

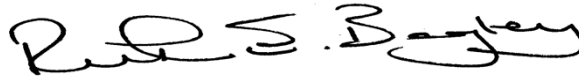
Date of despatch: 14th September, 2015

To the Members of Slough Borough Council

Dear Councillor,

You are summoned to attend a Meeting of the Council of this Borough which will be held in the Small Hall, The Centre, Farnham Road, Slough, SL1 4UT on **Tuesday 22nd September, 2015 at 7.00pm**, when the business in the Agenda below is proposed to be transacted.

Yours faithfully



RUTH BAGLEY
Chief Executive

ROYAL BERKSHIRE FIRE AUTHORITY BRIEFING

MEMBERS ARE ASKED TO NOTE THAT PRIOR TO THE COUNCIL MEETING A PRESENTATION WILL BE DELIVERED BY ANDY FRY, CHIEF FIRE OFFICER, AT 6.30 pm

(This session is not open to the Press and Public)

PRAYERS

AGENDA

Apologies for Absence

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1. Declarations of Interest

All Members who believe they have a Disclosable Pecuniary or other Pecuniary or non pecuniary Interest in any matter to be considered at the meeting must declare that interest and, having regard to the circumstances described in Section 3 paragraphs 3.25 – 3.27 of the Councillors' Code of Conduct, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 3.28 of the Code.

The Mayor will ask Members to confirm that they do not have a declarable interest. All Members making a declaration will be required to complete a Declaration of Interests at Meetings form detailing the nature of their interest.

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| 2. | To approve as a correct record the Minutes of the Council held on 13 July 2015 and 21 July 2015 | 1 - 8 |
| 3. | To receive the Mayor's Communications. | |

Public Questions

- | | | |
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| 4. | Questions from Electors under Procedure Rule 9. | |
| 5. | Petition - Burnham Train Station and Road Network Improvements | 9 - 28 |

Recommendations of Cabinet and Committees

[Notification of Amendments required by 10 a.m. on Monday 21 September]

- | | | |
|----|--|----------------------------|
| 6. | Recommendations of the Cabinet from its meeting held on 14th September 2015 | |
| | <ul style="list-style-type: none">• Contract with Children's Services Organisation for the Delivery of Children's Social Care Services• Proposed Strategic Acquisition Strategy | TO FOLLOW

TO FOLLOW |

Officer Reports

- | | | |
|----|-----------------------------------|-----------|
| 7. | Appointment of Monitoring Officer | TO FOLLOW |
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Motions

- | | | |
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| 8. | To consider Motions submitted under procedure Rule 14. | 29 - 30 |
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Member Questions

- | | | |
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| 9. | To note Questions from Members under Procedure Rule 10 (as tabled). | |
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Press and Public

You are welcome to attend this meeting which is open to the press and public, as an observer. You will however be asked to leave before Council considers any items in the Part II agenda. Please contact the Democratic Services Officer shown above for further details.

The Council allows the filming, recording and photographing at its meetings that are open to the public. Anyone proposing to film, record or take photographs of a meeting is requested to advise the Democratic Services Officer before the start of the meeting. Filming or recording must be overt and persons filming should not move around the meeting room whilst filming nor should they obstruct proceedings or the public from viewing the meeting. The use of flash photography, additional lighting or any non hand held devices, including tripods, will not be allowed unless this has been discussed with the Democratic Services Officer.



MINUTES OF COUNCIL PROCEEDINGS

At a Meeting of the Council for the Borough of Slough held at the Main Hall, Chalvey Community Centre, The Green, Chalvey, Slough, SL1 2SP on Monday, 13th July, 2015 at 6.30 pm

Present:- The Worshipful the Mayor (Councillor Rasib), in the chair; Councillors Ajaib, Anderson, Bains, Bal, Brooker, Carter, Chahal, Chaudhry, Cheema, Chohan, Dar, Davis, Amarpreet Dhaliwal, M Holledge, N Holledge, Hussain, Malik, Mann, Mansoor, Matloob, Morris, Munawar, Nazir, Pantelic, Plenty, Rana, Sandhu, Shah, Sohal, Strutton, Usmani and Zarait

Apologies for Absence:- Councillors Coad, Arvind Dhaliwal and Sharif.

9. Declarations of Interest

Councillor Bal declared that family members worked for Slough Borough Council and arvato.

10. Appointment of Returning Officer - Colnbrook with Poyle Parish Council By Election - 20th August 2015

It was proposed by Councillor Anderson,
 Seconded by Councillor Carter,

“That Catherine Meek, Head of Democratic Services be appointed (with effect from 14th July 2015) as Returning Officer for the Colnbrook with Poyle Parish Council By Election to be held on 20th August 2015.”

The recommendation was put to the vote and carried unanimously.

Resolved - That Catherine Meek, Head of Democratic Services be appointed (with effect from 14th July 2015) as Returning Officer for the Colnbrook with Poyle Parish Council By Election to be held on 20th August 2015.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 6.34 pm)

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MINUTES OF COUNCIL PROCEEDINGS

At a Meeting of the Council for the Borough of Slough held at the Flexi Hall, The Centre, Farnham Road, Slough, SL1 4UT on Tuesday, 21st July, 2015 at 7.00 pm

Present:- The Worshipful the Mayor (Councillor Rasib), in the chair; Councillors Abe, Ajaib, Anderson, Bains, Bal, Brooker (until 9.19pm), Carter, Chaudhry, Cheema, Chohan, Coad, Dar, Davis, Amarpreet Dhaliwal, Dhillon (from 7.07pm), M Holledge, N Holledge, Hussain, Malik, Mann, Mansoor, Matloob (until 9.29pm), Morris, Munawar, Nazir, Pantelic, Parmar, Plenty, Rana, Sandhu, Shah (from 7.27pm), Sharif, Smith (from 7.10pm), Strutton, Swindlehurst, Wright and Zarait

Apologies for Absence:- Councillors Chahal, Arvind Dhaliwal, Sohal and Usmani

11. Declarations of Interest

Councillor Plenty declared a Non Pecuniary Interest as he supported an organisation that would benefit from the recommendations proposed in the Capital Programme.

Councillor Bal declared that family members worked for Slough Borough Council and arvato.

12. To approve as a correct record the Minutes of the Council held on 19th May 2015

Resolved - That the minutes of the proceedings of the Council meeting held on 19th May 2015 be approved as a correct record.

13. To receive the Mayor's Communications.

The Mayor thanked those Members who attended the National Minute's Silence in the Town Square on the 3rd July 2015 to remember victims of the Tunisian beach attack.

The date for the Mayor's Civic Service was still to be agreed and details would be circulated as soon as arrangements were finalised.

It was noted that the Deputy Mayor had recently undergone surgery on his knee. The Mayor, on behalf of all Members, wished him a speedy recovery and return to Council business at the earliest opportunity.

14. Questions from Electors under Procedure Rule 9.

The Mayor advised that a question had been received from a resident, a copy of which had been tabled. The questioner was in attendance and, following a

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response to his question, asked a supplementary question A copy of the question and reply would be forwarded to the questioner.

15. Recommendations of the Cabinet from its meeting held on 13th July 2015

It was moved by Councillor Hussain,
Seconded by Councillor Munawar,

“That the Statutory Service Plans in relation to the Food Safety, Health & Safety and Trading Standards work undertaken by the Council be endorsed.”

The recommendation was put to the vote and carried unanimously.

Resolved - That the Statutory Service Plans in relation to the Food Safety, Health & Safety and Trading Standards work undertaken by the Council be endorsed.

It was moved by Councillor Anderson,
Seconded by Councillor Swindlehurst

“That in accordance with Procedure Rule 27.1, Rule 16.5 on Rules of Debate be suspended to allow Councillor Carter to make a short presentation on the Leisure Strategy.”

The recommendation was put to the vote and carried unanimously.

Resolved - That in accordance with Procedure Rule 27.1, Rule 16.5 on Rules of Debate be suspended to allow Councillor Carter to make a short presentation on the Leisure Strategy.

Following a presentation on the Leisure Strategy by Councillor Carter,

It was moved by Councillor Anderson,
Seconded by Councillor Swindlehurst

“That the necessary adjustments to the Capital Programme be made to support to the delivery of:

- (i) The development of the Arbour Park Community Sport Facility, as detailed in Appendix B1 of the report.
- (ii) The principle of investment of Basic Need capital grant in East Berkshire College to create a new Higher Education facility in Slough, subject to a cap of £2m, as detailed in Appendix B2 of the report.
- (iii) The potential purchase of the Cross Keys Public House, Chalvey, subject to the cost not exceeding £1m, as detailed in Appendix B3 of the report.”

The recommendations were put to the vote and carried by 29 votes to 3 votes with 5 abstentions.

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Resolved - That the necessary adjustments to the Capital Programme be made to support to the delivery of:

- (i) The development of the Arbour Park Community Sport Facility, as detailed in Appendix B1 to the report.
- (ii) The principle of investment of Basic Need capital grant in East Berkshire College to create a new Higher Education facility in Slough, subject to a cap of £2m, as detailed in Appendix B2 to the report.
- (iii) The potential purchase of the Cross Keys Public House, Chalvey, subject to the cost not exceeding £1m, as detailed in Appendix B3 to the report.

16. High Speed 2 / Heathrow Express Depot

It was moved by Councillor Anderson,
Seconded by Councillor Munawar,

“That in accordance with the requirements of section 239 of the Local Government 1972:

- (a) That it is expedient for Slough Borough Council to oppose the High Speed Rail (London-West Midlands) Bill (“the Bill”);
- (b) That subject to the above, the Head of Legal, in consultation with the Strategic Director for Resources Housing and Regeneration, taking all such steps as may be necessary or expedient to carry the above Resolution into effect, including all those steps required for the Council to submit any petition and thereafter to maintain and, if considered appropriate, withdraw its opposition in respect of the Bill; and
- (c) That the corporate seal of the Council being affixed to any documents required to be sealed in connection with the submission of its petition and the subsequent opposition to the Bill.”

The recommendations were put to the vote and carried by 32 votes with 6 abstentions.

Resolved - That in accordance with the requirements of section 239 of the Local Government 1972:

- (a) That it is expedient for Slough Borough Council to oppose the High Speed Rail (London-West Midlands) Bill (“the Bill”);
- (b) That subject to the above, the Head of Legal, in consultation with the Strategic Director for Resources Housing and Regeneration, taking all such steps as may be necessary or expedient to carry the above Resolution into effect, including all those steps required for the Council to submit any petition and thereafter to maintain and, if

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considered appropriate, withdraw its opposition in respect of the Bill; and

- (c) That the corporate seal of the Council being affixed to any documents required to be sealed in connection with the submission of its petition and the subsequent opposition to the Bill.

17. Children and Young People's Plan

It was moved by Councillor Mann,
Seconded by Councillor Anderson,

“That the Children and Young People’s Plan July 2015 – December 2016 be endorsed.”

The recommendation was put to the vote and carried unanimously.

Resolved - That the Children and Young People’s Plan July 2015 – December 2016 be endorsed.

18. Appointment of Electoral Registration Officer, Acting Returning Officer and Returning Officer

It was moved by Councillor Anderson,
Seconded by Councillor Swindlehurst,

- (a) “That Catherine Meek, Head of Democratic Services be appointed to the roles of Electoral Registration Officer, Acting Returning Officer and Returning Officer for Parliamentary and Local Elections respectively with immediate effect.
- (b) That the Scheme of Delegation be amended to reflect the above changes.”

The recommendations were put to the vote and carried unanimously.

Resolved -

- (a) That Catherine Meek, Head of Democratic Services be appointed to the roles of Electoral Registration Officer, Acting Returning Officer and Returning Officer for Parliamentary and Local Elections respectively with immediate effect.
- (b) That the Scheme of Delegation be amended to reflect the above changes.

19. Appointments to Committees

It was moved by Councillor Anderson,
Seconded by Councillor Hussain,

“That Mr Robert Simpson be appointed to fill a vacancy on the SACRE as a Committee 2, Church of England representative until May 2018”.

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The recommendation was put to the vote and carried unanimously.

Resolved - That Mr Robert Simpson be appointed to fill a vacancy on the SACRE as a Committee 2, Church of England representative until May 2018.

20. To consider Motions submitted under procedure Rule 14.

Motion (A) – Devolution and Local Responsibility

It was moved by Councillor Anderson,
Seconded by Councillor Swindlehurst,

“This Council resolves that:

Slough plays a vital role in the economic prosperity of the region, in terms of jobs, housing and transport, which our neighbouring authorities benefit from. We therefore call upon the Council to be at the heart of the devolution debate with our regional neighbours and ensure the increased pressures that being a regional hub brings, such as on local housing supply and health provision, are shared by all those who benefit in the success Slough delivers for the region and the nation.”

The motion was put to the vote and carried by 32 votes for with 6 abstentions.

Resolved - That Slough plays a vital role in the economic prosperity of the region, in terms of jobs, housing and transport, which our neighbouring authorities benefit from. We therefore call upon the Council to be at the heart of the devolution debate with our regional neighbours and ensure the increased pressures that being a regional hub brings, such as on local housing supply and health provision, are shared by all those who benefit in the success Slough delivers for the region and the nation

Motion (B) Children’s Services Organisation

It was moved by Councillor Bains,
Seconded by Councillor Abe,

“This Council resolves that:

This administration will use its influence, as a non-executive Director and Member of the limited company (Children's Services Organisation), to incorporate the following child sexual exploitation (CSE) recommendations as outlined in the *Report of Inspection of Rotherham Metropolitan Borough Council February 2015* when agreeing the Articles of the company:

1. More strategic approach to protecting looked after children who are sexually abused.
2. Decide and communicate remit and responsibilities of joint CSE team.
3. More direct and frequent engagement by the council with people from minority ethnic communities on CSE.

4. Issue of race should be tackled as an absolute priority if it is a significant factor in criminal activity of organised sexual abuse in the borough.

It was moved by Councillor Mann, as an amendment,
Seconded by Councillor Hussain,

“That this Council resolves to:

Continue to use its and its partners influence, and going forward the member appointed by this Council as a non executive director or as a member of Slough Children’s Services Trust Limited, when agreeing a more strategic approach to protecting children who have been and are at risk of being sexually exploited.”

The amendment was put to the vote and carried by 29 votes for, 7 against and 2 abstentions.

The substantive motion was put to the vote and carried by 29 votes for, 5 against and 2 abstentions.

Resolved - That this Council continue to use its and its partners influence, and going forward the member appointed by this Council as a non executive director or as a member of Slough Children’s Services Trust Limited, when agreeing a more strategic approach to protecting children who have been and are at risk of being sexually exploited.

C) Governance Arrangements

It was moved by Councillor Coad,
Seconded by Councillor Strutton,

“This Council resolves to:

Carry out a review of how well the current cabinet and commissioner system has worked and to look at governance arrangements using a committee model that meets contemporary local government challenges whilst retaining full scrutiny functions.”

The motion was put to the vote and rejected by 33 votes against to 2 votes for and one abstention.

Resolved - That the Motion be rejected.

21. To note Questions from Members under Procedure Rule 10 (as tabled).

A copy of the question from Councillor Coad and the reply received was tabled.

Chair

(Note: The Meeting opened at 7.00 pm and closed at 9.36 pm)

SLOUGH BOROUGH COUNCIL**REPORT TO:** Council**DATE:** 22 September, 2015**CONTACT OFFICER:** Catherine Meek
(For all enquiries) Head of Democratic Services
(01753) 875011**WARD(S):** All**PART I**
FOR DECISION**PETITION – BURNHAM TRAIN STATION AND ROAD NETWORK IMPROVEMENTS****1 Purpose of Report**

To advise the Council of a Petition that has been received under the Council's Petitions Scheme. The Petition contains 5151 signatures, of which 118 signatures were submitted online, of people who live, work or study in the area and reads as follows:

'We, the undersigned call on Slough Borough Council to not implement / reverse the current proposal from its Transport team to implement an Experimental Road Closure to all motor vehicle traffic through Burnham Station bridge. Without trying alternative road traffic calming measures first. Ideally with width restrictions, better signage, improved signalling and improvements to the bus stops nearby.

Also we request that full consultation with local residents and local businesses be carried out first.'

2. Recommendation

Following debate, the Council is requested to resolve what action it wishes to take with regard to the Petition.

3. The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan**3a. Slough Joint Wellbeing Strategy Priorities**

Priorities:

- Health: Providing transport facilities that ensure residents can access the health services they need.
- Economy and Skills – Continue to provide residents with access to essential services by improving connections and journey times between work, home, leisure, school and making alternatives to the car more attractive.
- Regeneration and Environment; Improving facilities and access to bus services to increase the use of sustainable form of transport.
- Housing: Improved public transport links to the area, with quicker journey times for the bus routes serving the area and giving greater choices for residents as to where they can live and access work and facilities.
- Safer Communities: Reduced traffic congestion at the location to improve the environment for residents at the location. This should make a place where people feel safe to live and visit.

Cross-Cutting themes:

Improving the image of the town: By enhancing the sustainable transport links to Heathrow Airport, London and beyond, improving access and reducing journey times of local bus services and general commuter traffic.

3b. **Five Year Plan Outcomes**

- Slough will be the premier location in the south east for businesses of all sizes to locate, start, grow, and stay. By improving access to Heathrow Airport from Slough Trading Estate through alternative forms of sustainable transport in this instance buses, with the journey times reduced to appeal to more commuters.

4. **Other Implications**

(a) Financial

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

There are no further financial implications.

(b) Risk Management

There are no reported risks associated with the recommendations stipulated in section 2.

(c) Human Rights Act and Other Legal Implications

There are no Human Rights Act Implications associated with the recommendations of this report.

(d) Equalities Impact Assessment

There is no requirement for an EIA as this report is to provide members with the process the council has followed to facilitate a closure on Station Road in the Haymill and Lynch Hill ward.

5. **Supporting Information**

- 5.1 Under the Council's published Petitions Scheme a Petition that contains 1500 signatures triggers a debate at Council.

Debate

- 5.2 The Petition Organiser has been invited to the meeting to speak on the Petition (up to five minutes) and the Petition will then be discussed by Members of the Council for a maximum of 15 minutes. The Mayor has discretion to extend this time taking account of the degree of public interest in the issue, the level of support given to the petition and the number of elected members wishing to express their views on the subject.

- 5.3 Following this discussion the Council will need to decide what action to take with regard to the Petition. Where the issue is one on which the Cabinet is required to make the final decision the Council will decide whether to make recommendations to inform that decision.
- 5.4 The Scheme indicates that the Council's response to a Petition will depend on what a petition asks for and how many people have signed it but may include one or more of the following;
- Taking the action requested in the Petition
 - considering the Petition at a Council Meeting
 - Holding an Inquiry
 - Commissioning relevant research
 - Organising a public meeting
 - Mounting a wider public consultation
 - Meeting with the Petition Organiser or representatives of signatories
 - Providing a written response outlining the Council's views on the subject
 - Referring the issue to the Council's Overview & Scrutiny Committee **OR**
 - Referring the issue to the relevant Committee/Cabinet
 - Consulting statutory partners and local service providers
 - Instigating discussions with the voluntary and community sectors
 - Making representations to Commercial or other Interests

Background

- 5.5 Burnham station is located between Burnham Lane and Station Road. The area is subject to considerable congestion in the morning and afternoon peaks due to not only the number of schools in the area, but also the commuter traffic from South Bucks heading for the station, trading estate and M4. Traffic has steadily increased over the past decade and as a consequence has resulted in the peak time delays starting sooner and ending later leading, now, to congestion being present for large parts of the day.
- 5.6 The Council has been approached in the past by residents and local community groups to improve traffic flow and address commuter parking issues in the area. However due to the severity of the congestion and the restricted space available for improvements it has not been possible to approach these issues with conventional solutions such as widening the road, installing traffic lights or encouraging modal shift. A more radical solution was required if we are to properly and fully address the severe congestion and parking issues around Burnham Station.
- 5.7 The Council submitted in November 2014, two bids as part of the Local Growth Fund 2 (LGF2) to the LEP for improvements to Burnham Station and Langley Station. These bids focussed on improving accessibility to the stations (including the road layout) and constructing new buildings on the station forecourt. The bids were given programme entry subject to the Local Transport Body (LTB) financial approval process, however in order to receive full approval, a business case compliant with the Department for Transport (DfT) criteria needs to be met.
- 5.8 Transport modelling was commissioned by officers in 2014 to assess 12 different scenarios. The scenarios included reversing the one way on Burnham Lane, making Station Road one way northbound and then southbound and closure of Station Road. The report found that all options would result in an improvement around the station

but would also have some impact on other local roads. This report formed part of the Significant Decision (Appendix A).

5.9 The modelling report indicates that traffic will move to various surrounding roads therefore officers have widened the scope of the works to cover the predicted impact. Huntercombe Lane North, Burnham Lane, Dover Road and the Five points junction will be affected therefore traffic signal changes will be made to accommodate the additional traffic.

- Additional time on Burnham Lane/A4
- Additional time allocated to Dover Road
- Changes to Huntercombe Lane north/A4 for left and right turning vehicles
- Potential suspension of the signals at the Huntercombe bridge if queues are excessive

In addition all junctions along the A4 and the Five points will be upgraded to have smarter signal software (MOVA), this will enable the junctions to respond more rapidly and efficiently to the greater traffic demands expected during peak times.

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

5.11 It is clear that the assessment indicates that a closure on Station Road will have an impact on the surrounding roads but it is also important to note that this is a software modelling report and as a result may differ from what is actually going to take place on the road network. To meet the DfT requirements, officers have recommended that an experimental order be trialled to determine the actual affect before deciding on the preferred scheme. Once agreed, the design will then be subject to the LEP approval process including submission of a formal business case. Tenders will be produced early next year with work due to start in 2016/17 financial year.

5.12 There will be an impact on local residents. We expect an improvement through reduced congestion along Burnham Lane and Station Road. However, it is recognised that local residents will also need to alter their journey patterns to accommodate the new road network and that the effects of this can only really be determined once the closure is in place. It is also expected that air quality will improve as a result of fewer cars in the immediate area, but that there will be displacement on to other local roads. The exact impact on those roads will be monitored during the experimental period. It is not anticipated that there will be any effect on local schools or education centres in the locality as traffic congestion will have reduced. However, there is recognition that journey times, patterns and choices will be affected particularly for those who continue to choose to drive to and from the schools.

5.13 With respect to social care provision, officers are liaising with the social care teams and will assist where necessary in minimising the impact on those who are affected. It is anticipated that some re-routing will be needed as part of a closure or a northbound option therefore dialogue will continue throughout the experimental period.

- 5.14 The proposal by officers is to trial the closure through an experimental order, giving officers the flexibility to monitor and amend the scheme where necessary. The council has used this process many times before to understand the real issues on the network, whereby the first six months is used as the consultation period. However, due to the scale of proposal the council has released information about the closure in advance to help its residents and the businesses prepare for the change.
- 5.15 The petition focuses on “alternative road traffic calming measures” such as width restrictions, better signage, improved signally and improvements to the bus stops. The reason for the scheme is to improve access and traffic flow not to slow down vehicles therefore traffic calming is not relevant. The experimental closure is not linked to bridge strikes though as a consequence will result in no further bridge incidents, however improvements to the traffic signals and to the bus stops will be made.
- 5.16 Consultation leaflets and information on the Council webpage will be made available to those who wish to comment on the scheme. The communication strategy for this scheme will also include advance warning signs on site, diversions routes and use of the variable message signs around the borough.

Comments of Other Committees

- 5.17 A Member Call In was received from Councillors Strutton, Chahal, Morris and Smith regarding the Significant Officer Decision relating to Burnham Train Station and Road Network Improvements. The matter was considered at a meeting of the Overview and Scrutiny Committee on 10th September 2015.
- 5.18 Representations were made at the Overview and Scrutiny Committee from Members who submitted the Call In, the Commissioner for Social and Economic Inclusion and the Commissioner for Neighbourhoods and Renewal. A number of Members present under Rule 30 and local residents were also given the opportunity to address the Committee.
- 5.19 Overview and Scrutiny Committee Members recommended to Cabinet that Option 1 - implementation of a one way system - as outlined in the Significant Decision (attached at Appendix A) should be trialled as an Experimental Order. Furthermore, it was recommended that monitoring data regarding the effectiveness of the scheme and its impact on the road network, local residents and businesses be reported to the Overview and Scrutiny Committee after a three month period.
- 5.20 The recommendations of the Overview and Scrutiny Committee are due to be considered at a meeting of Cabinet scheduled for 14th September 2015.

6. **Conclusion**

Members are requested to consider what action to take with regard to the petition, as outlined in Paragraph 5.4 of the report.

7. **Appendices Attached**

‘A’ - Significant Decision

8. **Background Papers**

Petition

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COPY OF SIGNIFICANT DECISION

Ref	12/15
Title of decision	Burnham Train Station Public Realm and Road Network Improvements
Date decision taken	11.08.15
Decision maker	Joe Carter, Assistant Director – Assets, Infrastructure and Regeneration
Portfolio	Social and Economic Inclusion
Details of decision taken	<ol style="list-style-type: none"> 1. That the scheme is implemented under the experimental traffic regulation order process. Representations will be accepted within the first 6 months of implementation, and be in place for no longer than 18 months before a decision is made on the permanent scheme. The effect of the experimental traffic regulation orders will be that; 2. Station Road Bridge is closed to vehicular traffic in both directions; 3. The slip road connecting Burnham Lane and Station Road is made one way south bound ; 4. Station road is made one way from Station Road Bridge to its northern most junction with Burnham Lane 5. The direction of Traffic Flow is reversed under Burnham Lane Bridge so that it flows south bound from Burnham Lane to Bath Road A4; 6. A mini roundabout is constructed at the junction of Burnham Lane and Buckingham Avenue; 7. A residents permit scheme is implemented on Littlebrook Avenue; and 8. Additional No Waiting At Any Time restrictions are implemented on Burnham Lane.
Reasons for taking decision	Rail for London have developed proposals for Burnham Station that will be delivered as part of the developments linked with the arrival of Crossrail. These proposals include a new station building with gate lines, a new ticket hall, an access for all lift enhanced travel information, CCTV and security. Slough Borough Council is working with Cross Rail, Network Rail and First Great Western to develop proposals

	to compliment these works by delivering improvements to the station forecourt and the road network. This is to ensure the wider station environment is ready for the increased number of pedestrian, cycle and vehicle trips that is expected when Crossrail is launched, and also to address a number of existing problems on the road network.
Options considered	12 options were put forward to change the road layout around Burnham station. 4 of these options were tested using the Slough Borough Council SATURN model, along with a do minimum option. The 4 options are set out in the report included below.
Details of any conflict of interest, disclosable pecuniary interest or non-statutory disclosable interest declared	None.
Reports considered	Significant decision report included below.

Resources, Housing and Regeneration - Significant Decision

Burnham Train Station Public Realm and Road Network Improvements

Prepared by: Martin Mallia, Engineer (Parking Development), ext 87 5229

Purpose of Significant Decision

To gain permission to seal a combination of Traffic Regulation Orders to change the network layout on Burnham Lane and Station Road, Burnham.

Background:

This scheme focuses on Burnham Station and the area surrounding it, mainly Burnham Lane and Station Road. There are two elements: firstly to improve station facilities; and second to enhance access to the station from the western part of the Borough, including Slough Trading Estate, and neighbouring areas of South Buckinghamshire.

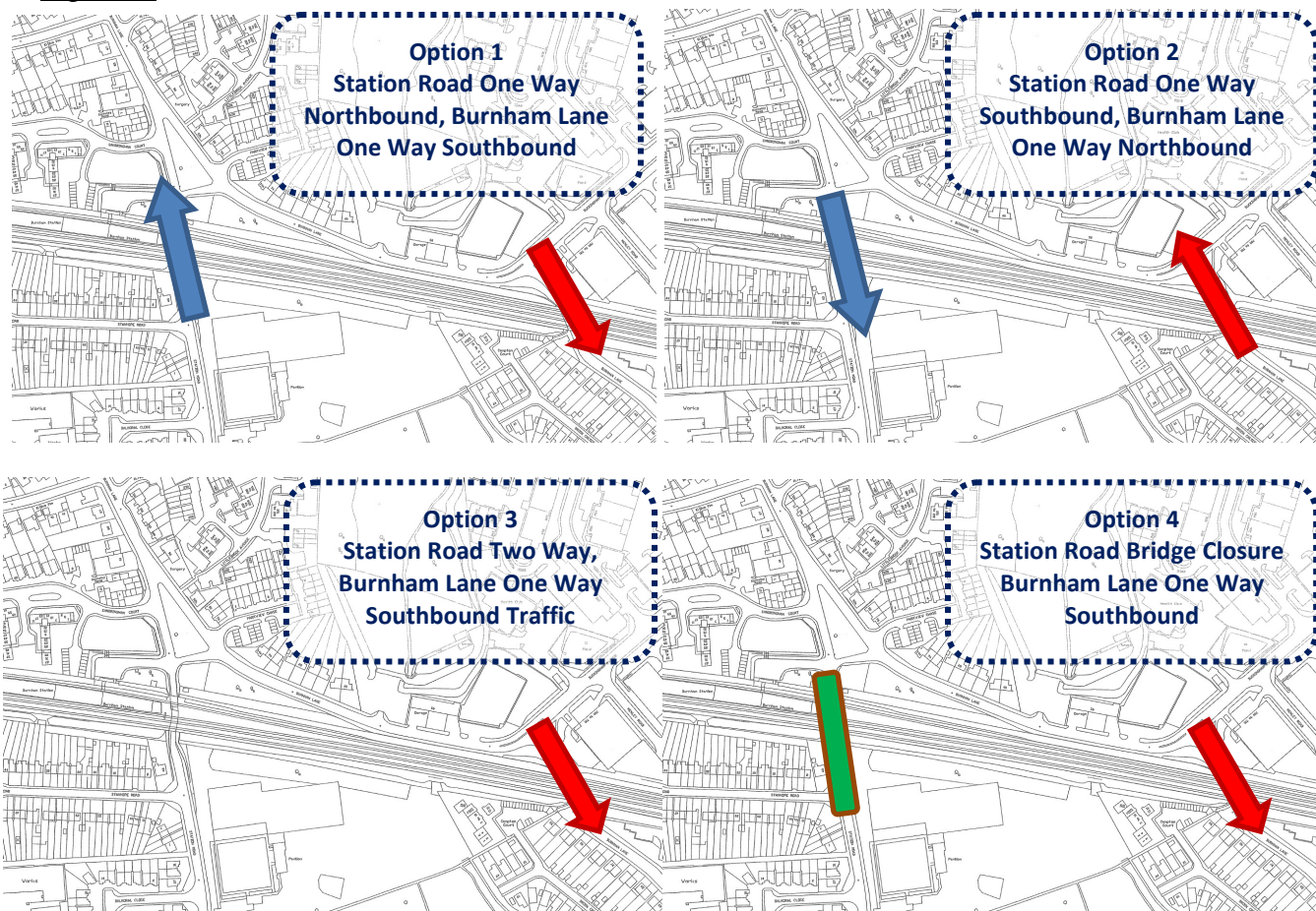
Slough Borough Council have secured funding from the Local Enterprise Partnership in the region of £1.5 - £2m to undertake these improvements, and running in parallel to this Rail for London have developed proposals for Burnham Station that will be delivered as part of the developments linked with the arrival of Crossrail. These proposals include a new station building with gate lines, a new ticket hall, an access for all lift enhanced travel information, CCTV and security. Slough Borough Council is working with Cross Rail, Network Rail and First Great Western to develop proposals to compliment these works by delivering improvements to the station forecourt and the road network. This is to ensure the wider station environment is ready for the increased number of pedestrian, cycle and vehicle trips that is expected when Crossrail is launched, and also to address a number of existing problems on the road network.

Access to the station will be improved by reconfiguring the local highway network to reduce conflicts between pedestrians, cyclists and vehicles, and to make bus services more accessible. These highway works will complement junction improvements planned further north along Burnham Lane at the Five Points junction, along with improvements at the Burnham Lane/A4 and Station Road A/4 junctions to reduce congestion in the peak hours around the vicinity of Burnham Station. Additional car and cycle parking will be proposed within the locality of the station, including a number of PRM (passengers with reduced mobility) car parking spaces, as well as the introduction of waiting restrictions in the local area to alleviate some existing problems with obstructive commuter parking.

Options Appraisal

12 options were put forward to change the road layout around the station. 4 of them were tested using the Slough Borough Council SATURN model, along with a do minimum option. The 4 options can be seen in figure 1 below:

Figure 1



Do minimum

It was observed that temporary queuing occurs southbound along Burnham Lane from Station Road during both peak hours. The queue was often observed to be rolling, and it was notable that the queue was not constant for the full peak hour. In terms of the queuing traffic along Burnham Lane, it appeared that the queues were a result of both vehicles blocking back from the signal arrangement on Station Road, and also the right-turn onto Station Road from Burnham Lane being blocked due to opposing traffic flow.

The AM peak indicates that there is existing congestions at the following locations:

- Burnham Lane, at the right turn into Station Road;
- The Station Road/Elmshott Lane junction, on the A4 Bath Rd eastbound and westbound approaches;
- Southbound approach to the Dover Road/Bath Road junction on Dover Road;
- Northbound approach to the Dover Road/Ipswich Road junction on Dover Road;
- The westbound and southbound approaches to the Buckingham Avenue/ Fairlie Road junction;
- Priory Road at Five Points junction
- Eastbound on Pevensey Road; and
- Along the A4 Bath Rd eastbound approaching Huntercombe Lane and Lent Rise Road.

In the PM peak, the model notably shows congestion at:

- Station Road, north and south of Burnham Bridge;
- Northbound approach to the St. Andrews Way/Bath Road junction;
- Westbound approach to the Dover Road/Buckingham Avenue junction;
- Northbound approach to the Dover Road/Ipswich Road junction on Dover Road; and
- Along the A4 Bath Road eastbound approaching Huntercombe Lane and Lent Rise Road

Option 1

The SATURN outputs indicate that the implementation of the one way system results in changes in junction usage, resulting in some shifting of congestion within the network. On the wider network option 1 appears to reroute an element of traffic at the M4 motorway junctions in the AM and PM peaks; M4 westbound traffic reroutes from junction 7 to junction 8. This is due to the one-way network increasing the journey time for traffic using Station Road to access the motorway from areas north-west of Burnham.

In the AM peak the model suggests the following changes in the local area:

- The right turn congestion onto Station Road from Burnham Lane is reduced, however congestion is observed in the northbound approach to the junction from Station Road and on the southbound approach to the roundabout on Burnham Lane increases;
- The Burnham Lane approach to the Burnham Road/A4 Bath Road junction is congested;
- Marginal increase in congestion on the westbound approach to the A4 Bath Road/Station Road junction; and
- The eastbound approach to the A4 Bath Road/Dover Road junction is also showing an increase in congestion as a result of the scheme.

In the PM peak there are the following changes:

- The congestion on Station Road through the Burnham Bridge is reduced, however congestion is observed in the northbound approach to the junction from Station Road increases, as well as on the westbound approach along Burnham lane;
- There is congestion on the westbound approach to the Burnham Lane/Station Road junction, south of the Burnham triangle;
- Congestion is observed on the westbound approach to the Station Road/Elmshott Lane junction; and
- The Burnham Lane approach to the Burnham Lane/A4 Bath Road junction is congested.

Option 2

The implementation of the one way system in SATURN causes changes in junction usage resulting in some shifting of congestion within the network. On the wider network there appears to be less rerouting between motorway junctions than in option 1, however there is local rerouting observed around the study area.

In the AM peak the following changes are observed:

- Congestion on the eastbound approach to the Buckingham Avenue/Fairlee Road is reduced;
- The southbound congestion on Station Road is reduced, however the congestion at the right turn from Burnham Lane onto Station road remains; and
- The Station Road/A4 Bath Road junction congestion increases on the southbound approach from Station road causing the junction to become congested.

In the PM peak the changes in congestion observed in the forecast are:

- The congestion on Station Road through the Burnham Bridge is reduced;
- The Burnham Lane/Buckingham Avenue roundabout is shown to be congested on both the Buckingham Avenue arm and the Burnham Lane arm;
- Congestion is observed eastbound on Bower Way;
- Congestion is observed on the eastbound approach to A4 Bath Road/Dover Road junction; and
- Congestion is observed on the southbound approach to the Station Road/Elmshott Lane junction.

Option 3

The implementation of the change in one way direction in SATURN causes changes in junction usage resulting in some shifting of congestion within the network. There are no impacts perceived on the wider network.

In the AM peak the following changes are observed

- There is an increase in congestion on the Burnham Lane/Station Road junction;

- Congestion the Station Road/A4 Bath Road junction increases on the southbound approach from Station Road, and the junction as a whole becomes congested; and
- Congestion on the eastbound approach to the A4 Bath Road/ Dover Road junction increases.

In the PM peak the changes in congestion observed in the forecast are:

- There is congestion on the southbound approach to the Burnham Lane / A4 Bath Road junction;
- There is congestion on the eastbound approach to the A4 Bath Road / Dover Road junction; and
- Congestion increases westbound on Bath Road towards the junction with St Andrews Way.

Option 4

The new road layout has been tested using the existing Slough Borough Council SATURN model. The changes that were tested were the closure of Station Road railway bridge along with reversing the direction of traffic flow under Burnham Lane bridge. The results are explained below:

This change has a slightly negative impact on the network due to a capacity reduction. The Station Road closure has caused a decrease in traffic flow on Burnham Lane north of the Station Road junction in both directions in the AM and PM peaks. The southbound traffic on station road has redistributed onto Burnham Lane SB link and continues on A4 west bound on to Dover Road junction. With Burnham Lane NB closed the north bound traffic (and a proportion of that from Station Rd) is redistributed with a significant increase on Dover Road NB.

The impact of the Station Road closure has resulted in increases in traffic along A4 Bath Road, on the bridged section of Burnham Lane between Buckingham Avenue and A4 Bath Road. During the PM peak traffic has increased on Dover Road NB and Leigh Road SB as these are parallel routes to Station Road. Westbound traffic on Priory Road and Eastbound Bower Way also see increases in traffic to reroute around the loss of road capacity.

The changes to the network result in a worsened performance at the Buckingham Avenue junction with Burnham Lane in the AM peak. During the PM peak the largest reduction in junction capacity appears at the junction of Dover Road and the A4 junction, but also at the junctions of Burnham Lane / A4; Dover Road / Buckingham Avenue.

Conclusion

After reviewing the results of the modelling, it is clear that the do minimum and do something options each have impacts on local congestion, and the traffic distribution differs across each option causing congestion hot spots across different parts of the network.

Council officers originally recommended that option 1 be taken forward to detailed design stage. Making traffic flow one way northbound on Station Road under the bridge reduces congestion

caused by the right turners from Burnham Lane onto Station Road by reducing the demand for these turning movements, achieving improved traffic flow on Burnham Lane at the peak hours, and creating a less congested environment surrounding Burnham Station.

After meeting with meeting with Councillors James Swindlehurst, Sohail Munawar, Rob Anderson and Martin Carter, members requested that we take option 4 forward to detailed design stage and close Station Road bridge to vehicular traffic. The reasoning behind this decision is because this option potentially provides the best opportunity to develop the area outside of Burnham Station. There have been preliminary discussions with SEGRO and Network Rail about the potential this location has for development, including a number of residential and retail units, increased car parking and a bigger station environment at Burnham Station. This would be achieved by building outwards onto Station Road and the green triangle. If the closure of Station Road bridge works, it opens up a large potential development site, further improving the prosperity of the area.

Furthermore, it was also discussed at this meeting that implementing the most radical of the options gives the council a contingency option if it doesn't work. Being able to fall back on option 1 allows the Council to test a number of options if the preferred scheme doesn't work. It would be more difficult to justify making Station Road one way in the first instance, and if it didn't work then closing the bridge all together.

For the reasons stated above, the recommended decision as agreed by Council members is to implement option 4, with option 1 being the contingency proposal if option 4 does not work.

Proposals

In order to deliver the scheme, it will be split into 2 phases. Phase 1 will introduce a number of experimental Traffic Regulation Orders to trial the proposed changes to the network, and phase 2 will make these changes permanent, along with introducing all of the physical changes on site and also the changes on the station forecourt.

Phase 1

Station Road Bridge Closure – *Drg No. SBC/T/P/00275(5)*

It is proposed to close the railway bridge on Station Road, Burnham to vehicular traffic in both directions. Along with this, the right turn will be banned from Burnham Lane onto Station Road, and traffic flow will be made one way in the southerly direction on the slip road linking Burnham Lane and Station Road, and a north bound direction on Station Road. This creates a small gyratory around the green area separating the 2 roads.

By prohibiting traffic travelling under the bridge, it will reduce the amount of traffic that is present in the direct vicinity of Burnham Train Station. By doing so, it will create a safer environment for pedestrians and cyclists by reducing the risk of collision with vehicles travelling under the rail bridge where visibility is poor. Furthermore, closing the bridge will hopefully stop the collisions that larger vehicles are experiencing with the height barrier on the bridge.

Banning the right turn from Burnham Lane onto Station Road will help alleviate the queues that build up behind vehicles that struggle to make this turn due to the high volume of traffic travelling north bound on Burnham Lane. This change will allow 2 lanes for vehicles to turn onto Burnham Lane from Station Road, creating a right turn lane, and a straight ahead lane. Similarly, by making the slip road between Burnham Lane and Station Road one way south bound and along with the bridge closure, this should alleviate the queues that build up behind vehicles turning left due to the red phase of the traffic signals. The demand to use this route will significantly reduce to vehicles accessing the train station and Sandringham Court, so queues are not expected to be significant.

Additionally, the 2 bus stops currently located on Burnham Lane will be removed and replaced by a single bus stop on Station Road between the junctions with Sandringham Court and the entrance to Burnham Station. By removing these bus stops, queues behind the stationary buses on Burnham Lane will be removed to help further improve traffic flow on Burnham Lane in both directions. The buses will now turn left from Burnham Lane onto the one way slip road, right onto Station Road to board and alight passengers in the new bus stop, and then either turn right from Station Road onto Burnham Lane to complete the loop, or continue straight ahead. By moving the bus stop closer to the station, it improves connectivity between the bus and rail interchange, and will board and alight passengers in a location where there are fewer vehicles.

A number of waiting restrictions are being implemented in conjunction with this scheme. It is proposed to implement double yellow lines on both sides of the carriageway on Burnham Lane from the Shell Petrol Station to its junctions with Royston Way and Altwood Close, and also for the entirety of Station Road from the railway bridge to its junctions with Burnham Lane (including the slip road). The reason for these restrictions is to ensure vehicles are not parked obstructively at this location, which may have a detrimental impact on traffic flow, or cause obstructions to pedestrians and cyclists.

Burnham Lane Bridge One Way – Drg No. SBC/T/P/00275(4)

It is proposed to reverse the direction of traffic flow under the Burnham Lane railway bridge. Currently, vehicles from the A4 turn right onto Burnham Lane to travel in a north westerly direction to travel under the bridge and turn right onto Burnham Lane, or left onto Buckingham Avenue. The proposal will reverse this, and vehicles will now travel in south easterly direction under the bridge to travel from Burnham Lane or Buckingham Avenue onto the A4. Burnham Lane will still operate 2 way traffic flow to the south of bridge to ensure access is maintained for the residents here. To facilitate the right turning movement from Burnham Lane to pass underneath the bridge, a mini roundabout will be introduced.

Littlebrook Avenue – Drg No. SBC/T/P/00275(2)

It is proposed to implement a combination of double yellow lines and residents permit holders only parking bays on Littlebrook Avenue. Slough Borough Council were approached by a residents group from the area, supported by local ward members requesting something to be done about the large number of commuter vehicles being parked on Littlebrook Avenue, often in an obstructive manor causing road safety concerns, as well reducing the available space for residents and their visitors to park. A variety of options were offered to the residents group, and

a residents permit scheme enforceable between the hours of 10am – 11am from Monday to Friday was voted for, along with additional double yellow lines at critical junctions and bends in the road where parking causes visibility and accessibility problems.

Phase 2

Burnham Train Station Environment – Drg No. SBC/T/P/00275(5)

It is proposed to develop the approach road leading to the Burnham Train Station entrance to compliment the works being undertaken by Rail for London. Rail for London are proposing to build a new station building with gate lines, a new ticket hall, an access for all lift enhanced travel information, CCTV and security. A mock-up of the new station building can be seen in appendix A, which also includes a second new structure which has yet to be confirmed. This second structure could potentially incorporate a lift linking the upper level car park and the new ticket hall which will improve accessibility for disabled drivers and vulnerable road users. If this is not approved, accessibility can still be improved by providing PRM parking on the approach road, which will bring vulnerable and disabled drivers closer to the station entrance.

In order to maximise the space available, the Council have inquired into who has ownership of the 'wooded' area on the southern side of the approach road. This land is owned by a private individual as Network Rail sold it a number of years ago. The Council are working on contacting the individual to request permission to develop the land, however to date all approaches have been unsuccessful. There is however the opportunity to develop the shrubbery on the northern side of the approach road, which is under the ownership of Network Rail. This will enable the road to be widened to accommodate a number of new facilities such as PRM parking, cycle parking and the relocation of the cycle hire from Burnham Lane.

Additionally, it is proposed to convert a section of green land to the east of Station Road bridge to a car park. With the additional restrictions being placed on Littlebrook Avenue and the anticipated increase in demand for rail services at Burnham Station, an additional car park will increase parking capacity and help facilitate these additional rail journeys. This will be a Council run pay and display car park, operating a tariff similar to that at Burnham Station. The initial designs show that parking capacity can be increased by 30-40 spaces.

Phase 2 will also make permanent the changes made to the road layout following the experimental phase 1 scheme. Physical measures will be put into place to finalise the new road layout (including road widening, kerb and earth works etc) to ensure vehicles, especially large buses, refuse and emergency services can comfortably complete the turning movements. Furthermore, 2 new zebra crossing will be installed on Burnham Lane to help facilitate the increase in pedestrian movements to and from the station as a result of Burnham becoming a Crossrail station.

Five Points Junction – Drg No. SBC/T/P/00275(3)

It is proposed to upgrade the traffic signals at the five points junctions (Burnham Lane, Priory Road, Hogfair Lane and Lower Britwell Road) to MOVA, and to also amend the lane

configuration to improve traffic flow. It is anticipated that demand at this junction will increase due to the changes to the road layout at the Burnham Lane and Station Road bridges, so this junction upgrade will help the junction to be reactive to live changes in traffic flow and keep traffic moving.

Consultees

As part of the statutory process, Slough Borough Council will be consulting with all statutory consultees outlined in appendix B.

Legal Implications

The amendments will be made under Section 9 of the Road Traffic Regulation Act 1984 and regulation

7 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. This will require the Council to undertake consultation with statutory consultees before sealing the amendments to the Traffic Regulation Orders.

Financial Implications

A budget of £1.5 - £2m has been allocated to complete Phase 1 and 2 of this scheme. This funding has been allocated to Slough Borough Council by the Local Enterprise Partnership in the 2015/16 financial year. It is estimated that the experimental phase 1 of the scheme will cost in the region of £5,000 to implement, and be funded from s106 contributions from SEGRO and Priory School.

Recommended Decision

It is recommended:

1. That the scheme is implemented under the experimental traffic regulation order process. Representations will be accepted within the first 6 months of implementation, and be in place for no longer than 18 months before a decision is made on the permanent scheme. The effect of the experimental traffic regulation orders will be that;
2. Station Road Bridge is closed to vehicular traffic in both directions;
3. The slip road connecting Burnham Lane and Station Road is made one way south bound;
4. Station road is made one way from Station Road Bridge to its northern most junction with Burnham Lane
5. The direction of Traffic Flow is reversed under Burnham Lane Bridge so that it flows south bound from Burnham Lane to Bath Road A4;

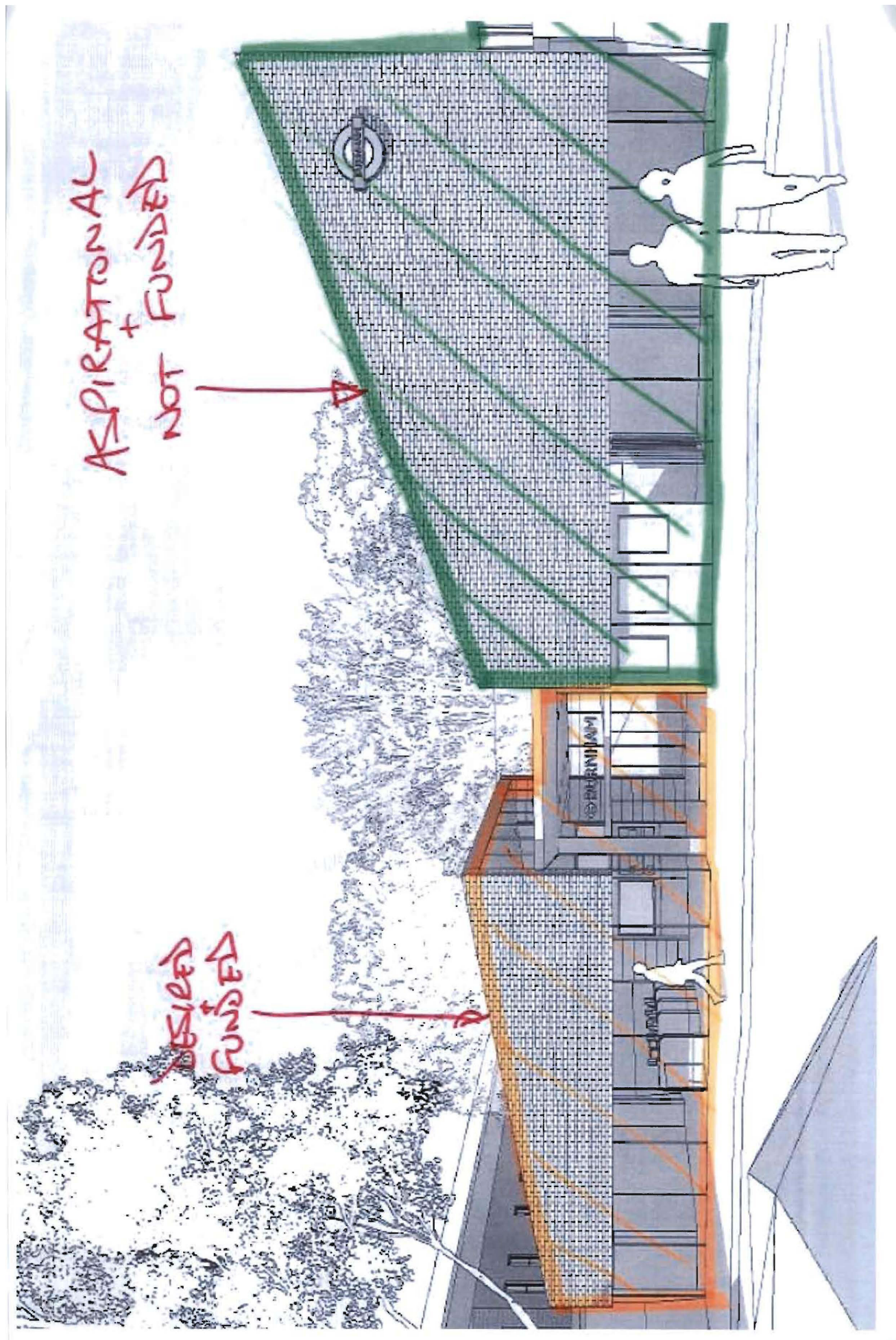
6. A mini roundabout is constructed at the junction of Burnham Lane and Buckingham Avenue;
7. A residents permit scheme is implemented on Littlebrook Avenue; and
8. Additional No Waiting At Any Time restrictions are implemented on Burnham Lane.

Appendices

Appendix A – Rough sketch of new structures at Burnham Train Station

Appendix B – List of Statutory Consultees (contact details redacted)

Appendix A – Rough sketch of new structures at Burnham Train Station



Appendix B – List of Statutory Consultees (contact details redacted)

Arriva The Shires

Bear Buses

Carousel Buses

First Beeline Buses Ltd

Freight Transport Association

London United Busways

Reading Transport Limited

Red Line Buses

Road Haulage Association

Royal Berkshire Fire & Rescue Service

Royal Mail

SEGRO

Slough Chamber of Commerce

South Central Ambulance Service NHS Trust (Berkshire Division)

Thames Travel

Thames Valley Police

Transport For London (Bus Property Team NW)

Transport For London (London Buses)

UK Datapoint Limited

Thomas McGrory

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SLOUGH BOROUGH COUNCIL

REPORT TO: Council **DATE:** 22nd September, 2015

CONTACT OFFICER: Shabana Kauser
(For all enquiries) Senior Democratic Services Officer
(01753) 787503

WARD(S): All

PART I
FOR DECISION

MOTION SUBMITTED TO COUNCIL UNDER PROCEDURE RULE 14

The following motion has been received in accordance with Council Procedure Rule 14:-

A) Teacher Recruitment and Retention

(Moved by Councillor Bal, seconded by Councillor Pantelic)

“This Council resolves that, in recognising the national crisis affecting teacher recruitment and retention, to;

- (i) Refer the issue of teacher recruitment and retention in Slough to the Education and Children’s Services Scrutiny Panel and;
- (ii) to incorporate the findings of Slough Schools research into recruitment and retention of teachers into the work of the Education and Children’s Services Scrutiny Panel, should their funding proposal to the Slough Schools Forum be approved and will;
- (iii) continue to work constructively with local schools, partners, parents and children to ensure that all children in Slough continue to receive the highest standard of education possible in Slough.

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