growth increasing</p> <p>The laybys have been filled in to increase the width of the footway for pedestrians, provide better waiting facilities and improve traffic flow by reducing disruptions caused by buses merging in and out of traffic. This also helps reduce risks of accidents and conflicts with other vehicles.</p>

	requires bus stops cages a minimum of 31m long.	
Freight association	No response	
The Road Haulage Association	No response	
Ambulance and Fire Authority	No response	
Bucks Council Transport Strategy	<ul style="list-style-type: none"> • new parallel/dual zebra crossings (zebra crossings which also allow cyclists to cross alongside at the same location) on all four arms of the Cumberland Avenue roundabout – support this as it will improve active travel access from Farnham • new/upgraded pedestrian and cycle signals to cross Essex Avenue, Furnival Avenue, Farnburn Avenue and Montrose Avenue – should include signals on the side roads to improve north/south connectivity? • Support all measures that improve active travel connectivity for north-south travel • Removal of cycling barriers along parallel shared path 'Slough Walking route M' to the east with new crossings across roads (NCN461) • Bike storage on-street outside shops and residential areas • Cargo bikes – storage and widths of cycle lanes • Minimising HGV traffic on the route from the industrial estate – can HGV be re-routed away from this new cycling route? • Connection (cycle lanes) between Farnham Road Roundabout and NCN 461 to the north • Connection north to connect the Church Road junction with the NCN 461 • We support the scheme to improve active travel infrastructure on the Farnham Road. • The Destination Farnham Road proposals align strongly with this potential priority corridor. • Concerns about bus impact (Journey time and journey time reliability)– particular the 103, 583 & X74 which come from Buckinghamshire. • Removal of short section of bus lane - may harm bus journey times and journey time reliability • Bus laybys removed and parking restrictions enhanced to ensure that buses can always access the kerb – Could the layby be retained by parking enforcement enhanced - may encourage dangerous overtaking? Cars could try to overtake as passengers walk across the road from the front of the bus. Understanding that this could also be positive as traffic calming or to prevent parking/stopping at bus stops by private vehicles • along Sheffield Road between Farnham Road and Baylis Court Nursery School - widened advisory cycle lanes on both sides of the road – unsure if this is compliant with guidance 	<p>The bike storage will be part of the detailed designs. No Cargo bikes storage have been included as part of the design. Officers are investigating where we can include them together with the bike storage.</p> <p>The scheme extent is only up to Cumberland Avenue (roundabout). If funding becomes available, the cycle lane will be extended to the north of the roundabout.</p> <p>Contrary to common belief, slower speeds do not increase congestion; instead, they promote a more consistent flow of traffic, ultimately aiding in congestion reduction.</p> <p>An additional lane up to Sheffield Road has been included to facilitate a discussion for later alterations subject to the bus services and passenger growth increasing.</p> <p>The laybys have been filled in to increase the width of the footway and improve traffic flow by reducing disruptions caused by buses merging in and out of traffic. This also helps reduce risks of accidents and conflicts with other vehicles.</p>
RNIB	<ul style="list-style-type: none"> • The introduction of stepped cycleways that are physically separated from pedestrians on the footway is welcomed. This would make navigating much safer for blind and partially sighted people (BPSP) who often cannot detect cycles effectively due to them being small, agile, and silent. • Shared space -This would make navigating much safer for blind and partially sighted 	<p>The design has been reviewed and the bus stop bypasses or boarders have been amended to reduce conflicts between pedestrians and cyclists.</p> <p>Along Farnham Road, there are sections where the road space is insufficient to accommodate segregation between pedestrians and cyclists. Introducing shared space would allow for more efficient use of limited space, by accommodating multiple modes of transport in a compact area. This</p>

	<p>people (BPSP) who often cannot detect cycles effectively due to them being small, agile, and silent.</p> <ul style="list-style-type: none"> • RNIB recommends the removal of all pathways shared by cycles and pedestrians to ensure that routes are accessible. These should ideally be made into stepped cycleways, but if there are space restrictions, cycle lanes should be on the road. The fundamental problems with shared use design for blind and partially sighted people are the speed differentials between them and cyclists, and the obvious barrier that people with sight loss face in communicating visually. BPSP commonly avoid shared-use routes • it is important that the kerbs between footways and stepped cycleways has an upstand of at least 60mm. These kerbs should also have a high contrast to adjacent surfaces to allow detection by partially sighted people. • Where cycleways bisect pedestrian pathways, it's important for there to be an inclusive pedestrian crossing facility, such as a pelican or puffin crossing, that gives a legal right of way to any pedestrian needing to cross the cycleways. • Warning markings and signage must also be provided to instruct cyclists to stop when pedestrians are near or on the formal crossing. • The bus stop bypasses need alighting areas that are large enough for pedestrians to safely exit the bus without encountering cycles. 	<p>approach can help reduce the overall footprint required for transport infrastructure and facilitate the creation of a continuous cycle route.</p> <p>The kerbs and footways details will be shown in the detailed designs and where feasible an upstand of 60mm will be introduced.</p> <p>All signalised pedestrian crossings will have a either a toucan crossing or cyclops to accommodate cyclists and or pedestrians.</p> <p>Road markings will be included in the detailed design.</p> <p>The design has been amended to include wider waiting areas for pedestrians accessing or exiting the bus.</p>
<p>Active Travel England</p>	<ul style="list-style-type: none"> • Multiple instances of shared use facilities along the scheme corridor: consider options to minimise or ideally avoid shared space noting the urban environment and expected pedestrian and cycle volumes. • Further attention is required on some of the east/west movements where suitable crossing facilities are either absent or limited. • Gap in cycle provisions near Furnival Avenue. • Eastern Arm – Sheffield Road junction connection Consider options to suitably protect cyclists at the connection to/from the junction or, where not possible, consider space re-allocation options to ensure traffic lane widths are outside the critical range (3.25m-3.9m) • Consider adding a suitable signal controlled crossing facility for pedestrians on the eastern arm of the Sheffield road/Edinburgh avenue Junction. • The signal-controlled pedestrian crossing facility has been removed from the northern arm of the Farnburn Avenue junction resulting in a desire line not being appropriately met. Consider options for retaining a signal controlled pedestrian crossing facility 	<p>Along Farnham Road, there are sections where the road space is insufficient to accommodate segregation between pedestrians and cyclists. Introducing shared space would allow for more efficient use of limited space by accommodating multiple modes of transport in a compact area. This approach can help reduce the overall footprint required for transport infrastructure and facilitate the creation of a continuous cycle route.</p> <p>The Furnival Cycle street will connect Farnham Road and Britwell via Franklin Avenue and Northborough Road.</p> <p>Suitable crossings for pedestrians and cyclists have been provided at all junctions along the scheme extent.</p> <p>Signalised crossing facilities including suitable cycle connections on the eastern arm of Farnham Road and its junction with Sheffield Road have been included in the updated drawings.</p>
<p>Royal Borough of Windsor and Maidenhead</p>	<ul style="list-style-type: none"> • I wish to express appreciation for the commendable efforts outlined, particularly the initiative to introduce a segregated cycle path and pedestrian facilities. • The inclusion of segregated cycle paths is a significant step toward establishing safer and more accessible routes for cyclists, supporting sustainable transportation for our residents. • The proposed upgrades to bus stops and enhancements in providing improved Kerb access, parking restrictions, and improved information align well elevate public transportation services user experience, ultimately encouraging greater usage among residents. The improved infrastructure will 	<p>Balancing the needs of all road users, especially in areas with limited road space like shopping parades where access is via all modes of transport, is crucial. The implementation of echelon bays effectively maximizes parking spaces and also enabled sufficient provision of space for pedestrians and cyclists on the footways</p> <p>The addition of a second traffic lane serves to enhance capacity and reduce journey times, while</p>

	<p>hence improve the bus journey time, punctuality and reliability will be improved. This makes bus passengers comfortable.</p> <ul style="list-style-type: none"> • The introduction of diagonal parking disrupts the continuity of the cycle path, presenting a challenge. • Is the second traffic lane justified at this location, when the remainder of the road manages with just one? This adjustment would foster a safer and more accessible environment for cyclists and contribute positively to the overall success of the scheme. • Secondly, at the Sheffield Road junction, the provision of parallel crossings on two arms of the junction is a commendable effort. If this concept could be replicated on all arms of the junction, it would transform the design into an excellent one, enhancing pedestrian safety and accessibility. 	<p>also allowing for the potential implementation of a future Bus Lane as demand increases.</p> <p>Signalled crossing facilities including suitable cycle connections on the eastern arm of Farnham Road and its junction with Sheffield Road have been included in the updated drawings.</p>
<p>Heathrow Airport</p>	<ul style="list-style-type: none"> • Heathrow strongly supports the objective of encouraging more people in Slough to walk, cycle and use public transport and welcome a proposal to improve the Farnham Road area. <p>To protect continued passenger growth on public transport, the following mitigations should be considered by Slough Borough Council:</p> <ul style="list-style-type: none"> • Support bus operators by taking this opportunity to speed up journey times, not potentially slow them down and cause them to look at routing buses away from Farnham Road. • Introduce additional sections of bus lane on Farnham Road, to complement the existing bus lanes. This could include a northbound bus lane approaching the traffic lights at Edinburgh Avenue (by removing the ability to turn left and right at the traffic lights, as this can be delivered by using Bestobell Road) and a southbound bus lane approaching the traffic lights at Montrose Avenue (by rephrasing the traffic lights to permit simultaneous ahead only/right turn movements from a single lane alongside a new bus lane). • Maintain the existing bus stop lay-bys at Essex Avenue (northbound and Southbound) and at the southbound stop just south of Gloucester Avenue, to enable passengers to board and alight without hindering other traffic behind, which will include other buses. This will also allow buses to dwell for longer than just picking up and setting down passengers, for punctuality purposes or for terminating services. • Ensure full-length (12m) buses can safely turn left from Farnham Road Bath Road into Sheffield Road, which doesn't look possible with the proposed lane alternations. • Increase the times of bus lane operation to 24hr throughout the town, unless there are specific locations where this cannot be achieved (e.g. a loading bay outside a shop). <p>Heathrow is also concerned about the following aspects of the Farnham Road proposals:</p> <ul style="list-style-type: none"> • Reverse-in car-parking bays, which will cause delays to traffic flow whilst car drivers attempt to reverse into the bays. We also anticipate vehicles queuing on the main road in anticipation of a space becoming available soon, especially if people are seen approaching their parked cars. • Continuous footways across the junctions of Gloucester Avenue and Hampshire Avenue, which are unlikely to be respected by many 	<p>A meeting was held with SBC Officers and Bus Services representatives to discuss the consultation feedback and designs for the scheme. Officers appreciate the comments raised by buses about the introduction of compliant bus stop bypasses and how they can be designed to accommodate both road users.</p> <p>The design has been reviewed and the Bus stop bypasses or boarders have been amended to reduce conflicts between pedestrians and cyclists.</p> <p>A second traffic lane has been introduced on the southbound lane to primarily enhance capacity and reduce journey times, while also allowing for the potential implementation of a future Bus Lane as demand increases.</p> <p>The laybys have been filled in to increase the width of the footway and improve traffic flow by reducing disruptions caused by buses merging in and out of traffic. This also helps reduce risks of accidents and conflicts with other vehicles.</p> <p>As part of the detailed design, the junction will be tracked to ensure that there is sufficient space to allow bus drivers, refuse trucks and HGV's to turn at this junction.</p> <p>To reduce this possibility, the scheme has been amended to include approximately 1.5-2m "buffer" strip where vehicles can stop to then reverse and hence avoid being in the main "live" traffic lane. As the speed limit is proposed to be reduced in this area, this will help mitigate against collisions. The central reserve/separation has been removed as well to accommodate the buffer strip and provide a better public realm area.</p> <p>This is not possible as bus services are commercially provided and though the council can help influence bus routes/services, a change to this service would be detrimental to the continuation of the service and lead to local residents being isolated.</p> <p>The small car park on Sheffield Road is a private car park and Slough will not be able to change the use to blue badge holders.</p> <p>No additional bus lanes have been included as part of the Destination Farnham Road scheme. An additional lane southbound has been included to help the flow of traffic and also to future proof the area for a possible bus lane subject to passenger demand.</p>

	<p>drivers due to the very wide section of pavement that they need to cross.</p> <ul style="list-style-type: none"> • Gloucester Avenue and Hampshire Avenue can be accessed via Essex Avenue and Sheffield Road, so we see no reason to maintain their direct links onto Farnham Road. The link from Buckingham Avenue East to Farnham Road has been successfully severed for many years and the space saved at Gloucester Avenue would enable a southbound bus lane to be introduced on the south side of the traffic lights with Montrose Avenue, and sufficient space to relocate the bus stop to the south of Gloucester Avenue without buses hindering other traffic. • Maintaining the small car park at Sheffield Road, which will become very congested with car users waiting for spaces to become available. These car users will also wait on Sheffield Road, in anticipation of spaces become available soon. This small car park should become Blue Badge holders and delivery vehicles only. • More bus lanes on Farnham Road could help reduce journey times and avoid adding more running time/recovery time in future. I hope my response to the consultation is taken seriously by SBC! 	
<p>Guide dogs</p>	<p>Guide Dogs welcomes that the ambition of the Destination Farnham Road scheme aims to create “an attractive, high quality public space that will... improve the busy and active space that residents, businesses and visitors use every day” and additionally create... “a high quality, appealing space and a pedestrian-oriented streetscape that benefits visitors who use any mode of transport”.</p> <ul style="list-style-type: none"> • Where significant increases in cycle traffic are anticipated, existing crossing provision should be upgraded to allow pedestrians to cross safely. • Where there are open spaces which are shared between pedestrians and cyclists, features should be included to encourage cyclists to use a different route instead of travelling through them. • If a shared space is going to be included, with no kerb, then present corduroy tactile paving should be installed along the length of the carriageway on both sides. Corduroy hazard warning surfaces warn people of the presence of hazards e.g. steps and level crossings • Certainty when crossing a road, especially as visual clues are of no use to someone with a significant vision impairment. • Signalised controlled crossings should be the default crossing, and used in the first instance, with other crossings being used where circumstances make it necessary. • An additional control box should be provided at crossings with a high number of pedestrians using the crossing. • Where possible the installation of additional technological components should be considered alongside existing features at pedestrian crossings, for example, the use of Apps that support the use of crossings, the use of smart watches, etc. 	<p>Some sections along the route are shared space. Shared space has been introduced on sections where the road space is insufficient to accommodate segregation between pedestrians and cyclists. Introducing shared space would allow for more efficient use of limited space by accommodating multiple modes of transport in a compact area. This approach can help reduce the overall footprint required for transport infrastructure and facilitate the creation of a continuous cycle route.</p> <p>The details of the segregated two-way cycle lane will be shown in the detailed designs. The segregated section of the cycle lane will be stepped.</p> <p>All signalised pedestrian crossings will have a either a toucan crossing or cyclops to accommodate cyclists and or pedestrians.</p> <p>Unnecessary street furniture along the entire scheme will be removed as part of this scheme. The design has been reviewed, and adjustments have been made to the bus stop bypasses or borders to minimise conflicts between pedestrians and cyclists. Speed tables and road markings have been introduced to reduce speed of cyclists when entering the bus boarder area. Tactile paving and cues will be installed as per guidance to assist pedestrians with visual impairment to cross the road and continue with their onward journey. Shared space has been introduced on sections where the road space is insufficient to accommodate segregation between pedestrians and cyclists. Introducing shared space would allow for more efficient use of limited space by accommodating multiple modes of transport in a compact area. This approach can help reduce the overall footprint required for transport infrastructure and facilitate the creation of a continuous cycle route. Adequate controlled crossing for people has been provided. The council are also investigating the proposal to introduce another pedestrian crossing</p>

	<ul style="list-style-type: none"> • It is important that all tactile paving is installed in line with the official guidance on tactile paving • Reduce street clutter). • Bus stop bypasses or boarders that do not have a detectable cycle track put people with sight loss at risk of walking in front of a cyclist they cannot see or hear approaching. The removal of kerb upstands on bus boarder islands makes it difficult to know where the island ends and the cycle track begins and vice versa depending on whether you alight from the bus or want to get on the bus • Not able to detect the crossing point to get onto the island due to wide pavements and lack of cues. It would be helpful if guidance paving is used to lead someone with a vision impairment to the tactile paving located at the crossing point. • Lack of measures to reduce the speed of cyclists using this route for instance raised bumps at the beginning and end of the bypass. • The introduction of level islands and crossings without the appropriate tactile paving to assist people with sight loss in identifying and using them safely and independently. Someone with significant sight loss is not able to detect where a crossing point is located, or when they have completed a crossing if there is no tactile paving on the opposite side. • Reduction of cues and clues that assist people with a vision impairment with orientation and navigation. <p>We believe that as far as possible, cycling should be accommodated on the carriageway, rather than on the pavement.</p> <ul style="list-style-type: none"> • There should be a physical demarcation between pedestrian areas and cycle tracks, such as a kerb, barrier or, where these are not possible, a raised tactile strip. A change in colour is also desirable, but a sign or a purely visual cue, such as a white line alone, will not be effective. • Adequate controlled crossings for people with sight loss to do this safely, particularly where cycle lanes affect access to bus stops or other public transport. 	<p>north of Farnham Road and its junction with Farnburn Avenue.</p>
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Table 1 Responses from Statutory Consultees, key stakeholders and neighbouring local authorities

EQUALITY IMPACT ASSESSMENT TEMPLATE

PLEASE ENSURE YOU READ THE GUIDANCE NOTES BEFORE COMPLETING THIS TEMPLATE

Completing an EIA is the simplest way to demonstrate that the Council has considered the equality impacts of its decisions and it reduces the risk of legal challenge. EIAs should be carried out at the earliest stages of policy development or a service review, and then updated as the policy or review develops. EIAs must be undertaken when it is possible for the findings to inform the final decision.

SUMMARY RAG RATING

<p>The outcome of this EIA has been assessed to be:</p> <p>(delete as applicable – see Appendix A)</p>	
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SECTION 1:

<p>Title</p>	<p>Destination Farnham Road</p>
<p>What are you analysing?</p> <ul style="list-style-type: none"> • What is the policy/project/activity/strategy looking to achieve? • Who is it intended to benefit? Are any specific groups targeted by this decision? • What results are intended? 	<p>In February 2023 Slough was awarded £9,292,149.00 through the Levelling Up Fund Round 2 (LUF2). The project is to implement strategic transport infrastructure works to support the development of high-quality places that will enhance the local economy. The aim of the Levelling Up Fund 2 is to foster a sense of community, local pride, and belonging by empowering local leaders and communities, improving public services, and increasing productivity in areas that are lagging behind.</p> <p>The scheme aims to improve the public realm and parking spaces, promote uptake of active travel, with the associated benefits of reduced traffic congestion, reduced carbon emission, improved air quality, improved public health, increased accessibility and social inclusion, and better connectivity.</p> <p>The scheme will also deliver the Corporate Improvement and Recovery Plan. Corporate Plan 2023-27 (A fresh start) objective listed below:</p> <ol style="list-style-type: none"> A borough for children and young people to thrive; by providing a scheme that supports alternative modes of transport that will increase outdoor activity areas and reduce the negative impacts of transport in the borough. A town where residents can live healthier, safer and more independent lives; by introducing schemes that reduce the reliance on cars, planning for sustainable travel and improving air quality thereby encouraging more people to walk and cycle. A cleaner, healthier and more prosperous Slough;

- by seeking grant funding that help progress schemes that benefit the community and help the local economy and;
- providing enhancement works that help deliver safer crossing facilities and safer passage to places of work, shopping areas, school, home, worship and entertainment.

The scheme will help to reduce inequalities in mobility to better cater for equal access to key amenities in the District Centre for all users. Currently, the streetscape of Farnham Road is dominated by an overreliance on the private car, with wide carriageways carrying high levels of traffic; subsequently, reducing journey ambience for pedestrians and cyclists. Similarly, the quality of, and access to, facilities for bus passengers require improvement. To address this, the scheme prioritises pedestrians and cyclists, followed by public transport users and then motorists; the scheme would achieve this through reallocating road space, introducing improving pedestrian and cycling facilities.

In addition, the proposed bid will also help promote good community by:

- Business vitality will be strengthened, and the proposals will enhance Farnham Road shopping area as an attractive destination, opening up opportunities for social function.
- Improving access to shopping facilities and other land uses through better walking and cycling facilities will help reduce social isolation and improving health and wellbeing.
- Improve accessibility and connectivity to an integrated transport network.
- Provision of well-lit bus shelters with better access points that will encourage vulnerable road users to feel comfortable when using public transport. The perception of feeling unsafe in the area will be reduced.
- Better active travel modes and reliable buses will result in a modal shift that not only will reduce congestion in the area but also reduce low-income transport costs.

As part of the consultation process, a consultation exercise was undertaken with residents, statutory consultees including emergency services, Active Travel England, bus operators and neighbouring local authorities.

Key Stakeholders including SEGRO, local businesses, RNIB, Heathrow Airport, Guide Dogs were also consulted and provided their feedback.

Details of the lead person completing the screening/EIA	<p>(i) Full Name: Rudo Beremauro</p> <p>(ii) Position: Project Manager/Engineer</p> <p>(iii) Service Area: Major Infrastructure Projects</p> <p>(iv) Email Contact Details: Rudo.Beremauro@slough.gov.uk</p> <p>(v) Date: 31/03/2024</p>
Date sent to Finance	
Version number and date of update	31/03/2024
<p><i>You will need to update your EIA as you move through the decision-making process. Record the version number here and the date you updated the EIA. Keep all versions so you have evidence that you have considered equality throughout the process. However, <u>only</u> the most updated version will be saved in the Equalities SharePoint folder.</i></p>	

SECTION 2: Do you need to complete a full Equality Impact Assessment (EIA)?

Not all proposals will require a full EIA, the assessment of impacts should be proportionate to the nature of the project/policy in question and its likely impact. To decide on the level of detail of the assessment required consider the potential impact on persons with protected characteristics.

2.1	<p>Please provide an overview of who uses/will use your service or facility and identify who are likely to be impacted by the proposal</p> <ul style="list-style-type: none"> <i>If you do not formally collect data about a particular group then use the results of local surveys or consultations, census data, national trends or anecdotal evidence (indicate where this is the case). Please attempt to complete all boxes.</i> <i>Consider whether there is a need to consult stakeholders and the public, including members of protected groups, in order to gather information on potential impacts of the proposal</i> 		
	Equality Characteristic	Current or expected make up of service users	Over-represented or Under-represented relative to overall size in local population?
	Gender	Female and Males	Females – Under represented
	Ethnicity	All ethnic groups	Under-represented- Black Asian and Mixed/Multiple ethnic groups
	Disability	This is dependent on the nature of the disability. Some	Under-represented

		<p>disabilities will make it difficult for people to engage in certain forms of active travel (including cycling specifically). However, improved wider pavements and better access to the bus stops and shops will benefit all users.</p>	
	Sexual orientation	No variation	No impact
	Age	<p>Improved access to the bus stops and shopping parade will benefit all ages.</p> <p>The least likely age group to benefit from the cycle scheme are the very young and very old age groups.</p>	<p>Under-represented- the improved cycle facilities aim to encourage all road user to take up cycling for leisure or as a daily mode of transport to the shopping parade and beyond.</p>
	Religion or belief	No variation	No impact
	Gender Identity	No variation	No impact
	Pregnancy/Maternity	<p>Improved access to the bus stops and shopping parade will benefit expectant mothers and mothers with young children.</p> <p>It is likely that expectant mothers will be less able or inclined to cycle during the late stages of pregnancy.</p> <p>The benefits of the cycle highway for parents of young children cannot yet be fully ascertained. Depending on the level of highway segregation possible in the design, some parents may be reluctant to make use</p>	Under-represented

		of the cycle route with their children.	
	Marriage/Civil Partnership	No variation	No impact
<p>2.2 Are there any groups with protected characteristic that are overrepresented in the monitoring information relative to their size of the population? <i>If so, this could indicate that the proposal may have a disproportionate impact on this group even if it is a universal service.</i></p>	<p>The consultation presented the preliminary designs to residents, statutory consultees and stakeholders that may be affected by the scheme.</p> <p>The Guide Dogs and Royal National Institute of Blind People (RNIB) were also consulted as stakeholders, and they provided the following summarized comments:</p> <p>The Guide Dogs</p> <ul style="list-style-type: none"> • Cycling should be accommodated on the carriageway, rather than on the pavement. There should be a physical demarcation between pedestrian areas and cycle tracks, such as a kerb, barrier or, where these are not possible, a raised tactile strip. • Adequate controlled crossings for people with sight loss to do this safely, particularly where cycle lanes affect access to bus stops or other public transport. • ...people with sight loss feel unsafe when forced to navigate wide open spaces and walk amongst moving vehicles. • Shared spaces should be avoided under all circumstances, as they make areas of towns and cities inaccessible and dangerous for people with sight loss. If a shared space is going to be included, with no kerb, then present corduroy tactile paving should be installed along the length of the carriageway on both sides. <p>There are two broad actions local authorities can take to reduce the obstacles street clutter present.</p> <ul style="list-style-type: none"> • First, by designing a scheme which does not include unnecessary street furniture and obstacles. • Second, ensure that transport operators or local authorities utilise their powers to secure the removal of, and prevent additional, street clutter by businesses (e.g. A-boards) and private individuals (e.g. bikes or e-scooters). <p>Floating Bus Stops, Bus Stop Bypasses and Bus Boarders</p> <ul style="list-style-type: none"> • Bus stop bypasses or boarders that do not have a detectable cycle track put people with sight loss at risk of walking in front of a cyclist they cannot see or hear approaching. • The speed of cyclists using the bypasses. Lack of measures to reduce the speed of cyclists using this route for instance raised bumps at the beginning and end of the bypass. • The removal of kerb upstands on bus boarder islands makes it difficult to know where the island ends, and the cycle track begins and vice versa depending on whether you alight from the bus or want to get on the bus. • The introduction of level islands and crossings without the appropriate tactile paving to assist people with sight loss in identifying and using them safely and independently. Someone with significant sight loss is not able to detect where a crossing point is 		

	<p>located, or when they have completed a crossing if there is no tactile paving on the opposite side.</p> <ul style="list-style-type: none"> • Reduction of cues and clues that assist people with a vision impairment with • orientation and navigation. Some people with sight loss use certain features within the built environment. <p>RNIB</p> <ul style="list-style-type: none"> • The introduction of stepped cycleways that are physically separated from pedestrians on the footway is welcomed. • This would make navigating much safer for blind and partially sighted people (BPSP) who often cannot detect cycles effectively due to them being small, agile, and silent. <p>The cycle lane will be introduced as a segregated cycle lane expect for the sections within the public realm. Change to the bus stop by-passes have been redesigned to include comments from the bus companies and guide dogs.</p> <p>Although the scheme could potentially impact those with protected characteristics, through the removal of on-street parking, the project will deliver many positive impacts including the creation of circulation space and more attractive meeting places and by improving pedestrian and cycle priority.</p>
<p>2.3 Are there any groups with protected characteristics that are underrepresented in the monitoring information relative to their size of the population? If so, this could indicate that the service may not be accessible to all groups or there may be some form of direct or indirect discrimination occurring.</p>	<p>Protected characteristics that are underrepresented are Pregnancy/Maternity and Disability.</p> <p>Though not local groups, disability characteristics are presented by the RNIB and Guide Dogs.</p>

2.4 Does the project, policy or proposal have the potential to disproportionately impact on people with a protected characteristic? If so, is the impact positive or negative?				
	None	Positive	Negative	Not sure
Men or women	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
People of a particular race or ethnicity (including refugees, asylum seekers, migrants and gypsies and travellers)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disabled ¹ people (consider different types of physical, learning or mental disabilities)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¹ Disability discrimination is different from other types of discrimination since it includes the duty to make reasonable adjustments.

People of particular sexual orientation/s	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
People in particular age groups (consider in particular children, under 21s and over 65s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
People who are intending to undergo, are undergoing or have undergone a process or part of a process of gender reassignment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impact due to pregnancy/maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
People of particular faiths and beliefs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
People on low incomes*	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

***People with in some equality groups are more likely to be on low incomes (e.g. single parents (mainly women), people with disabilities, some ethnic minority groups etc). This is especially important when you are looking at fees, charges and access to services.**

If any of the answers to the questions above is, “negative” or “unclear” you will need to undertake a detailed impact assessment.

2.5	Based on your responses, should a full, detailed EIA be carried out on the project, policy or proposal
	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
2.6	Provide brief reasons on how you have come to this decision?
	<p>Positive impacts are expected to be experienced by most social groups, either directly from the opportunities directly associated with the junction improvement works, cycle lane infrastructure, or via related social, environmental, and economic benefits.</p> <p>People on low incomes are likely to benefit most in financial terms from improved access by foot and enhanced cycling infrastructure, where they own bicycles or have the means to use a cycle hire scheme.</p> <p>Regarding the cycle infrastructure component, the groups least likely to benefit from its positive impacts include: refugees and asylum seekers who have recently arrived in Britain, as they may have limited possessions and resources, such as no access to a bicycle or means to use a cycle hire scheme; individuals with specific disabilities (physical or mental) that prevent them from cycling; pregnant mothers, very young children, and their parents. However, these groups will still benefit from enhancements to footways, signalised crossing points, and improved access to public transport.</p>

<p>The scheme proposals including widening footways, better crossing facilities with count down facilities at selected signalised crossing points, tactile paving, upgrading tactile cones that will make streets, urban spaces and infrastructure accessible to people with a wider range of needs including mothers or carer with prams accessing the footway/ pavement and the ability to push a pram / buggy around a cyclist junction.</p>

If the answer in 2.5 above is “No” then sections 3 and 4 are not required to be completed.

SECTION 3: ASSESSING THE IMPACT

In order to be able to identify ways to mitigate any potential impact it is essential that we know what those potential impacts might be. Using the evidence gathered in section 2, explain what the potential impact of your proposal might be on the groups you have identified. You may wish to further supplement the evidence you have gathered using the table below in order to properly consider the impact.

Protected Group		Positive impact?			Negative impact? If so, please specify the nature and extent of that impact	No specific impact	If the impact is negative, how can it be mitigated? Please specify any mitigation measures and how and when they will be implemented.	What, if any, are the cumulative effects of this decision when viewed in the context of other Council decisions and their equality impacts
		Eliminate discrimination	Advance equality	Good relations				
Gender	Men		x			N		
	Women		x			N		
Race	White					N		
	Mixed/Multiple ethnic groups	X				N		Income/socio-economic status: Introduction of cycling infrastructure, safer crossing points and better access to public transport promotes participation in society among those who are currently inhibited from participation. It provides greater improved access to jobs. It also gives a low cost and accessible means of including physical activity to groups without access to leisure facilities.

	Asian/Asian British	x				N		Income/socio-economic status: Introduction of cycling infrastructure, safer crossing points and better access to public transport promotes participation in society among those who are currently inhibited from participation. It provides greater improved access to jobs. It also gives a low cost and accessible means of including physical activity to groups without access to leisure facilities.
	Black/African/Caribbean/Black British	x				N		Income/socio-economic status: Introduction of cycling infrastructure, safer crossing points and better access to public transport promotes participation in society among those who are currently inhibited from participation. It provides greater improved access to jobs. It also gives a low cost and accessible means of including physical activity to groups without access to leisure facilities
	Gypsies / travellers		X			N		

	Other ethnic group			x		N		The scheme will promote equitable access to healthy transportation options for minorities and those living in low-income neighbourhoods
Disability	Physical	x				N		Introduction of 3m segregated cycle lanes that can accommodate all sizes of bicycles and the allocation of a proportion of cycle parking spaces to users of non-standard cycles. Additionally, introduction of safer crossing points and improved footways will assist all road users to access places of worship. School, work or home.
	Sensory	x				N		Introduction of tactile paving and upgrade/maintenance of existing traffic signals to introduce tactile cones and count down facilities near the Farnham Road shops, segregation to remove conflict between pedestrians and cyclists.
	Learning Difficulties	x				N		Creating dedicated cycle programmes for people with disabilities and wider

								<p>cycle paths that can accommodate specialist bicycles.</p> <p>Installing clutter free footways to reduce trip hazards for all road users.</p>
	Learning Disabilities	x				N		None
	Mental Health	x				N		None

Protected Group		Positive impact?			Negative impact?	No specific impact	What will the impact be? If the impact is negative how can it be mitigated? (action)	What are the cumulative of effects
		Eliminate discrimination	Advance equality	Good relations				
Sexual Orientation	Lesbian, gay men, bisexual	x				N		Income/socio-economic status: Introduction of cycling and walking infrastructure that promotes participation in society among those who are currently inhibited from participation. It provides greater improved access to jobs.
Age	Older people (50+)		x			N		Introduction of 3m segregated cycle lanes and improved crossing facilities will result in safer cycling and walking facilities that will remove barriers to use of public transport, walking and cycling along Farnham Road.
	Younger people (16 - 25)		x			N		Introduction of 3m segregated cycle lanes and improved crossing facilities will result in safer cycling and walking facilities that will remove barriers to use of public transport, walking and cycling along Farnham Road.
	Children (under 16)		x			N		Introduction of 3m segregated cycle lanes and improved crossing facilities will result in safer cycling and walking

								facilities that will remove barriers to use of public transport, walking and cycling along Farnham Road.
Gender Reassignment		X				N		None
Impact due to pregnancy/maternity			X			N		None
Groups with particular faiths and beliefs				X		N		None
People on low incomes				X		N		Income/socio-economic status: Introduction of cycling infrastructure, access to public transport and improved crossing facilities that promote participation in society among those who are currently inhibited from participation. It provides greater improved access to jobs.

SECTION 4: ACTION PLAN

4.1 Complete the action plan if you need to reduce or remove the negative impacts you have identified, take steps to foster good relations or fill data gaps.

Please include the action required by your team/unit, groups affected, the intended outcome of your action, resources needed, a lead person responsible for undertaking the action (inc. their department and contact details), the completion date for the action, and the relevant RAG rating: R(ed) – action not initiated, A(mber) – action initiated and in progress, G(reen) – action complete.

NB. Add any additional rows, if required.

Action Required	Equality Groups Targeted	Intended outcome	Resources Needed	Name of Lead, Unit & Contact Details	Completion Date (DD/MM/YY)	RAG
A number of issues were identified via the consultation feedback from the RNIB, Bus operators and guide dogs. These issues have been addressed as part of the detailed design and are reflected in the plans provided.	All groups to be included. No specific target groups	The designs have been amended to accommodate the comments and mitigate any potential issues for vulnerable road users.	Road Safety Audit and designs presented to the cabinet members.	Project Manager supported by the Transport Planning team	5 th April 2024	Green
The proposals include the provision of additional / improved crossing facilities, which help to provide a more pedestrian friendly environment and encourage people to make more	Younger people and Elderly	Poor cycle facilities can limit whether young People can safely travel to key destinations such as schools and play areas. Due to perceptions of danger road safety when cycling vulnerable road users	Cycle audit and Road Safety Audit to identify the gaps.	Designer	To be confirmed but to be completed before constructions works.	Green

	<p>journeys on foot. These facilities can remove the barriers to travel for people caused by road segregation, particularly those with a disability or mobility impairment.</p>		<p>are not willing to cycle on the carriageway.</p> <p>Older people are more likely to live with mobility impairments including slower movement and reaction times or a need to use mobility aids when using the crossing facilities</p>				
	<p>Publicity and training for cyclists to encourage appropriate and legal use of the highway.</p>	<p>All groups to be included.</p> <p>No specific target groups</p>	<p>Improved access to cycle training and access to new infrastructure for training purposes.</p>	<p>Assemblies at school and also include the A4 Route as part of Bikeability training.</p>	<p>Transport Planner</p>	<p>To be undertaken following scheme completion.</p>	<p>Green</p>
	<p>Introduction of wider cycle lanes to accommodate wider adapted cycles</p>	<p>Disability group</p>	<p>Introduce facilities that can accommodate wider adapted cycle for all road users.</p>	<p>Cycle audit and Road Safety Audit to identify the gaps.</p>	<p>Designer and Project Manager</p>	<p>To be confirmed but to be completed before constructions works starts.</p>	<p>Amber</p>
	<p>Road works may temporarily reduce access to all road users</p>	<p>All groups to be included.</p>	<p>To enable the delivery of the scheme and undertake safe working conditions.</p>	<p>Traffic management to be undertaken and prioritise safer access for vulnerable users.</p>	<p>Contractor, Site Supervisor and Project Manager</p>	<p>To be completed before the construction works start.</p>	<p>Amber</p>

WHAT NEXT?

It is the responsibility of the service to complete an EIA to the required standard. These may be reviewed and challenged by representatives and the quality and completeness of EIAs will be monitored by Strategic Finance Board.




All EIAs for proposed changes to levels of service arising from budget proposals relating to 2023/24 savings must be completed and submitted by 30 June 2022.

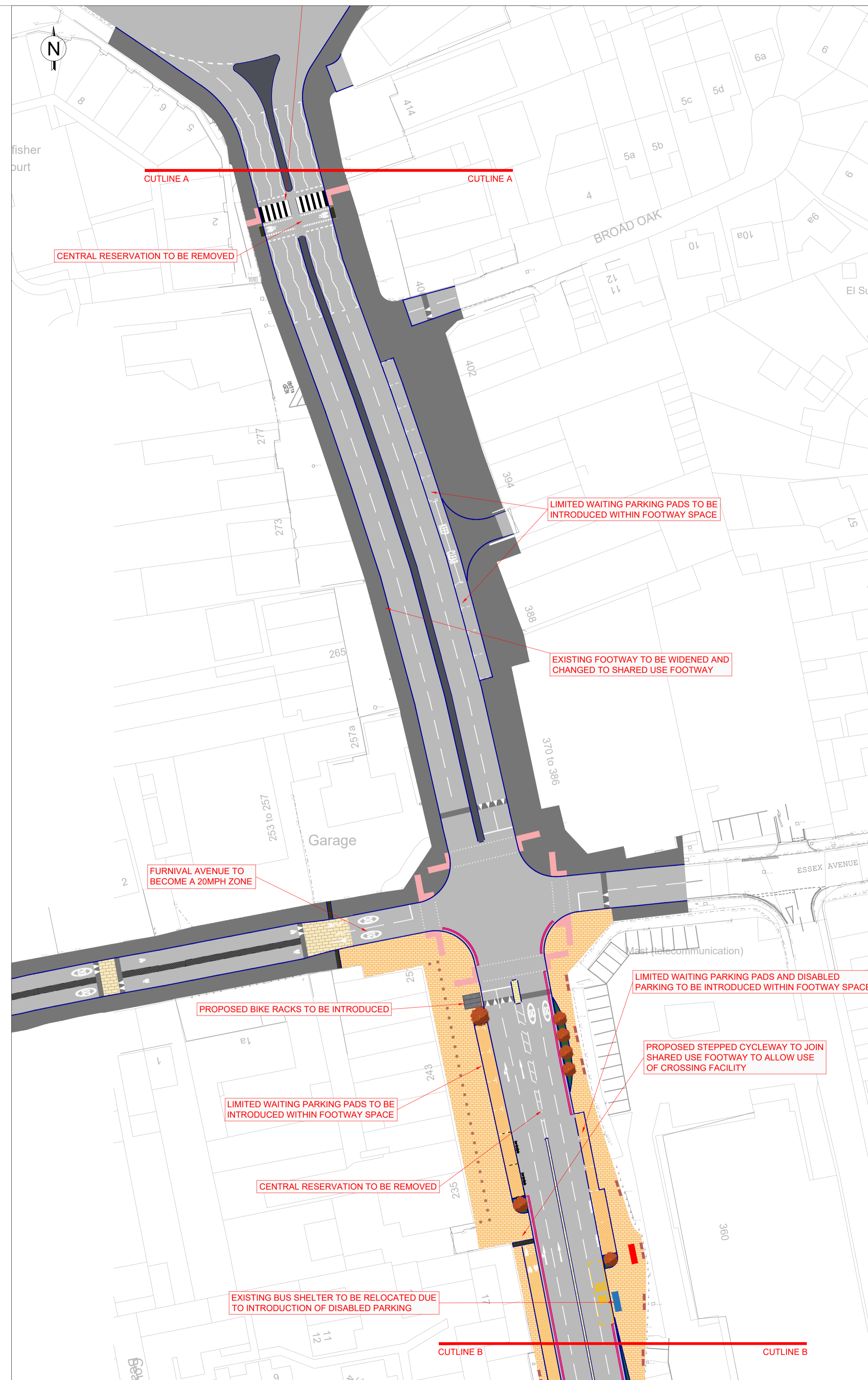
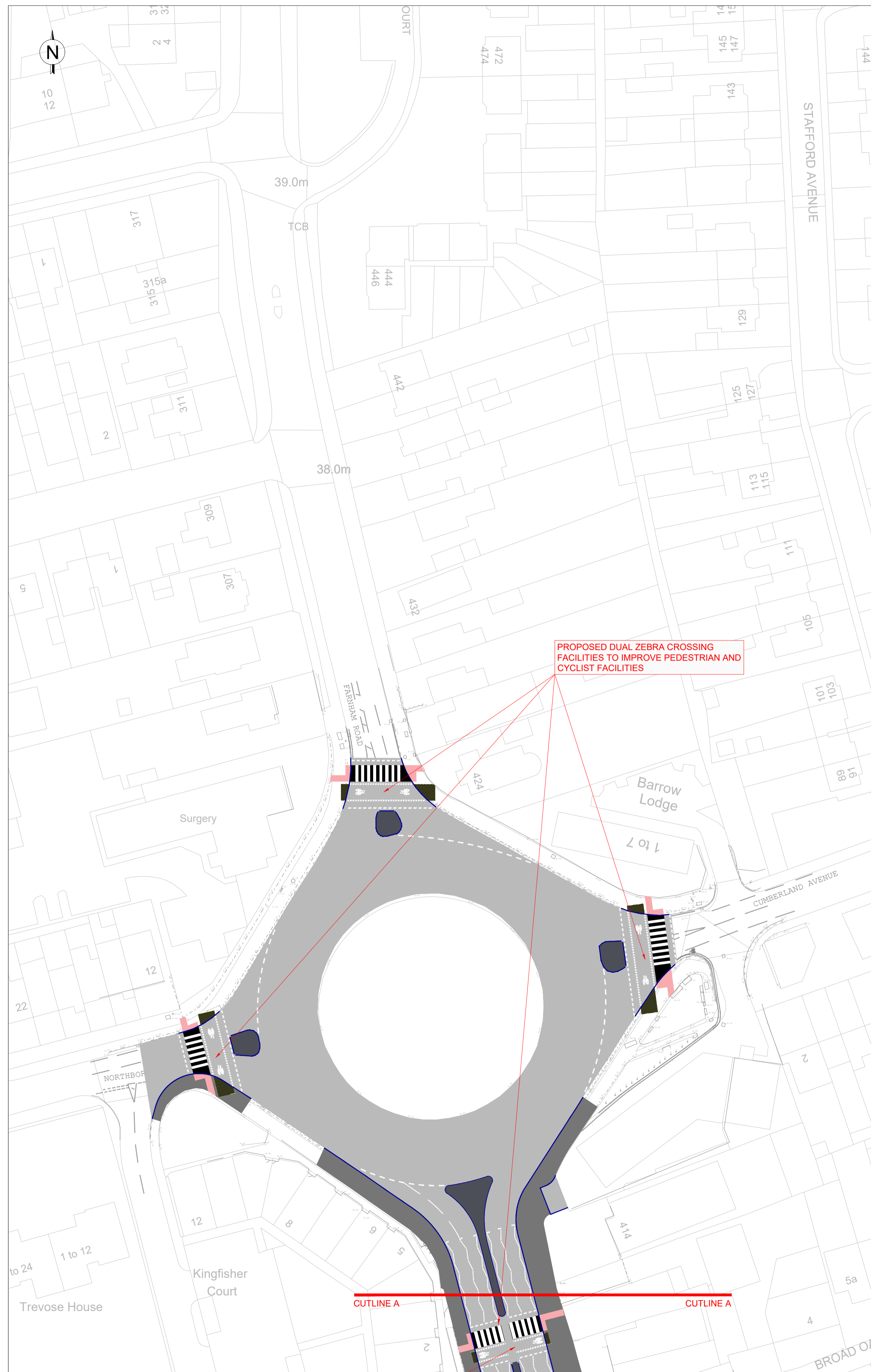
All completed EIAs should be sent to your Finance Business Partner and the Equalities inbox – Equalities@slough.gov.uk

This EIA template is focused on the impact to the local residents and must be undertaken in respect of all budget savings proposals. Where a budget saving proposal may lead to a staff restructure, a different EIA template designed to look at employment equality considerations will also need to be undertaken in conjunction with the HR business partner.

Appendix A

Equality Impact Assessment Decision Rating Guide
PLEASE SEE PAGE 1 FOR THE RATING OF THIS PROPOSAL

Decision	Action	Risk
<p>As a result of performing the EIA, there is a risk that a disproportionately negative impact (direct, indirect, unintentional or otherwise) exists to one or more of the nine groups of people who share a protected characteristic under the Equality Act 2010. It is not clear if mitigating actions are possible.</p>	<p>Further advice should be taken</p>	<p>Red</p> 
<p>As a result of performing the EIA, there is a risk that a disproportionately negative impact (as described above) exists to one or more of the nine groups of people who share a protected characteristic under the Equality Act 2010. However, this risk may be removed or reduced by implementing mitigating actions.</p>	<p>Proceed pending agreement of mitigating action</p>	<p>Amber</p> 
<p>As a result of performing the EIA, the proposal does not appear to have any disproportionate negative impact on people who share a protected characteristics or anticipated impacts will be either positive or neutral.</p>	<p>Proceed</p>	<p>Green:</p> 



A	JJ	RB	FIRST ISSUE	07/12/23
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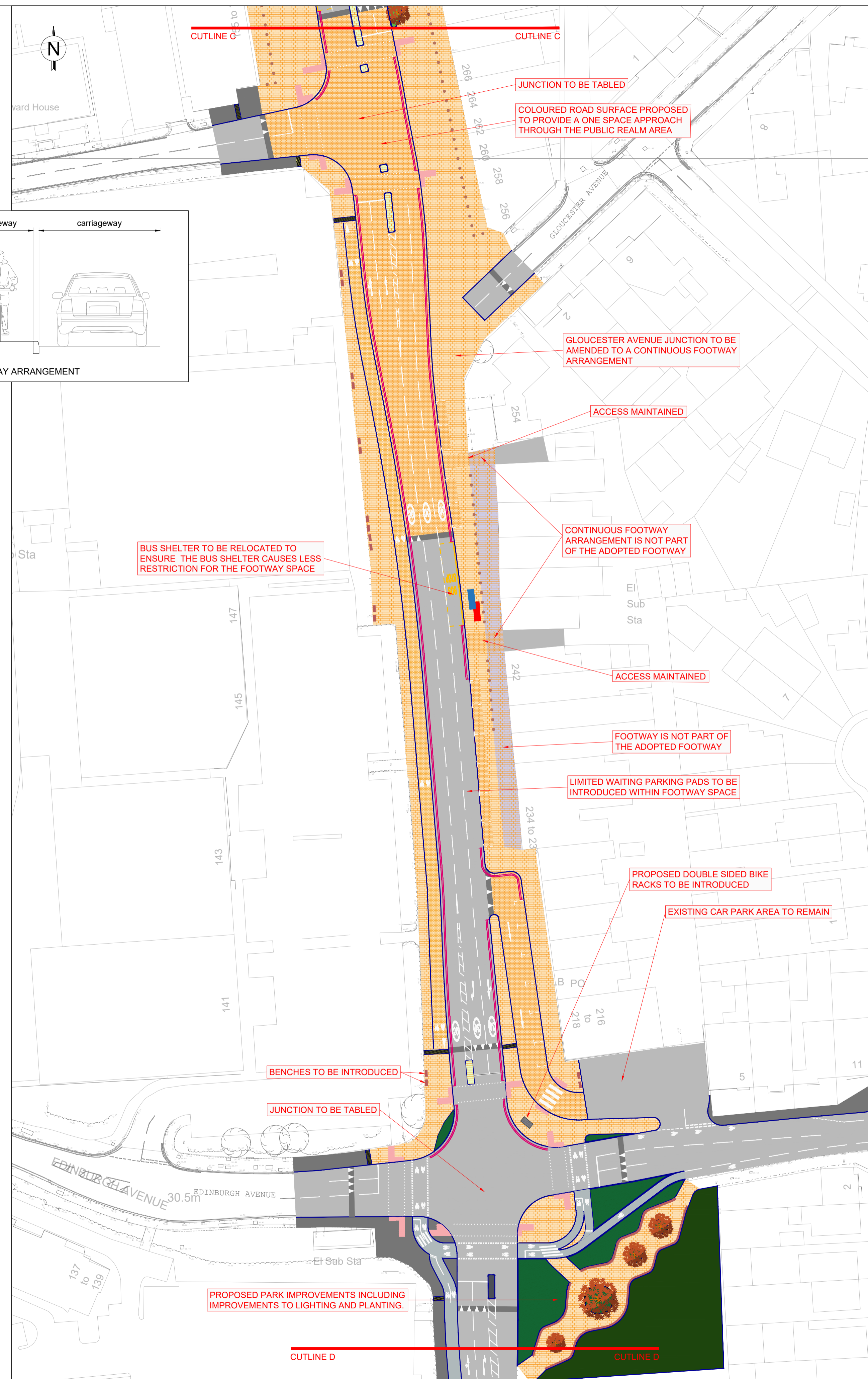
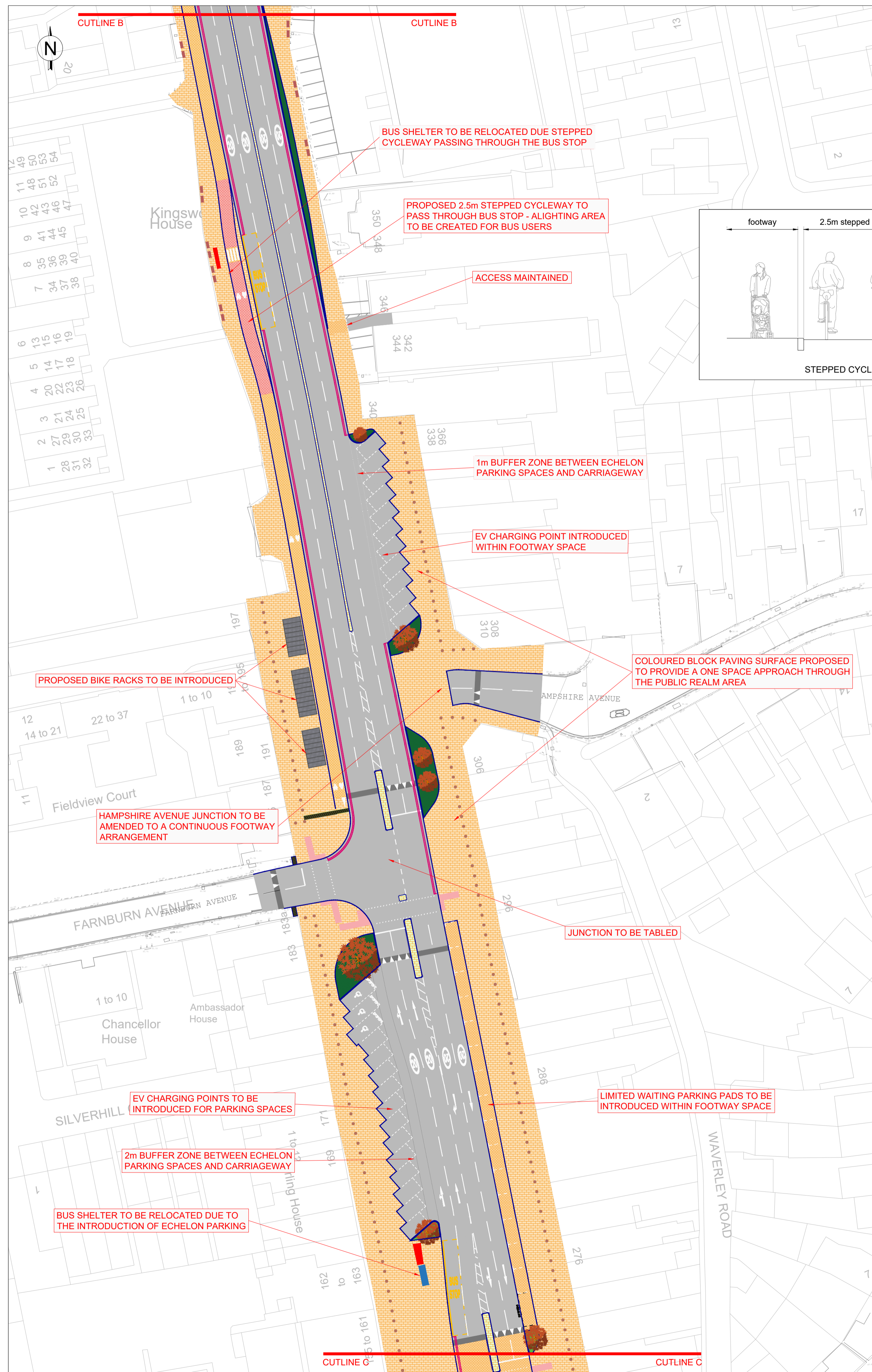
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Title
**FARNHAM ROAD
 PRELIMINARY DESIGN
 GENERAL ARRANGEMENT
 SHEET 1 OF 6**

Scale 1:500 Date 07.12.2023

Drawn JJ Checked RB

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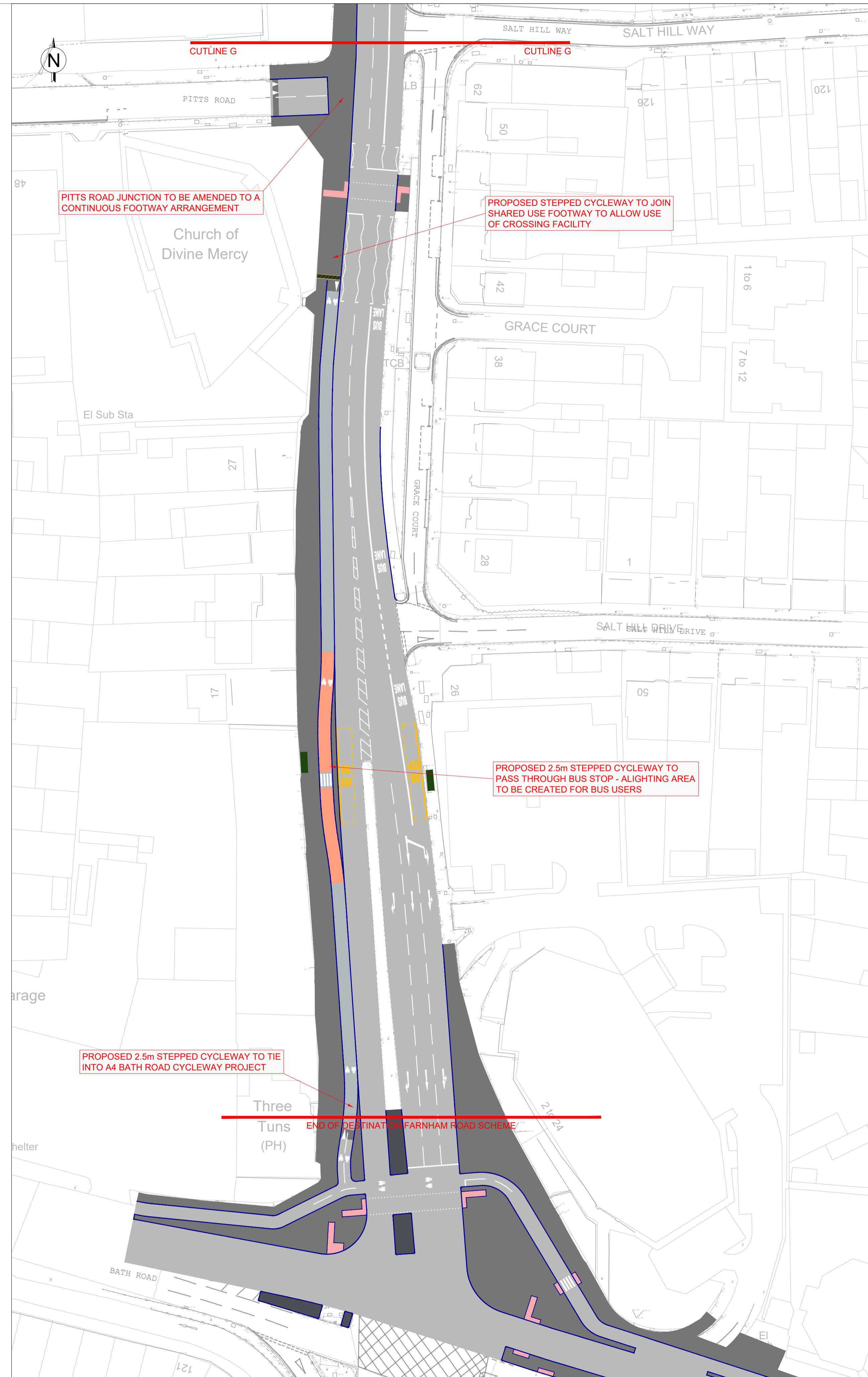
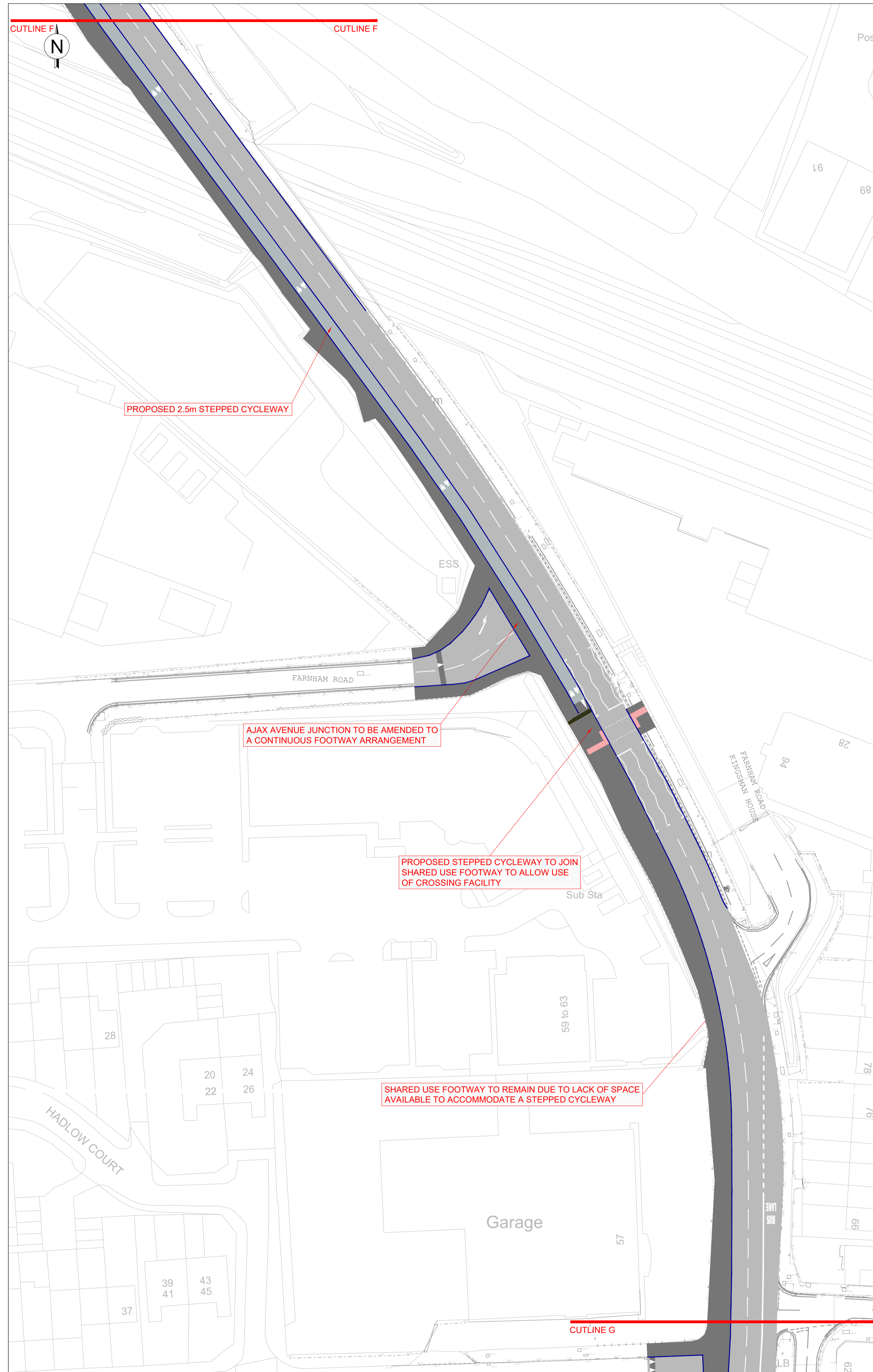
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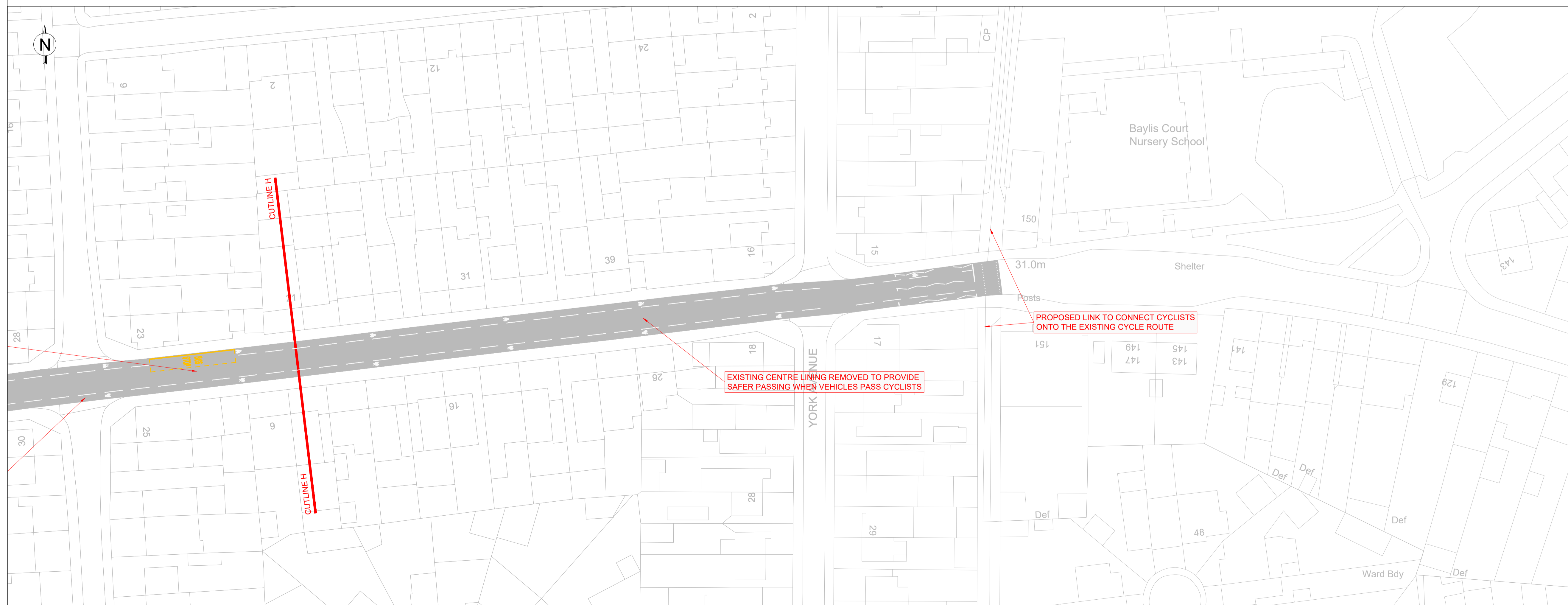
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Title
**FARNHAM ROAD
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 SHEET 4 OF 6**

Scale 1:500 Date 07.12.2023

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Drg. No. SBC/TH/MP/00534/04



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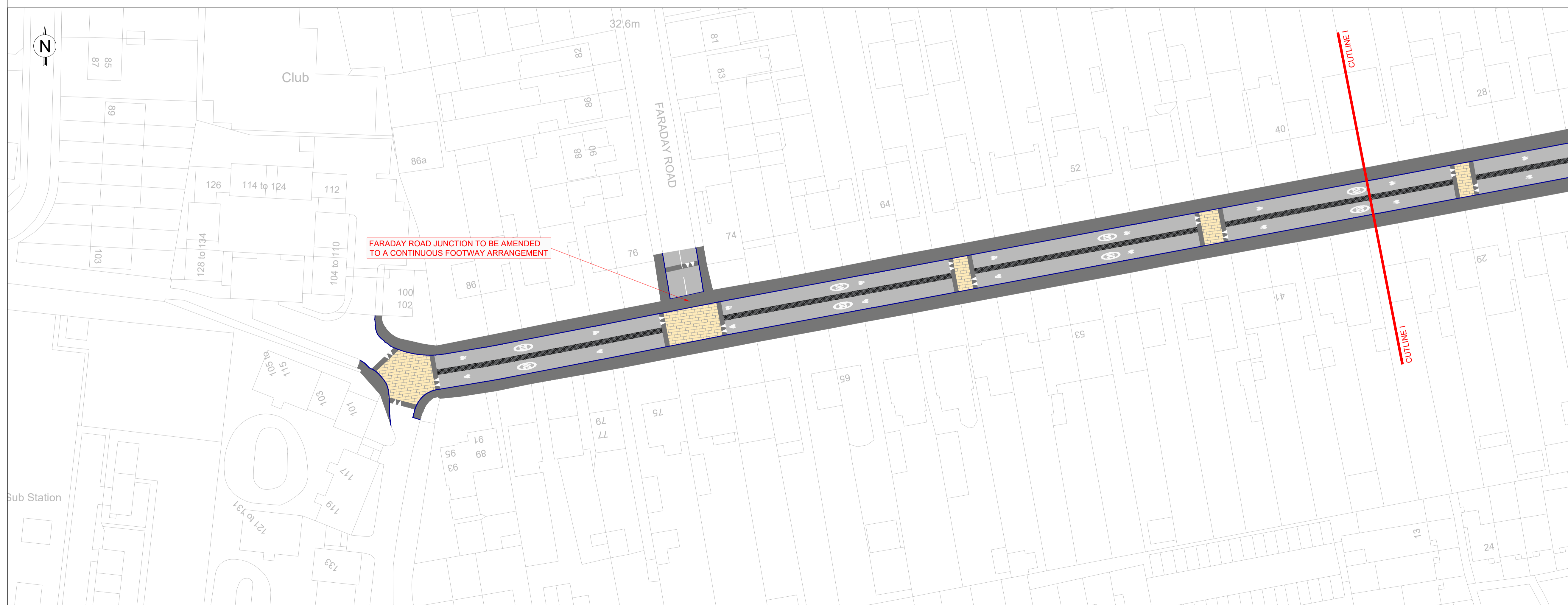
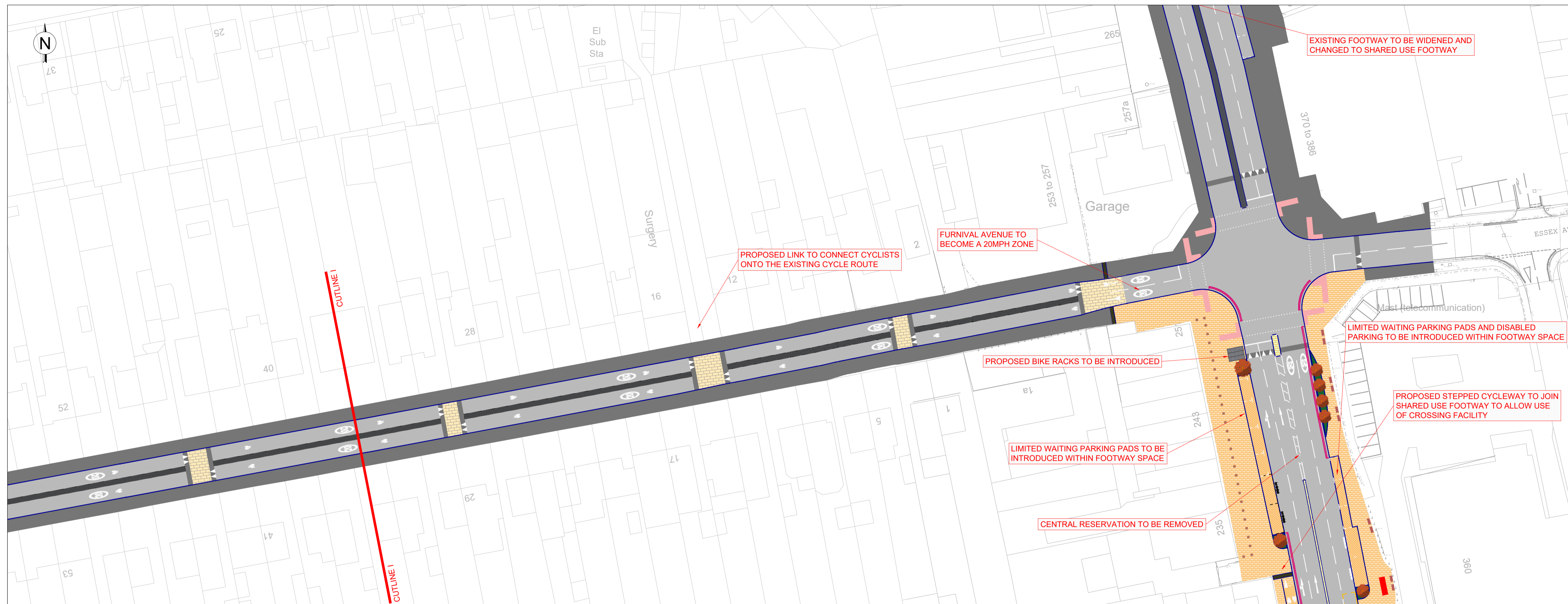
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**FARNHAM ROAD
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