

**Assets, Infrastructure & Regeneration**

**Significant Decision**

**Poyle Road bus gate and width restriction - scheme consultation**

**Prepared by:** Laura Wells, Managing Consultant – Transport Planning and Rudo Beremauro, Engineer – Integrated Transport.

**Purpose of Significant Decision:** To present the results of the consultation and to seek approval to undertake further consultation to present alternative design options for the scheme.

**Background**

For a number of years Colnbrook with Poyle Parish Council have raised with Slough Borough Council (SBC) issues associated with HGV movements on Poyle Road and Bath Road Colnbrook. The main *traffic-related* issues are the perceived speed and volume of HGVs passing through the residential area along Bath Road (approximately between Poyle Road and Bath Road (Elbow Meadow) to the east).

In terms of the wider background, there has been increased vehicle movement and volume in the area in recent years due to a shift in the type of businesses located in the area – for example from largely office-based to largely warehousing / freight-based businesses. The area's proximity to Heathrow Airport has made the area attractive to these types of industrial activities. Furthermore, with Terminal 5 being only a mile away from the Poyle Industrial Estate, it is an attractive area for businesses. The adopted Local Development Framework (LDF) for Slough (2006 - 2026) identified that despite congestion and poor environment, it provides vital services for Heathrow Terminal 5. With continued investment in Heathrow including potential for a third runway, the Poyle area is likely to experience ongoing links with Heathrow and is likely to result in increased vehicle movements between the trading estate and Heathrow.

As part of the continued growth as well as change of uses associated with the trading estate, in May 2015 the DHL site on Horton Road received planning permission. A planning obligation for this site was for HGVs associated with the site to be subject to a routing plan (meaning they can only turn left out of the site towards M25 Junction 14 and cannot use Poyle Road / Bath Road as a route), and a £75,000 contribution towards the narrowing of Poyle Road. The contribution for the Poyle Road narrowing was to ensure that the issues associated with HGVs on the Poyle Road / Bath Road route (due to the intensification of the industrial estates in the area) were not exacerbated further following the DHL site completion.

In Autumn 2016 officers took forward the scheme via an initial proposal for a Bus Gate and Width Restriction at the northern end of Poyle Road, near the Punch Bowl pub. Designs for this are included in Appendix A. The proposal was as follows:

- Introduction of a bus gate in the middle of the carriageway, with traffic islands to denote the bus route and assist pedestrians crossing the road. Buses would be able to use this lane in one direction at a time (with only two buses per hour passing through this area, conflict between buses in different directions was not deemed to be an issue);
- Normal carriageway lanes in place either side of the bus lane, allowing regular traffic to use this route but not HGVs;
- Introduction of signage and road markings to alert drivers to the new restrictions; and
- Introduction of CCTV in order to enforce the new restrictions.

This option was taken forward to a public consultation which initially took place from Wednesday 21 September 2016 to Wednesday 12 October 2016 and was then extended until Friday 18 November 2016 due to some respondents noting that they did not receive the initial letter drop (the letter drop was repeated for the extended consultation period).

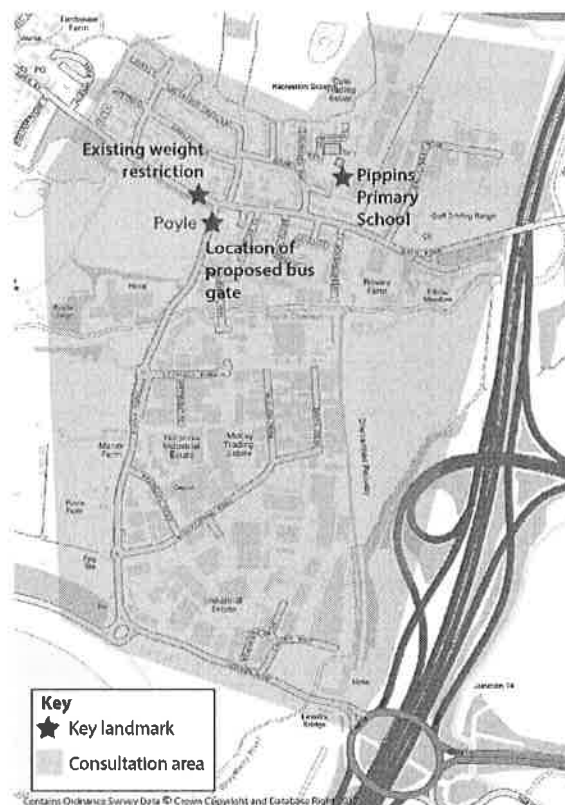
The consultation was publicised through the following channels:

- Letter drop (x2 occasions to 1,200 properties) to all businesses and residents on the following main roads (and sub-roads from these roads) - Horton Road, Poyle Road and Bath Road (up to Coleridge Crescent to the west) (see Figure 1 for consultation area);
- Email to all ward members and local contacts;
- Press release via SBC's communications team;
- Publicity via social media;
- Information on SBC's website at: [www.slough.gov.uk/poyleroad](http://www.slough.gov.uk/poyleroad); and
- A drop-in event held at Colnbrook Village Hall on Tuesday 15 November 2016 12.00 – 15.00.

As well as the public consultation, Automatic Traffic Counts (ATCs) were placed at key locations to determine traffic speed and volume data for the area. The results of both, as well as a summary of the findings and recommendations for next steps, are presented below.

## Consultation summary

Figure 1: Map of the consultation area



A total of 1,200 business and residential properties were consulted during this exercise, and a total of 199 responses were received during the consultation (150 via email and 49 via post). This represents an approximate response rate of 17% which is deemed good and representative. Feedback was also received at the drop-in event where attendees were able to review the proposals with officers and were then asked to submit their responses via email / post. Approximately 50 people attended the drop-in event, the majority of which were from local businesses, and the remainder were residents or local stakeholders.

The nature of respondents in the consultation were as follows:

Table 1: Type of respondent and number of responses:

Type of respondent	Number of responses	Percentage of responses
Resident	31	15.5%
Business	153	77%
Local group / parish council / other organisation	15	7.5%
<b>TOTAL</b>	<b>199</b>	<b>100%</b>

Respondents were asked to write in with their feedback on the scheme (either via post or to [TfS@slough.gov.uk](mailto:TfS@slough.gov.uk) ), and there was no formal survey to complete on the proposals. The written responses from stakeholders have therefore been categorised qualitatively into broad support and also into the nature of the content of the feedback. The results are presented below:

**Table 2: Stakeholder support for the proposed scheme:**

For / Against scheme	Number of respondents	Percentage of respondents
For	32	16%
Against	163	82%
Unspecified	4	2%
<b>Total</b>	<b>199</b>	<b>100%</b>

**Figure 2: Stakeholder support for the proposed scheme:**

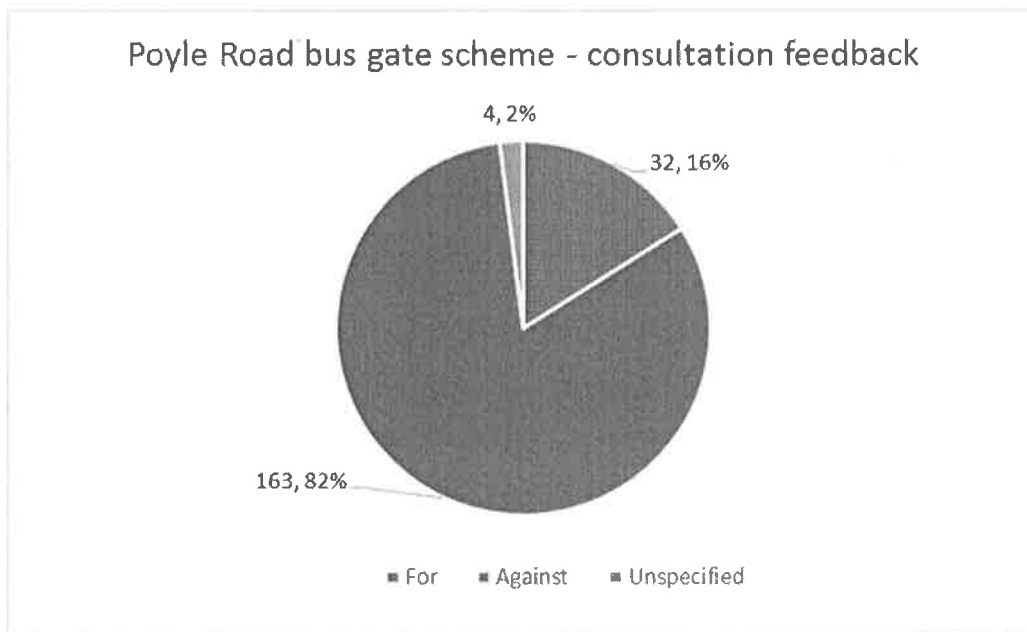


Table 3 highlights the type of respondents support of the proposed scheme, to illustrate both businesses and residents' feedback. Figure 3 shows businesses support for the scheme which is 100% 'against', whilst Figure 4 shows residents support, which is 84% 'for' and 13% 'against'.

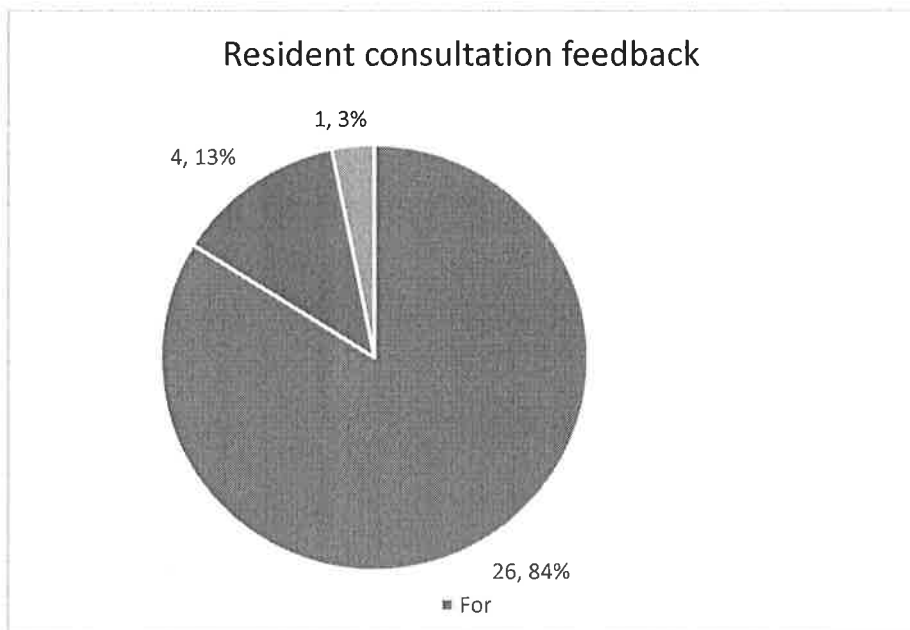
**Table 3: Type of respondent and support for the proposed scheme**

Type of respondent	For	Against	No comment/ Scheme enquiry	Total
Business	0	153	0	<b>153</b>
Resident	26	4	1	<b>31</b>
Local group / parish council / other organisation	6	6	3	<b>15</b>
<b>Total</b>	<b>32</b>	<b>163</b>	<b>4</b>	<b>199</b>

**Figure 3: Business support for the proposed scheme**



**Figure 4: Resident support for the proposed scheme**



Delving further into the nature of the responses provides detail on the reasons behind these views, summarised in Table 4 – presented by number of responses per issue – high to low.

**Table 4: Qualitative analysis of respondent feedback**

<b>Categorised comment</b>	<b>Number of responses</b>	<b>Positive / negative towards scheme?</b>
Scheme will result in lengthier journeys, more congestion and emissions	156	Negative
Scheme will make local businesses lose customers and lose profits / importance of keeping businesses in the area / the scheme would restrict growth in this key employment area	137	Negative
Scheme will cause increased traffic at Horton Road / M25 Junction and Poyle and other motorway junctions	137	Negative
Concerns about increase in traffic in the area from DHL site	122	Negative
Will improve / conserve Colnbrook Village / general support	31	Positive
Not notified of proposals / consultation not adequate	30	Negative
Inefficient to have one route for Poyle access	18	Negative
Will not improve Colnbrook village or surrounding area (including increase of traffic from diversions)	15	Negative
Suggestions of new schemes (signage, inform businesses of alternate routes, crossings, traffic calming measures in village, yellow lines)	15	Negative
Issues around HGVs not being able to turn around upon reaching proposed restriction	13	Negative
Requires effective enforcement and restrictions / enquiry of how enforcement will be carried out	12	Neutral
Wider traffic impacts e.g. Junction 13 / Wraysbury / Horton backlog impacts	11	Negative
Also need to consider road safety / pollution / quality in Colnbrook Village itself	11	Neutral
Scheme is a waste of money / unjustified	6	Negative
Improves road safety in the area	5	Positive

### Responses from other consultees:

#### Neighbouring boroughs / councils:

- **Wraysbury Parish Council** objected as they feel the scheme will reroute and increase traffic at the already busy M25 Junction 14 Horton Road, especially with DHL movements. They are worried that traffic will seek alternative routes on their residential roads. Also, they note concerns of cars not being able to pass the width restriction.
- **Horton Parish Council** are concerned that the scheme will increase traffic movements on Stanwell Road, through Horton Village to access Datchet or the M4 and Colnbrook by-pass, with increased traffic pressures from DHL and M25 proposed roadworks. The proposal will increase traffic through Horton which is a small village not suitable for many HGV movements. They were also unhappy with the consultation process.
- **Colnbrook with Poyle Parish Council (CPPC)** are in favour of the bus gate as they are concerned with the level of urban decay, destruction of conservation areas by traffic and opening of the DHL site. In their response CPPC noted that at a recent Village Forum (1<sup>st</sup> October 2016), Colnbrook residents were in favour of the scheme and CPPC were going to confirm this with the council in due course.
- **Surrey County Council** did not object but stated to only be responsible a very short (under 100 metres) stretch of Horton Road between Wraysbury River and HE boundary at Junction 14.

#### Heathrow Airport Limited:

- **Heathrow Airport Ltd** were supportive of the proposed scheme. They support the objective of the project; to ensure that HGVs use the most appropriate routes and to remove them from residential areas. The airport look forward to continuing work with Slough Borough Council for addressing transport matters affecting local communities around Heathrow.

#### Emergency Services / Freight Associations:

- The **Freight Transport Association (FTA)** state that the restriction will cause significant operational difficulties for businesses and increased congestion. The scheme will damage the livelihood of local businesses, hauliers and operators. They are concerned how HGVs will act if they miss the signage, that detour routes will increase emissions, local residents need HGVs for their local services and that should an incident close the motorway then Horton Road and surrounding area will be brought to a standstill. There were concerns of the consultation process and that FTA members did not receive information or have enough time to respond.
- The **Road Haulage Association** states less costly and obtrusive methods are a better option (such as a review of road signs, better signed HGV routes, use of yellow lines). They expressed concerns of HGVs turning around at the restriction or attempting to pass by anyway, the need for fair enforcement between UK and non-UK vehicles, economic growth restrictions and a lack of alternative routes into the area.

#### Highways England:

- Highways England Area 3 team responded stating they have no comments on the proposals.
- Highways England London Orbital team responded, stating that the proposals may increase HGV traffic at M25 J14 which is over capacity at peak hours.

Several businesses also commissioned third party written reports / letters to the council on the scheme, of which the comments have been categorised to illustrate the volume of companies noting the same comments. These have been drawn up in Table 5, with an officer response addressing the comments.

Table 5: Business / companies comments and concerns of the proposed scheme

Comment	Number of companies raising this	Officer response
<b>Scheme will increase journey time and distances of HGVs</b>	5	Horton Road is better suited to HGV movement than Bath Road / Poyle Road and that is why the scheme aimed to divert large vehicle journeys via this route.
<b>Detrimental effect on local businesses / clients</b>	5	The scheme is designed to ensure there is limited impact to local businesses because they are a key part to the local economy and employment. The scheme has had to balance the needs of residents as well as businesses.
<b>Increased congestion at the M25 / Junction 14, with small incidences impacting businesses further</b>	5	HGVs travelling via the M25 Junction 14 would increase but this route is better suited to HGV movement overall.
<b>No technical purpose / justification for the scheme</b>	4	In May 2015 the DHL site on Horton Road received planning permission and a planning obligation for this site was for HGVs associated with the site to be subject to a routing plan (meaning they can only turn left out of the site towards M25 Junction 14 and cannot use Poyle Road / Bath Road as a route), as well as a £75,000 contribution towards the narrowing of Poyle Road. The contribution for the Poyle Road narrowing was to ensure that the issues associated with HGVs on this route (due to the intensification of the industrial estates in the area) were not exacerbated further following the DHL site completion.
<b>Road dangers / Road Safety Analysis conducted – including criticism of signage</b>	3	A review of traffic data has been conducted and future options for the scheme have been designed with this in mind. Any option will incorporate the wider considerations of the scheme as well as industry standards for design and signage.
<b>Disappointed in consultation process</b>	3	Consultation letters were delivered twice to all residential and business properties in the



		consultation area (see Figure 1). Additional consultation on a further two options will be commissioned, ensuring all stakeholders are aware of the proposals, giving an additional opportunity for those who wish to respond on the future direction of the scheme.
<b>Scheme will not improve environment</b>	2	The scheme aims to reduce the HGV movement within the more residential areas and therefore, improving the environment in this area.
<b>Relocation of businesses on Poyle Central / the area will lose attractiveness to businesses</b>	2	Businesses have been and will be consulted, to ensure any proposed design suitably meets business requirements as they are a core part of the local economy.
<b>Draw upon SBC documents, some of which state the importance of the site for the local economy</b>	2	The site is important for the local economy and any proposed designs will ensure the site remains attractive for businesses, with such good proximity to Heathrow, while balancing the needs of residents.
<b>Farm / heavy machinery unable to pass through width restrictors and therefore damaging business</b>	1	The scheme offers an alternative route via Horton Road for larger vehicles and is not completely cutting off access.
<b>The scheme will force routes via the old village and worsen the initial problem</b>	1	HGVs are already restricted through the old village through a weight restriction which is enforced by the police.

**Data summary (Automatic Traffic Counts (ATCs)):**

Along with the public consultation, speed and volume traffic data from temporary ATCs was recorded from 06/12/16 to 12/12/16, to establish the current traffic flows and the potential impact the width restriction scheme would have on the surrounding traffic network.

The temporary ATCs were placed on the following locations:

- Bath Road, east of Gallymead Road;
- Poyle Road, south of proposed width restriction (near Punch Bowl pub);
- Poyle Road, south of its junction with Colindale Road and roundabout; and
- Horton Road, east of the DHL site.

The data reviewed from the ATCs shows the following:

**Table 6: Summary of ATC volume and speed data**

<b>Location of ATC</b>	<b>Traffic volumes (both directions)</b>	<b>Traffic speeds (both directions)</b>
Bath Road, east of Gallymead Road	Average weekday flows of 11,065 vehicles were recorded, however only <b>3.5 % (387)</b> of these flows were found to be HGVs.	Current speed limit of 60mph applies (though the location of the ATC was only just into the 60mph area – from a 30mph area). The data shows the daily average speed to be 34.3mph, with 85%ile speed to be 39.6mph.
Poyle Road, south of proposed width restriction	Average weekday flows of 10,559 vehicles were recorded, however only <b>2.2 % (236)</b> of these flows were found to be HGVs. The difference between this figure and the figure for the ATC at Bath Road (east of Gallymead Road) above shows that 151 HGVs (387 minus 236) are travelling only along Bath Road and not continuing to Poyle Road. This suggests that HGVs accessing businesses along Bath Road (e.g. hotel) and Gallymead Road businesses, are <i>predominantly</i> using Bath Road to enter / exit the area rather than travelling to M25 Junction 14 via Poyle Road.	This section has a speed limit of 30mph. The data shows the daily average speed to be 27.8mph, with 85%ile speed to be 31.7mph.
Poyle Road, south of its junction with Colindale Road and roundabout	Average weekday flows of 11,777 vehicles were recorded, however only <b>4.4 % (520)</b> of these flows were found to be HGVs.	This section has a speed limit of 30mph. The data shows the daily average speed to be 28.7mph, with 85%ile speed to be 33mph
Horton Road, east of the DHL site	Average weekday flows of 20,008 vehicles were recorded, however only <b>4.4 % (886)</b> of these flows were found to be HGVs.	This section has a speed limit of 30mph. The data shows the daily average speed to be 26.4mph, with 85%ile speed to be 31.2mph

The data shows that almost double the amount of traffic is using Horton Road as opposed to the northern section of Poyle Road at the location of the proposed width restriction. Additionally, the percentage figures for HGV traffic show that double the percentage of HGVs are using Horton Road as opposed to the Poyle Road northern section (with four times as many HGVs using the Horton Road route than the northern end of Poyle Road, when using the absolute figures).

The ATC data shows that majority of the HGVs entering and exiting the industrial area were using Horton Road compared to Bath Road as shown in the table below.

**Table 7: Summary of ATC data for Horton Road / Poyle Road northern section**

ATC location	Eastbound (Horton Road) / Northbound (Poyle Road)		Westbound (Horton Road) / Southbound (Poyle Road)	
	Total weekday average	HGV proportion	Total weekday average	HGV proportion
Horton Road, east of the DHL site	9,780	4.4% (430)	10,228	4.5% (456)
Poyle Road, south of proposed width restriction	5,439	2.0% (107)	5,120	2.5% (129)

### Next steps

Having reviewed the stakeholder feedback and considered the traffic data for the area, SBC have come up with **additional scheme options for consideration**. We feel that these options offer further benefits to businesses and residents and therefore we must now consult on these in order to establish the preference of stakeholders. 'Do nothing' is not an option. Due to the issue of HGV movement in the area increasing, a contribution was sought from the DHL site for mitigation against further exacerbation of this issue. This noted that a road narrowing would be put in place.

There are now an additional two options going forward, meaning there are now three potential scheme options, which are:

Table 7: Scheme options

<b>Option</b>	<b>Notes</b>
<b>Option 1 – Width restriction on the corner of Bath Road / Poyle Road (previously consulted on)</b>	This is the scheme which was previously consulted on in Autumn 2016 and discussed in the early section of this report
<b>Option 2 – Southbound width restriction on Poyle Road (south of Mathisen Way)</b>	This option would involve the removal of the layby south of Mathisen Way, which would be replaced with a bus lane southbound, plus a southbound width restriction on carriageway for HGVs, and an unrestricted northbound carriageway lane.
<b>Option 3 – Northbound width restriction on Poyle Road (south of Mathisen Way)</b>	This option would also involve the removal of the layby south of Mathisen Way. The road would then be reconfigured to allow a northbound width restriction on the carriageway bus lane northbound, and an unrestricted southbound carriageway

Scheme drawings are provided in Appendix A for reference.

Table 8 below draws upon the potential pros and cons of the options of each of the proposed schemes.

Table 8: Pros and Cons of the three proposed options for the scheme

	Pros	Cons
<b>Option 1 - Width restriction on the corner of Bath Road / Poyle Road (previously consulted on)</b>	<ul style="list-style-type: none"> <li>• Buses can safely pass through 'bus gate' in the centre of the highway</li> <li>• Restricts HGV movement north of Poyle Road and reduces HGVs along the Bath Road</li> </ul>	<ul style="list-style-type: none"> <li>• Limited areas for turning around if HGVs miss the signs warning of the width restriction</li> <li>• HGVs only have one way in and out of the industrial estate, via Horton Road and M25 Junction 14</li> </ul>
<b>Option 2 - Southbound width restriction on Poyle Road (south of Mathisen Way)</b>	<ul style="list-style-type: none"> <li>• HGVs are able to turn around in Mathisen Way if warning signs have been missed and they are unaware of the restriction</li> <li>• Southbound bus stop / bus gate is in the layby area, ensuring general traffic flow is not impeded</li> <li>• Reduces volume of HGV traffic along Bath Road (westbound) near residential areas</li> <li>• Allows businesses access out of the industrial estate to the north, which was cited by some businesses in the consultation as important for ensuring access to Heathrow on time</li> <li>• Allows greater flexibility to businesses in terms of routes <i>out of</i> the estate (Poyle Road northbound)</li> <li>• Alignment of the scheme works well with the bus lane using the space where the existing layby is located</li> <li>• Removal of layby would assist with addressing some of the wider HGV-related issues in the area</li> <li>• This location allows additional space for the scheme, meaning</li> </ul>	<ul style="list-style-type: none"> <li>• Only restricts southbound HGV traffic</li> <li>• All HGV traffic from Mathisen Way will be <i>exiting</i> the industrial estate via Bath Road</li> <li>•</li> </ul>

	<p>buses do not have to share the same lane in both directions (as was the case for Option 1)</p>	
<p><b>Option 3 -- Northbound width restriction Poyle Road (south of Mathisen Way)</b></p>	<ul style="list-style-type: none"> <li>• Allows HGV traffic from Bath Road to travel southbound on Poyle Road</li> <li>• HGVs are able to turn around at the roundabout of Poyle Road / Colndale Road / Hilton Way, ensuring they do not travel up to the width restriction</li> <li>• Reduces volume of HGV traffic travelling along Bath Road (eastbound), near residential areas</li> <li>• Allows greater flexibility to businesses in terms of routes <i>into</i> the estate</li> <li>• Removal of layby would assist with addressing some of the wider HGV-related issues in the area</li> <li>• This location allows additional space for the scheme, meaning buses do not have to share the same lane in both directions (as was the case for Option 1)</li> <li>• Businesses located in Mathisen Way would only be able to <i>enter</i> via Bath Road</li> </ul>	<ul style="list-style-type: none"> <li>• Only restricts northbound HGV traffic</li> <li>• HGV drivers may miss the signage and continue up beyond the Colndale Road roundabout and have nowhere to turn round</li> <li>• All HGV traffic from Mathisen Way will be <i>entering</i> the industrial estate via Bath Road</li> </ul>

The changes to the traffic flows on the network have been analysed for each of the above options:

**Changes to traffic for Option 1 (Width restriction on the corner of Bath Road / Poyle Road (previously consulted on)):**

Option 1 would result in up to 107 fewer HGVs (weekday average) travelling along the Poyle Road, north of Mathisen Way (northbound), which currently accounts for 2% of total traffic. This will also result in a reduction of vehicles travelling eastbound along Bath Road – though those serving Bath Road / Gallymead Road etc from the east would continue to do so. The daily average of HGVs travelling along Bath Road in an eastbound direction is currently 191 vehicles, meaning the daily average would decrease to around 84 under this option. The 84 displaced HGVs would need to use the Horton Road route.

Option 1 would result in up to 129 fewer HGVs (weekday average) travelling along Poyle Road, north of Mathisen Way (southbound), which accounts for 2.5% of total traffic. The daily average of HGVs travelling along Bath Road in a westbound direction is currently 196 vehicles, meaning the daily average would decrease to around 67 under this option. These 67 HGVs would have to enter the estate via Horton Road.

**Changes to traffic for Option 2 (Southbound width restriction on Poyle Road (south of Mathisen Way)):**

Option 2 could result in up to 129 fewer HGV's (weekday average) travelling along the Bath Road and Poyle Road, north of Mathisen Way (southbound), which accounts for 2.5% of total traffic. The majority of these 129 HGV vehicles would have to enter the estate via Horton Road. However, some of these 129 HGV vehicles will enter the northern part of the estate via Mathisen Way and therefore still use the Bath Road under this option.

The daily average of HGVs travelling along Bath Road in a westbound direction is currently 196 vehicles, meaning the daily average should decrease to around 67. Due to Mathisen Way being a cul-de-sac it means that from Poyle Industrial Estate only those businesses based on Mathisen Way itself would be using Bath Road and Poyle Road southbound (as other HGVs would not be able to pass south of Mathisen Way). Under this option all HGVs from businesses based in Mathisen Way would have to use the Bath Road route to *exit* the estate.

**Changes to traffic for Option 3 (Northbound width restriction on Poyle Road (south of Mathisen Way)):**

Option 3 could result in up to 107 fewer HGVs (weekday average) travelling along the Poyle Road, north of Mathisen Way (northbound) and Bath Road, which accounts for 2% of total traffic. This will also result in a reduction of vehicles travelling eastbound along Bath Road. The daily average of HGVs travelling along Bath Road in an eastbound direction is currently 191 vehicles, meaning the daily average should decrease

to around 84. Under this option all HGVs from businesses based in Mathisen Way would have to use the Bath Road to *enter* the estate.

### **Summary – consultation feedback and next steps**

The consultation feedback shows that overall the scheme in its current form is not well-received by the majority of respondents (mainly businesses but also some residents) due to a number of issues including the view that the scheme will result in increased traffic in the area (in particular at M25 Junction 14), and longer journeys for key business freight routes to Heathrow Airport.

Those who did favour the scheme were largely residents (84% of residents were in favour of the scheme), as well as Colnbrook with Poyle Parish Council & Heathrow Airport Limited, and those who are opposed to the scheme were in the majority local businesses (100% of businesses that responded were opposed to the scheme) or landowners and also a few residents. Key landlords and businesses in the area commissioned various reports to highlight perceived scheme inadequacies. Several neighbouring boroughs / councils were also against the scheme, as well as other statutory stakeholders e.g. the Freight Transport Association.

The data from the ATCs shows that in terms of volume, the volume of HGVs travelling through the northern section of Poyle Road (in the location of the proposed width restriction) was comparatively low at 2.2% of all traffic (compared to HGVs making up 4.4% of all traffic on Horton Road, and in numbers of vehicles it is four times the volume). The traffic volume data shows that the majority of HGVs are accessing the industrial area via Horton Road currently, and that the volume of HGVs using the Poyle Road route may be less than anecdotally reported / anticipated. It is evident that whilst Horton Road appears to be the primary route used by HGVs to access the industrial area, Poyle Road also has a function as a secondary route.

With this in mind, we have recommended that the scheme is consulted on again, with **an additional two options presented to stakeholders** as well as the original option. We feel that the two new proposed options for the scheme offer benefits to residents and businesses alike and seek to better address the issues. Please note 'do nothing' is not an option for this scheme.

### **Supporting Documents:**

- (i) Appendix A – Scheme designs for Options 1, 2 and 3

### **Financial Implications**

The costs of the scheme will be funded from the Section 106 contribution of £75,000 from the DHL site on Horton Road.



### Recommended Decision

It is recommended that a further public consultation exercise is carried out with residents and businesses to gather views on which of the three scheme options (outlined in this report) is preferred.

**Approved:**

**Joe Carter**

**Assistant Director – Assets,  
Infrastructure and Regeneration**



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**Date**

25/4/17

**Savio DeCruz**

**Head of Transport and Highways**



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**Date**

06/04/17

**Rudo Beremauro**

**Project Manager**



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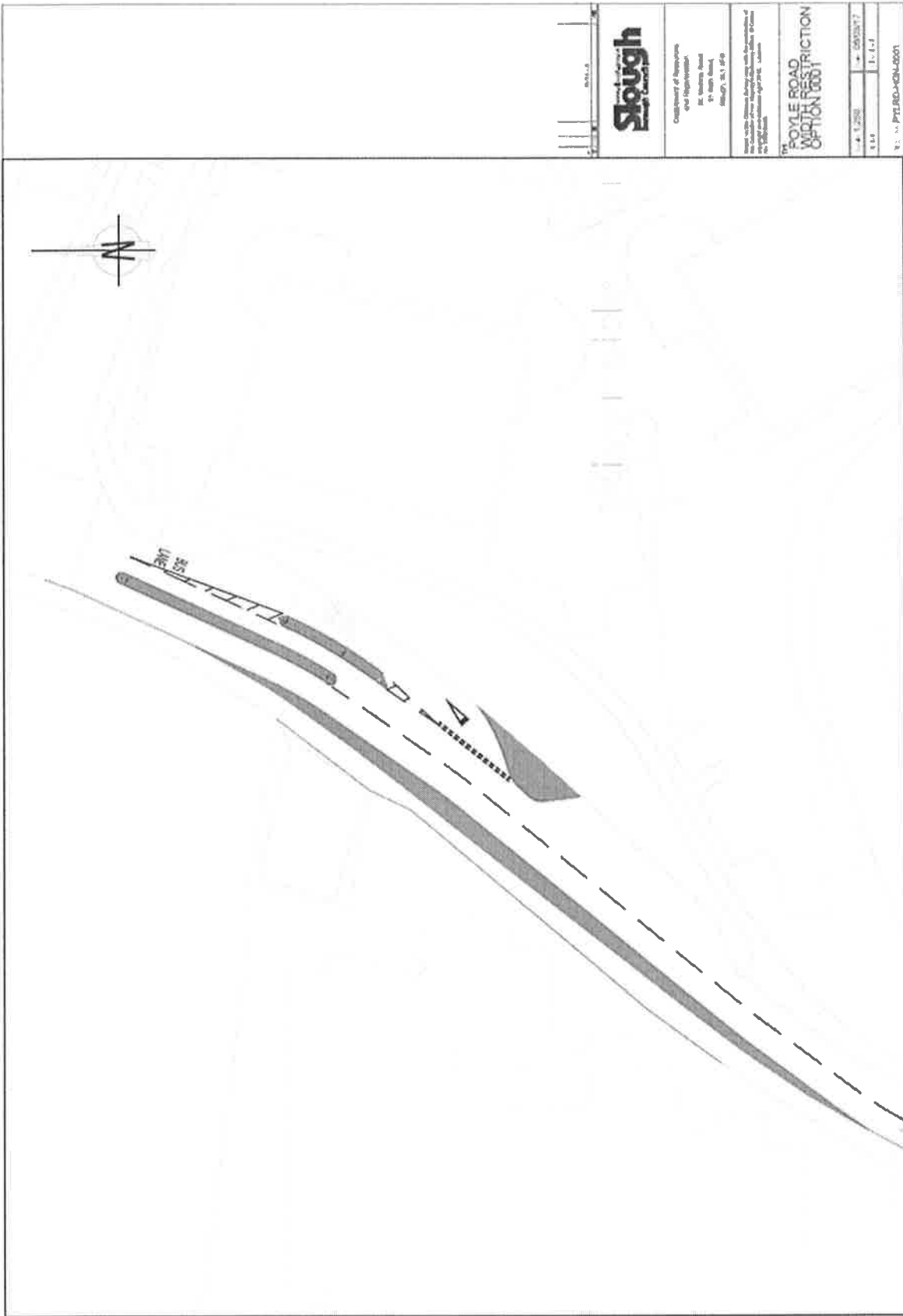
**Date**

05/04/17

**Cc: Fiza Matloob Commissioner of Transport and Highways**



**Option 2 (Southbound width restriction on Poyle Road (south of Mathisen Way)):**



# Option 3 (Northbound width restriction on Poyle Road (south of Mathisen Way))

