



DfT Safer Roads Fund

Slough A4

agilysis

A4 SLOUGH SAFER ROADS FUND

In 2017 Slough Borough Council (SBC) was approved funding of £1.7m to deliver safety improvements along the A4 as part of the Department for Transport's Safer Roads Fund.

In the period since the scheme was designed a number of local and national priorities have changed and in addition, SBC have been awarded £10.4m of Active Travel funding to deliver improved cycle facilities along the same route.

Having worked with SBC on the initial submission Agilysis have been asked to review the original proposals and confirm or identify new safety improvements that can be delivered in conjunction with the proposed cycle facility.

The proposed Safer Roads Scheme extends from Huntercombe Roundabout at the junction of Bath Road with Huntercombe Spur, through to London Road junction with the M4, J5 Langley Roundabout.

In order to review previously proposed countermeasures in light of changing local circumstances and identify new measures where appropriate, the original coding used in the iRAP ViDA tool¹ has been amended to capture the proposed off-road cycle route along the route. In addition, iRAP have recently released a new set of countermeasures specific for urban environments and these have been added to the model used for the A4.

The countermeasures identified are based on an evaluation of the road user risk along the route both in terms of the type of road users likely to be involved in collisions and the type of collisions they could be involved in. The following section provides a summary of the countermeasures proposed.

SPEED- RELATED COLLISIONS

Speed Limit change

Changes to existing 40mph speed limits, reducing them to 30mph at the western and eastern ends of the route.

Speed Control

Introduction of speed enforcement measures to reinforce the change in speed limit and improve compliance where speed limits are already 30mph.

HEAD-ON COLLISIONS

Central Hatching

Improving the division of opposing flows of traffic to reduce risk of head-on collisions.

RUN-OFF COLLISIONS

Road Surface Rehabilitation

Improving the surface of the carriageway to reduce the risk of run-off, loss of control collisions.

Clearing roadside hazards

Removing larger, roadside features to reduce risk to road users in the event of leaving the carriageway and colliding with roadside objects.

¹ <https://vida.irap.org/en-gb/home>

PEDESTRIAN-INVOLVED COLLISIONS

Flush Crossings

Giving priority to pedestrians and cyclists at side road crossings.

Zebra Crossing

Improving crossing facilities for pedestrians at junctions.

Pedestrian Refuge

Providing pedestrians with a dedicated place to cross the A4.

BICYCLE-INVOLVED COLLISIONS

Off-road cycle track

Upgrading existing cycle facilities to provide an improved route for cyclists that is away from other motorised road users.

Shared Use Path

Upgrading existing facilities to provide cyclists with a continuous off-road route, alongside pedestrians.

The exact location and extent of the above countermeasures will be confirmed following further consultation with external suppliers and detailed design of the scheme in conjunction with the A4 cycle improvements.

Countermeasure	Estimated cost	Cost per FSI saved
Improve Delineation	105,293.00	105,293.00
Off road cycle track (Urban)	545,800.00	648,615.00
Flush crossings (side road)	360,246.00	597,791.00
Speed control	217,823.00	207,809.00
Central hatching 0.3m-1m wide or structured road marking	9,266.00	15,484.00
Central hatching >1m wide	8,713.00	5,025.00
Pedestrian refuge island (through road)	35,468.00	246,328.00
Shared use path	21,600.00	5,030.00
Clear roadside hazards - passenger side	20,698.00	38,040.00
Road surface rehabilitation	51,327.00	64,729.00
Clear roadside hazards - driver side - 1-5 m	14,488.00	14,488.00
Clear roadside hazards - passenger side -1-5 m	14,488.00	14,488.00
Clear roadside hazards from cycle lane	20,698.00	90,965.00
Zebra without a refuge (side road)	74,221.00	2,000,749.00
	Total Estimated Cost	Overall Cost per FSI saved
	1,500,129.00	139,159.00

Table 1: A4 Proposed Countermeasures



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