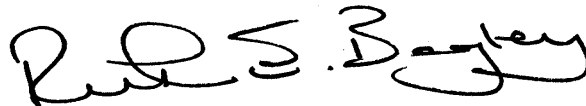


Date of issue: Wednesday 30th March, 2016

MEETING	OVERVIEW & SCRUTINY COMMITTEE (Councillors Nazir (Chair), Strutton, Ajaib, Bains, Bal, N Holledge, Malik, Rana and Usmani)
DATE AND TIME:	THURSDAY, 7 TH APRIL, 2016 AT 6.30PM
VENUE:	VENUS SUITE 2, ST MARTINS PLACE, 51 BATH ROAD, SLOUGH, BERKSHIRE, SL1 3UF
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	SHABANA KAUSER 01753 787503

NOTICE OF MEETING

You are requested to attend the above Meeting at the time and date indicated to deal with the business set out in the following agenda.



RUTH BAGLEY
Chief Executive

AGENDA

PART 1

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
	Apologies for absence.		
	CONSTITUTIONAL MATTERS		
1.	Declaration of Interest		

AGENDA
ITEM

REPORT TITLE

PAGE

WARD

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 Chair 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.

2. Minutes of the Last Meeting held on 3rd March 2016 1 - 6 All

SCRUTINY ISSUES

3. Member Questions

(An opportunity for Committee Members to ask questions of the relevant Director/ Assistant Director, relating to pertinent, topical issues affecting their Directorate – maximum of 10 minutes allocated).

4. Presentation by Francis Habgood, Chief Constable, Thames Valley Police All

5. Annual Scrutiny Report 2015/16 7 - 20 All

6. Burnham Station Road Network Alterations - Final Review Analysis 21 - 64 Haymill & Lynch Hill, Britwell & Northborough and Cippenham Green

7. Annual Petitions Report 2015/16 65 - 80 All

8. Contract Management Task and Finish Group: Terms of Reference 81 - 84 All

9. Consideration of reports marked to be noted/for information

(The Committee will consider any reports marked to be noted/for information and determine whether future scrutiny is considered necessary: maximum of 5 minutes allocated).



<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
10.	Attendance Record	85 - 86	All
11.	Date of Next Meeting - 14 th June 2016		

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 the Committee 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.

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Overview & Scrutiny Committee – Meeting held on Thursday, 3rd March, 2016.

Present:- Councillors Nazir (Chair), Strutton (Vice-Chair), Ajaib (from 6.47pm), Bains, Bal, N Holledge, Malik and Rana

Apologies for Absence:- Councillor Usmani

PART I

65. Declaration of Interest

Councillor Bal declared that his daughter worked at Slough Borough Council.

Agenda Item 5, Slough Urban Renewal Update: Councillor Nazir declared that he was a Council appointed Director on the Slough Urban Renewal Board. Although Councillor Nazir remained in the meeting during consideration of this item, Vice-Chair Councillor Strutton chaired the meeting for this agenda item.

66. Minutes of the Last Meeting held on 4th February 2016

Resolved – That the minutes of the meeting held on 4th February 2016 be approved as a correct record.

67. Member Questions

None received.

68. Universal Credit - Implications for Local Residents

The Committee were provided with an update regarding the implementation of Universal Credit and any potential implications for local residents. Members were reminded that the aim of universal credit was to simplify a complex system of benefits by bringing them together in a single system for both in work benefits and out of work benefits for all working age applicants.

Universal Credit is seen by the government as a key part of a package of welfare reforms supporting a more dynamic and flexible labour market by removing barriers to work allowing individuals to get back into and progress in work.

One of the overarching aims stated by the Department of Work and Pensions (DWP) is making work pay and they are doing this via Universal Credit by providing:

- more help for low income working families
- helping customers keep more of what they earn
- improving incentives to increase hours of work
- simplified system which will make moving to work feel less 'risky'

Overview & Scrutiny Committee - 03.03.16

Universal Credit was introduced in April 2013 in a limited number of Local Authorities and is gradually being rolled out across the country; Slough's implementation went live in September 2015. It encompasses all new benefit claims for working age single people and couples without children. The intention is that Universal Credit will be rolled out further between now and 2021. The next phase will be for all new claims from all working age benefit recipients to be made for Universal Credit by July 2018. Although an exact date for Slough to go 'live' was unknown at present, following recent correspondence with the DWP it was anticipated that it would be after December 2016.

It was explained that if an individual made a claim for Universal Credit and had rent costs either to a private landlord or to the Council, their rent costs would be calculated and paid within their Universal Credit. Similarly, if a customer made a claim for Universal Credit and they also paid Council Tax they were directed to the Slough Borough Council web site and requested to make a separate claim for Council Tax Support.

Members were informed that there were no formal statistics for Universal Credit claims in Slough as Universal Credit was a national benefit and only national figures were published. However, officers had maintained records of the contacts made regarding Universal Credit and the issues raised. Between 28 September 2015 and 12th February 2016, there had been 70 individual contacts regarding Universal Credit claims, this could be any forms of contact in relation to their claim. It was therefore assumed that at least 70 people had claimed Universal Credit in Slough. There were 12 council tenants and 11 private tenants who were currently in receipt of universal credit. On the basis that there were 23 claims known to the Council for help with rent payments, it was assumed that there would be 23 claims for Council Tax Support. At this stage however there were only 6 council tax claims. It was noted that this may be because the customers are living in houses in multiple occupation (HMO) but could also be because they are unaware that a separate claim has to be made. The Council, in partnership with arvato, was in the process of contacting these customers to see if they wanted to claim Council Tax Support. Without a valid claim for council tax support it was unlikely that they would be able to pay their council tax, which would adversely impact the Council's council tax collection rates.

Committee Members queried what support was offered to individuals to assist them both in claiming Universal Credit and managing their money better; given that payments were being made monthly in arrears. It was explained that the DWP had introduced a Personal Budgeting Support (PBS) service, providing customers with advice and support in managing their finances. It was noted that to date Slough had not received any referrals for PBS from the DWP. This was a similar situation for many other Council's nationally who are live on Universal Credit. It was brought to Members attention that the issue had been raised with the liaison officer in the DWP, who was actively trying to ensure that their staff made referrals. In addition a nationwide initiative had commenced to remind all DWP advisors to make referrals for PBS.

Overview & Scrutiny Committee - 03.03.16

Resolved – That details of the report be noted.

(Vice Chair, Councillor Strutton, in the Chair during consideration of the following item)

69. Slough Urban Renewal Update

The Committee considered details of the report which provided an update on the Slough Urban Renewal projects. The Strategic Director of Customer and Community Services reminded Members that Slough Regeneration Partnership (“SRP”) was established in 2013 and is a joint venture Limited Liability Partnership between the Council and Morgan Sindall Investments Limited (“MSIL”). Following a typical Local Asset Backed Vehicle (“LABV”) approach, the Council invests primarily through its land assets and MSIL invests primarily through finance and/or provision of services. The company was rebranded in 2015 and now traded under the name of Slough Urban Renewal (“SUR”).

SUR has developed into a key enabler of the Council’s regenerative and commercial policy. The company is building both council infrastructure, such as the Curve building, as well as major housing and commercial schemes across the borough.

Details of the community projects were highlighted. Although construction of the Curve was well underway, some unanticipated site issues meant a delay in the opening until summer 2016. Upon completion, the Curve would include a new library, cafe, museum, performance venue, learning rooms and computer suite.

Members were informed that the Arbour Park project had evolved over several years as a way to maximise the use of the vacant site created by the relocation of Arbour Vale Special School in 2007. The Arbour Park development strategy comprised of three SBC-led projects that were being built by SUR in tandem with the new Lynch Hill Free School. These were:

- The first phase of a new Community Sports Facility with an anticipated completion date by August 2016 and the entire facility completed by spring 2017.
- A 4 court sports hall, MUGA and some internal reconfiguration for St Joseph’s Catholic High School, and
- The remodelling of Orchard Youth and Community Centre to facilitate the relocation of the Creative Academy from the West Wing to be complete in March 2016.

The Committee were also provided with an update regarding commercial projects. The first SUR house building project went on site at Ledgers Road (marketed as ‘Milestone’ and named after the listed milestone on Bath Road) in August 2015 and would provide 50 homes for sale and 23 homes for rent. It was anticipated that the 23 social rented units will be handed over to the Council by November 2016 and the whole site completed by January 2017.

Overview & Scrutiny Committee - 03.03.16

Marketing of open market homes would be targeted at local and first time buyers (rather than investment purchasers) and the site had also been registered for Help to Buy.

Planning permission was granted in February 2015 (subject to completion of a s106 agreement) for 104 houses on the former Wexham Nursery site. The project would include 34 social rented houses that would be purchased by the HRA and be available for Slough residents on the housing waiting list. Construction was due to begin in late 2016 and the first completed homes would be available in late 2017.

Members raised a number of issues in the ensuing discussion:

- *A Member requested further details regarding the delay in the opening of the Curve, including financial information relating to the additional costs incurred by the Council as a result of the delay and why re-location of the registrar services were not considered earlier in the planning process.* The Strategic Director of Community and Customer Services explained that the initial handover date was December 2015. However due to delays in completion of construction of the building, the date was put back to March 2016. Morgan Sindall had accepted full responsibility for the delays and the Council would be fully reimbursed for costs incurred due to the delay. Following a decision to re-locate the registrars service to the Curve, an options appraisal was carried out. Although the initial venue choice was at the east end of the High Street, it was considered that this would not be suitable given the specialist specifications required for the registrars service. The decision to locate the registrars service to the Curve had resulted in further delays to the scheduled opening in March 2016.
- *Details regarding the costs of locating the registrars service to the Curve and which, if any, facilities were lost to accommodate the registrars.* It was noted that re-locating the registrars service had cost an approximate £650k. The costs were mainly due to the specialist equipment required for the needs of the service, including soundproof rooms. It was brought to Members attention that the service was being located in an area that had been reserved for exhibition space. An area on the ground floor would now be utilised for exhibition space.
- *Opening date for the Curve.* It was noted that the anticipated handover date was end of June/July.
- *Details regarding outline plans (including whether these included land obtained from Wexham Parish Council) and proposed development at land at the former Wexham nursery site and clarification regarding the profit share scheme.* It was reported that a 104 properties would be developed on the site and that the matter was due to be considered on 14th March 2016 by Cabinet. Outline plans for the site would be circulated to Committee Members. It was clarified that the land was owned by the Council and Morgan Sindall responsible for the development of the properties and the profit share, after expenses, was on a fifty/fifty basis.

Overview & Scrutiny Committee - 03.03.16

- *A Member requested details about the Local Economy Benefit Programme, including training programmes offered, the use of local suppliers and apprenticeship schemes offered.* It was explained that whilst Morgan Sindall had taken measures to employ local individuals where ever possible, there was a skills shortage in the construction labour market in Slough. Information regarding the use of apprenticeship schemes would be circulated to the Committee.
- *Lessons learnt / How improve communications with partners to avoid delays as experienced during construction of the Curve.* Meetings had been held between senior officers of the Council, SUR and Morgan Sindall Construction & Infrastructure (the main contractor) to ensure improved communication and reporting lines were in place, earlier communication and escalation of any adverse issues and clear roles and responsibilities for future projects.
- *Financial details regarding the total cost of the Curve and whether the operating costs would be covered by income generated by the Curve.* Members were informed that the total cost for the Curve project was £22 million. The Strategic Director Customer and Community Services explained that the financial forecast was that the Curve would operate at a financial loss. The Committee were reminded that locating a number of services within the Curve had meant that a number of other sites would be available for development. A Member requested information regarding the anticipated revenue costs of operating and maintaining the Curve on a quarterly basis and it was agreed that this would be sent when available.

Resolved – That details of the update be noted.

(Councillor Nazir in the Chair)

70. Forward Work Programme

The Committee considered details of the work programme for the remainder of the municipal year 15/16.

Resolved – a) That the work programme be noted.

b) That the work programme for the municipal year 16/17 to include item(s) on the Housing Strategy and Housing Stock/Revenue Account.

71. Members Attendance Record 2015/16

Resolved – That details of the Members Attendance Record be noted.

72. Date of Next Meeting – 7th April, 2016

The date of the next meeting was noted as 7th April, 2016.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 7.34 pm)

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SLOUGH BOROUGH COUNCIL

REPORT TO: Overview and Scrutiny Committee

DATE: 7th April 2016

CONTACT OFFICER: Councillor Nazir – Chair, Overview and Scrutiny Committee
(For all Enquiries) Dave Gordon – Scrutiny Officer
(01753) 875411

WARDS: All

PART I
FOR COMMENT AND ENDORSEMENT

ANNUAL SCRUTINY REPORT 2015/16

1. **Purpose of Report**

The Annual Scrutiny Report is presented to the Overview and Scrutiny Committee (OSC) for comment and endorsement at its final meeting of the Municipal Year. The purpose of this cover report is to provide the Committee with background on the constitutional requirement of an Annual Scrutiny Report to Council, and to provide members with an opportunity to comment on the draft report and seeks views on any other information that should be included in the Report.

2. **Recommendation to Council**

The Committee is requested to:

1. Suggest any amendments to the draft Report they feel necessary; and
2. Subject to any amendments, endorse that the Report be presented to Council on 19th April 2016.

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

- 3.1 The Council's decision-making and the effective scrutiny of it underpins the delivery of all the Joint Slough Wellbeing Strategy priorities. The OSC, along with the four Scrutiny Panels combine to meet the local authority's statutory requirement to provide public transparency and accountability, ensuring the best outcomes for the residents of Slough.
- 3.2 The work of the OSC also reflects the priorities of the Five Year Plan, as follows:
 - Slough will be the premier location in the south east for businesses of all sizes to locate, start, grow, and stay
 - There will more homes in the borough, with quality improving across all tenures to support our ambition for Slough
 - The centre of Slough will be vibrant, providing business, living, and cultural opportunities

- Slough will be one of the safest places in the Thames Valley
- More people will take responsibility and manage their own health, care and support needs
- Children and young people in Slough will be healthy, resilient and have positive life chances
- The Council's income and the value of its assets will be maximised
- The Council will be a leading digital transformation organisation

3.3 Overview and Scrutiny is a process by which decision-makers are accountable to local people, via their elected representatives for improving outcomes relating to all priorities for the Borough and its residents. Scrutiny seeks to influence those who make decisions by considering the major issues affecting the Borough and making recommendations about how services can be improved. The Annual Scrutiny Report supports the Scrutiny Function by providing a record of the work carried out during the year and plans for the future year.

4. **Supporting Information**

4.1 Annual reports are an opportunity to review the scrutiny work programme for the past year and assess the impact scrutiny has had on influencing policy and holding the Executive to account. Looking at an Annual Report can help us to understand the nature of the work undertaken by Overview and Scrutiny and to assess its effectiveness. It also gives an opportunity to reflect on any lessons learned during the year to help guide future work.

4.2 The production of an Annual Report is a statutory requirement of the Constitution and in addition the Committee "must report annually to the full Council on future work programmes and amended working methods if appropriate."

4.3 This Committee is provided with a draft of the Annual Scrutiny Report which highlights some key achievements from the year where Scrutiny has made a difference.

4.4 There is scope to build on and develop different methods of scrutiny next year; particular attention needs to be given on evidencing how Scrutiny actually makes a difference and forward planning.

5. **Conclusion**

The Local Authority, through its Overview and Scrutiny Function, has an influential, as well as statutory, role in scrutinising the activities and performance of the Cabinet and External Bodies. The Annual Scrutiny Report provides an opportunity to communicate the work the Committee and its Panels have undertaken, challenges faced and the improvements made as a result of scrutiny.

6. **Appendices Attached**

A - Draft Annual Scrutiny Report 2015/16

7. **Background Papers**

None.

Annual Scrutiny Report

2015/2016



Foreword

It gives me great pleasure to introduce the Annual Scrutiny Report. The Report highlights key pieces of work each of the Scrutiny Panels and the Overview and Scrutiny Committee have completed over the past year. The Overview and Scrutiny Committee and the three Panels (Education & Children's Services, Neighbourhoods & Community Services and Health) have played an important role in Slough Borough Council's drive to improve services for residents. This report highlights the key achievements of the Panels and the Committee, so that this report gives a good picture of the big issues that Scrutiny has looked at during the 2015/16 municipal year as well as anticipating the likely work for 2016/17.

Issues I would like to highlight, in particular, are:

- The joint meeting of the Overview and Scrutiny Committee and Education and Children's Services Scrutiny Panel regarding the work of the Slough Children's Services Trust. This has subsequently been taken forward by the Panel in its subsequent meetings of 2015/16.
- The Overview and Scrutiny Committee's discussion of the traffic scheme for Burnham Station, which has since been monitored by the Overview and Scrutiny Committee and the Neighbourhoods and Community Services Scrutiny Panel.
- The Health Scrutiny Panel's work on the provision of GP services in Slough, which has led to Councillors discussing local needs with the Care Commissioning Group on an ongoing basis.
- The Neighbourhoods and Community Services Scrutiny Panel's work on improving the flow of transport, road safety and enforcement of road regulations in conjunction with the Transport Team.

In addition, this year the Overview and Scrutiny Committee commissioned a Task & Finish Group to investigate the system of reporting casework for residents. This made a series of recommendations which Cabinet has now requested it to research further. A similar project has now been commissioned on contract management.

Scrutiny plays a vital role in providing effective challenge, bringing transparency and examples of best practice into the services we provide to the public, and these issues demonstrate the value that the scrutiny process can bring.

The 2016/17 Municipal Year will see further work to bolster this role and provide Members with a forum for genuine policy debate and impact. Initial Member training will provide Councillors with an overview of the major policy areas facing Slough in the coming year, and will allow Members to scope appropriate reviews and meetings for this. This will help ensure that Overview and Scrutiny adds value to the work of the Cabinet and officers.

I would like to thank my own Vice Chair, as well as the Chairs and Vice Chairs of all the Panels for their support and leadership throughout the year. And on behalf of all the Chairs and Vice Chairs I would also like to thank all members, officers and partners who have contributed to the work of the Overview and Scrutiny function over the past year.



**Councillor Mohammed Nazir
Chair, Overview and Scrutiny Committee**

What is Overview and Scrutiny?

The Overview and Scrutiny Function, established by the Local Government Act 2000, plays the role of critical friend to the Cabinet and other key decision makers.

Overview and Scrutiny Committees were created to:

- hold decision-makers to account;
- challenge performance and help improve services;
- ensure policies are working as intended and, where there are gaps, to help develop policy (through its own policy development work and making recommendations to decision-makers);
- bring a wider perspective, from citizens and stakeholders; and
- examine broader issues affecting local communities.

Through requesting information and questioning decision-makers an Overview and Scrutiny Committee can review the quality of local services, hold decision-makers to account (whether the Cabinet or other statutory bodies such as NHS Trusts), and put forward ideas for developing and improving services.

The Centre for Public Scrutiny has set out the four principles for effective scrutiny as:

- critical friendship to decision-makers
- engaging the public, enabling the voice of the public and communities to be heard in the process
- owning the process with non-Executive Members driving the scrutiny process
- making an impact through driving forward improvements in public services

To achieve the desired quality of effective scrutiny, an Overview and Scrutiny function must:

- be independent
- be robust, rigorous and challenging
- fully engage all non-Executive Members
- come from a positive culture that supports and promotes the process
- involve local citizens and service users
- ensure that its purpose is clear and widely understood
- demonstrate the value added
- be creative in its ways of monitoring service performance
- have dedicated resources
- bring the conclusions of its Reviews to the attention of Full Council
- have a comprehensive Member Development programme

The questions an Overview and Scrutiny Function must ask itself in terms of its own effectiveness are:

- Is it effectively holding decision-makers to account?
- Is it helping to improve services?
- Is it building links between the Council, its partners and the community?
- Is it helping to improve the quality of life for local people?
- Is it adding value?

The Annual Report looks to assess the effectiveness of the work done by the Overview and Scrutiny function at Slough Borough Council in the 2015/16 municipal year, as well as reviewing the changes to the role of scrutiny that have taken place following the Comprehensive Spending Review, the transfer of services to Slough Children's Services Trust and the launch of the Five Year Plan as Slough Borough Council's overall strategic framework.

Overview and Scrutiny at Slough Borough Council

The Overview and Scrutiny function at Slough Borough Council is made up of the Overview and Scrutiny Committee and three standing Panels: Health Scrutiny Panel, Neighbourhoods and Community Services Scrutiny Panel, and Education and Children's Services Scrutiny Panel. In addition, each of these four committees can commission Task and Finish Groups to undertake time-limited reviews of specific policy issues.

The Panels enable greater focus on specific subject matter, while the overarching Overview and Scrutiny Committee focuses on cross-cutting issues as well as the corporate, financial and performance management aspects of the Council's work. The Committee and Panels look to work closely together, using joint meetings where appropriate, to develop their work programmes and effectively scrutinise the work of the Council and its partners.

Members on the Overview and Scrutiny Committee and three Panels receive research and administrative support from a dedicated Scrutiny Officer; with Democratic Services also providing committee administration to the Overview and Scrutiny Committee and Health Scrutiny Panel.

Getting Involved

The Overview and Scrutiny Committee and all three Panels meet in public, and welcome members of the public who wish to observe proceedings. Task & Finish Groups hold their meetings either in public or closed session as appropriate.

The agendas and related papers are published on the Slough Borough Council website five clear working days in advance of any meeting and are available to download for free.

Member Development

2015/16 saw a series of events held to assist members of scrutiny panels in undertaking their work. The Overview and Scrutiny Committee received training on the role of Task and Finish Groups within the scrutiny system; one of the Groups which was discussed at this meeting concerned housing, which is likely to be an important issue in 2016/17.

The Education and Children's Service Scrutiny Panel are also currently scoping the support they will require for 2016/17. During the transition from previous arrangements to the creation of the Slough Children's Services Trust, members of the Panel received regular briefings on the new arrangements. For 2016/17, additional opportunities for mentoring of the Chair, as well as training on the responsibilities of members and the skills required will be provided.

The Chair of the Health Scrutiny Panel has also been provided with support in understanding the overall landscape of healthcare provision. To this end, he has been invited to events run by the Centre for Public Scrutiny, South East Employers and the Thames Valley Health Scrutiny Network covering a range of subjects in the area.

The feedback from these sessions was extremely positive. Training events have also helped build relationships with key organisations and individuals as well as offering advice on skills and overall approach.

Overview and Scrutiny Committee

Membership:



Councillor Mohammed Nazir (Chair)



Councillor Wayne Strutton (Vice Chair)

- Councillor Zaffar Ajaib
- Councillor Rayman Bains
- Councillor Joginder Bal
- Councillor Nora Holledge
- Councillor Sandra Malik
- Councillor Mandeep Rana
- Councillor Khaula Usmani

The Overview and Scrutiny Committee has met nine times during the 2015/16 municipal year.

The Overview and Scrutiny Committee primarily focuses its attention on the particular Cabinet Portfolios of Finance and Strategy, and Performance and Accountability in planning its work programme for the year.

During the year the Committee considered a range of issues:

- The call-in of the decision made regarding the road network around Burnham Railway Station and ongoing monitoring of the scheme
- The establishment of Slough Children's Services Trust – project management issues and governance arrangements
- Five Year Plan – themes 1 (Changing, Retaining and Growing) and 3 (Using Resources Wisely)
- The contract with arvato and partnership working
- Local authority partnership purchases
- The initial findings and recommendations of Slough Children's Services Trust (joint meeting with the Education and Children's Services Scrutiny Panel)
- Treasury management and the Slough Borough Council budget
- Council houses rents and charges
- Procurement of the Environmental Services contract
- Universal Credit and the implications for local residents
- Slough Urban Renewal
- Crime and Disorder – Chief Constable
- Quarterly finance and performance monitoring
- Commissioning the Casework Task & Finish Group and Contract Management Task & Finish Group
- Monitoring the progress of recommendations made by the Town Centre Car Parking Task & Finish Group

Scrutiny Reviews

Casework Task and Finish Group

The Committee undertook an in-depth review of the system used by Slough Borough Council to record and track the progress made in casework received from residents and Councillors. The Task and Finish Group comprised of Councillors Ajaib (Chair), Chahal, Davis, Matloob and Plenty and met in the autumn of 2015 to discuss the existing system and the potential requirements for any replacement.

This Review led to the following recommendations being made:

- 1) That the possibility of a system upgrade be investigated, with the system requiring the following elements to justify its procurement;
 - The ability to act as a central repository for casework, from submission to completion or final decision;
 - The ability to be interrogated by officers, allowing previous cases on the same policy matters to be found and used in decision making;
 - The ability to be accessed via Councillors' iPads; and
 - The ability to be accessed by residents via the Slough Borough Council (SBC) website to track the progress of their cases.
- 2) For any such system to include automated escalation points, whereby inaction by an established deadline would cause responsible officers to receive an alert;
- 3) SBC officers be asked to establish previous decisions made in comparable cases where applicable, in order to avoid any inconsistencies in decisions made, actions taken or advice given to residents;
- 4) SBC officers to ensure that final responses are sent to residents, with the relevant Councillor copied into the response. Councillors are to be made aware that this is the standard procedure and should not act as spokespeople for decisions made by officers; and
- 5) In cases where the decision made or the action taken has an impact across their ward, Councillors are to inform other Councillors in that ward.

On 8th February 2016, Cabinet welcomed the report and endorsed its recommendations in principle. Further to this, it asked the Group to work alongside the Commissioner for Performance and Accountability to take forward the recommendations above.

Officers are currently scoping the issues and options in response to these recommendations.

Health Scrutiny Panel

Membership:



Councillor Zaffar Ajaib (Chair)



Councillor Wayne Strutton (Vice Chair)

- Councillor Wal Chahal
- Councillor Shafiq Chaudhry
- Councillor Avtar Cheema
- Councillor Nimrit Chohan
- Councillor Michael Holledge
- Councillor Natasa Pantelic
- Councillor Ishrat Shah

Non-Voting Co-opted Member:

- Colin Pill (Slough Healthwatch)

The Health Scrutiny Panel met seven times during the 2015/16 municipal year. Taking on responsibility for the cabinet portfolio of health and wellbeing, the Panel also holds the statutory responsibility for scrutinising the provision of local health services across the Local Authority area. In doing this, the Panel covered a range of issues during the municipal year, including:

- The provision of GP services across Slough
- The Better Care Fund
- The impact of the acquisition of Heatherwood and Wexham Park NHS Foundation Trust and the CQC inspection of October 2015
- The Care Act 2014
- The Voluntary Sector Partnership Strategy
- 'Slough Caring for Our Carers' – the Joint Commissioning Strategy
- Adult Social Care – budget, reform and the local account
- The Public Health Grant and the Comprehensive Spending Review
- Mental Health Care Crisis Concordat
- Alcohol abuse and substance misuse
- Children's and Adolescents' Mental Health Services
- Slough Safeguarding Adults – Annual Report 2014 – 15
- Leisure Strategy
- The Slough Walk-in Centre
- Slough Wellbeing Board Annual Report 2015 – 16
- Five Year Plan – Outcome 6 (more people will take responsibility and manage their own health, care and support)
- Transfer of health visitor services
- Measurable outcomes from formal co-operation between Slough Borough Council and the Clinical Commissioning Group
- Berkshire Healthcare NHS Foundation Trust Quality Account 2015 – 16

Neighbourhoods and Community Services Scrutiny Panel

Membership:



Councillor Ted Plenty (Chair)



Councillor Darren Morris (Vice Chair)

- Councillor Haqeeq Dar
- Councillor Roger Davis
- Councillor Nora Holledge
- Councillor Sandra Malik
- Councillor Fatima Mansoor
- Councillor Paul Sohal
- Councillor Anna Wright

The Neighbourhoods and Community Services Scrutiny Panel met six times during the 2015/16 municipal year. Taking on responsibility for the cabinet portfolios of neighbourhoods and renewal, community and leisure, and environment and open spaces, the Panel covered a range of issues during the municipal year, including:

- The subletting fraud amnesty campaign
- Road safety on the A4 in the Brands Hill area
- Real time passenger information for the bus service
- Littering, fly tipping and enviro-crime
- Garages Strategy
- The Environmental Services Contract – bulky waste collection, the service scorecard
- Housing – regulation, key performance indicators, residents' satisfaction, loft insulation and performance management
- The Violence Multi-Agency Panel
- Allotment Service
- Civil enforcement beat coverage for parking offences
- Street lighting
- The work of the Safer Slough Partnership
- Support from Slough Borough Council for Neighbourhood Action Groups
- Prostitution
- Five Year Plan – outcome 4 (Slough will be one of the safest places in the Thames Valley)
- Transport – the Parking Strategy, yellow line enforcement, parking facilities, vehicle activated signs and taxis for schools

The Panel met once as the Crime and Disorder Committee, discussing issues such as cyber crime, engagement with the Local Safeguarding Children Board and intra-family violence. It also appraised the recent work on enviro-crime, with specific reference to the anti-littering project that had been conducted on Slough High Street.

Education and Children's Services Scrutiny Panel

Membership:



Councillor Natasa Pantelic (Chair from 28th January 2016)



Councillor Frank Abe (Vice Chair)

- Councillor Joginder Bal (Chair until 28th January 2016)
- Councillor Preston Brooker
- Councillor Avtar Cheema
- Councillor Antreev Dhillon
- Councillor Fiza Matloob
- Councillor Darren Morris
- Councillor Mandeep Rana

Education Voting Co-opted Members:

- Oxford Diocese Representative (Vacant)
- Northampton Diocese Representative (James Walsh)
- Parent Governor Representative (Vacant)

Education Non-Voting Co-opted Members:

- Maggie Stacey (Head Teacher Representative)
- Lynda Bussley (Primary School Teacher Representative)
- Jo Rockall (Secondary School Teacher Representative)

The Education and Children's Services Scrutiny Panel met six times during the 2015/16 municipal year (its sixth meeting will take place on the 21st April 2016). It also held a joint meeting with the Overview and Scrutiny Committee on 20th January 2016.

Taking on responsibility for the cabinet portfolios of education and children, and opportunities and skills, the Panel covered a range of issues during the municipal year, including:

- School places
- Special Educational Needs – reforms
- Teacher recruitment
- The findings of the 'Team Around You' pilot project
- Slough Local Safeguarding Children Board – Annual Report 2014 – 15
- Children's Services and the transfer of services to Slough Children's Services Trust
- Private Finance Initiative - contract for schools
- Assessment and examination results for 2014 – 15
- Five Year Plan – outcome 5 (children and young people in Slough will be healthy, resilient and have positive life chances)
- Ofsted – inspection of children's services and Local Safeguarding Children Board
- Child sexual exploitation

- Looked after children
- Cambridge Education – annual report and future contractual arrangements
- Corporate parenting

References to Cabinet

The following references to Cabinet have been made by scrutiny in 2015/16. The responses are also recorded.

22nd June 2015:

The Town Centre Car Parking Task & Finish Group made the following recommendations to Cabinet:

- That land adoption be used to increase SBC's control of parking (e.g. Kittiwake House, the area in Mill Street outside Foundry Court).

Recommendation approved.

- That the size of loading and unloading bays be reviewed to facilitate their use by larger vehicles.

Recommendation approved.

- That further research be conducted into the continuation of free parking after 3pm, or cheaper parking through the use of a 'Slough Card', with a view to a potential increase in high street trade.

No further immediate action to be taken.

19th October 2015:

The Neighbourhoods and Community Services Scrutiny Panel made the following references to Cabinet:

- The Panel wished to refer their dissatisfaction on the road lay out for the A4 Brands Hill area to Cabinet, on the grounds of planning, design and implementation. This had led to outstanding safety issues, which rendered the highway as not fit for purpose.

The concerns of the Neighbourhoods & Community Services Scrutiny Panel regarding the planning, design and implementation of highway changes on the A4 at Brands Hill were noted. The Cabinet were satisfied that the proper processes had been followed to assess the safety of the scheme, including an independent safety audit, and that the design met all relevant Department for Transport standards and requirements.

Cabinet requested that all outstanding planned works such as the loading ban be implemented as soon as possible.

Cabinet also requested that Officers investigate, and if appropriate implement, further measures including speed reductions, road markings and / or temporary signage, public information and enforcement and report to the Neighbourhoods & Community Services Scrutiny Panel in six months. This report was included in the agenda for the Panel's meeting on 29th March 2016.

- The matter of the real time passenger information for buses should be referred to Cabinet, with specific reference to the issue of 'ghost buses'.

Cabinet requested that the reference from the Neighbourhoods & Community Services Scrutiny Panel, and the response of Officers, in relation to continued concerns about the performance of Real Time Passenger Information for buses be noted.

Cabinet requested that a letter be sent to First stating that the Cabinet considered current performance and detection rates to be unacceptable, and sought further commitment from First to take all necessary practical steps to move towards the 100% target.

Cabinet requested that the data now being received by the Council from other bus operators in Slough be transmitted to the RTPi system at bus stops as soon as possible, and that the Commissioner for Social & Economic Inclusion be informed of the date of implementation.

Cabinet requested that in addition to the steps to maximise the performance of the existing system, Officers undertake a fundamental review of the longer term technological options for Real Time Passenger Information in Slough.

18th January 2016:

The Education and Children's Services Scrutiny Panel made the following recommendation to Cabinet:

- All contracts with outsourced service providers must stipulate that they conduct a safeguarding audit to Section 11 (Children's Act 2004) standards to underpin Slough Borough Council's responsibilities in the area.

The Cabinet noted the Panel's endorsement of this policy.

8th February 2016:

The Casework Task & Finish Group made its recommendations to Cabinet. The recommendations and Cabinet response can be found on page 6.

SLOUGH BOROUGH COUNCIL

REPORT TO: Overview and Scrutiny
DATE: 7th April 2016
CONTACT OFFICER: Savio DeCruz - Acting Head of Transport
(For all Enquiries) (01753) 875640
WARD(S): Haymill & Lynch Hill, Britwell & Northborough and
Cippenham Green

PART I

FOR INFORMATION

Burnham Station Traffic Scheme

1. Purpose of Report

- a. The purpose of the report is to provide the Overview and Scrutiny panel a summary of the Burnham Station Traffic Scheme experimental order for the first month of the northbound scheme (Phase 2). The report sets out the scheme detail and feedback obtained so far. At month three of Phase 2, a detailed report will be presented to Cabinet.

2. Recommendation(s)/Proposed Action

- a. The Committee is requested to note the feedback and data gathered to show the progress of the experimental scheme Phase 2 so far. The Committee is requested to note that the scheme is only one month in to an experimental scheme and that a full report will be presented to Cabinet at month three of the scheme.

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 5.

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 is a report to provide members with the feedback and data so far for the Burnham Station Traffic Scheme. This report is for month one so far of the northbound experimental scheme, an EIA will be required in future for the permanent scheme.

5. Supporting Information

5.1 **Background to the project**

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

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. The traffic demand during the peak hours exceeds the current road hierarchy capacity around the Burnham Station area. Localised improvements such as carriageway widening, improved or new traffic signal junctions will not resolve the current traffic congestion throughout this area. Thus a more strategic re routing of traffic has been sought that will force drivers to alter their journeys that will relieve certain road corridors of these high congestion levels experienced.

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.

Officers set up a working group consisting of Network Rail, Crossrail, Rail for London, Great Western Railway 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 are meeting regularly during the experimental scheme in order to work together on the various schemes at and around Burnham Station.

The council submitted a revised Business Case for the *Burnham Station and Access Improvements Scheme* to the Local Transport Body (LTB) in February 2016. The Business Case was audited by the LTB's external reviewers and was found to be compliant with the DfT's guidance on proportionate Business Cases. At the March 2016 meeting of the LTB, a full recommendation for approval of funding was proposed by the LTB. This recommendation has been accepted by the LTB and will result in the release of funding for the scheme beginning in the 2016/17 financial year.

In terms of the experimental traffic scheme, members agreed to initially proceed with the scheme option involving the full closure of Station Road, as part of an experimental order.

The experimental scheme began on Friday 16th October at approximately midday. Phase 1 of the experimental scheme involved the full closure of Station Road at the railway bridge.

The Phase 1 experimental scheme involved the following:

- Full closure of Station Road at the rail bridge
- Reversal of one way system on Burnham Lane (between Buckingham Avenue and the south side of the railway bridge), from northbound to southbound
- Introduction of a mini-roundabout at the junction of Buckingham Avenue / Burnham Lane (towards railway bridge)
- Relocation of the bus stops (in both directions) from Burnham Lane to into the station 'triangle' area
- Making the station 'triangle' area one way northbound

- Residents parking scheme on Littlebrook Avenue
- Various traffic signal improvements throughout the area
- Signage and on-street works to notify drivers of the above changes

A report detailing the three-month summary of the Phase 1 scheme was produced, and is available to view at:

<http://www.slough.gov.uk/moderngov/documents/s40591/Burnham%20Station%20Traffic%20Scheme%20Report.pdf>

Following the month three report for Phase 1, SBC took the decision to trial a second experimental phase for the scheme, involving the northbound operation of Station Road as opposed to a full closure.

The Phase 1 scheme ran from Friday 16th October until the morning of Thursday 25th February 2016, and Phase 2 began at approx. 11am on 25th February 2016.

The Phase 2 experimental scheme involves the following:

- Opening Station Road at the railway bridge, to northbound only traffic, from Stanhope Road to Burnham Lane
- Narrowing Station Road near the bridge to deter vehicles attempting to travel southbound under the bridge and to assist pedestrians crossing the road here
- Keeping some of the existing features of the current scheme including:
 - Station triangle being one way
 - Mini roundabout at the junction of Burnham Lane with Buckingham Avenue
 - Bus stop location remaining on Station Road at the triangle (in both directions)
- New direction and information signs
- Traffic signal works to support the new scheme

The Phase 2 scheme has been in place for approx. one month at the time of writing this report.

5.1 Consultation procedure

The procedure for consultation as part of an experimental traffic order is such that consultation begins once the scheme is operational. In this case the consultation for Phase 2 began on 25th February 2016.

The scheme was publicised via various council channels, including:

- Press release and media enquiries
- Social media updates, including on the new Transport for Slough Facebook page, which was not in place for Phase 1 of the experimental scheme
- Emails to stakeholders including schools, affected members, local groups and station stakeholders (e.g. SEGRO, Great Western Railway)

This highlighted the various methods to contact the council with feedback on the scheme:

- Online questionnaire (NB separate questions to the Phase 1 survey)
- Writing to the council
- Emailing TfS@slough.gov.uk

- Discussing on the TfS facebook page
www.facebook.com/TransportforSlough

At approximately one month into the scheme, the correspondence results so far have been collated and are presented in the sections below.

5.1.1 Online survey summary

A survey was hosted via the 'SurveyMonkey' platform; local stakeholders were invited to take part in the survey to give their views on the scheme. During the first month of Phase 2, a total of **26 responses were received**, the headline results are summarised in Table 1 below (full graphs for each question are available in Appendix 2). It is important to note that whilst some general assumptions can be made at this stage, with such a low response rate the results need to be digested as simply an indicator of the current feedback, and not the full response from the community.

This is a very low response rate in contrast to the Phase 1 experimental scheme, where in the first month 508 responses were received.

Question	Responses (largest in bold) – NB all questions were single-choice answers except Q3.
Q1: The scheme has allowed one way northbound traffic on Station Road. Has this made the traffic better or worse in general?	<ul style="list-style-type: none"> ○ I think the traffic is better (64%) ○ I think the traffic is worse (24%) ○ I think the traffic is about the same (8%) ○ Don't know (4%)
Q2: In your experience has the northbound scheme reduced traffic congestion on the A4 Bath Road?	<ul style="list-style-type: none"> ○ Yes (48%) ○ No (16%) ○ Traffic congestion is about the same (16%) ○ Don't know (20%)
Q3: In your experience has the northbound scheme improved access to / from the Cippenham area?	<p>(NB multiple choice question)</p> <ul style="list-style-type: none"> ○ Yes, access TO the Cippenham area has improved (24%) ○ Yes, access FROM the Cippenham area has improved (44%) ○ No, access TO the Cippenham area has got worse (12%) ○ No, access FROM the Cippenham area has got worse (8%) ○ Don't know (12%) ○ Not applicable / don't travel to/from Cippenham (16%)
Q4: Burnham Lane between the A4 and the new mini roundabout remains one way southbound (under the railway bridge only). Do you think this new system works well in conjunction with the one way northbound on Station Road?	<ul style="list-style-type: none"> ○ Yes (84%) ○ No (8%) ○ Don't know (8%)
Q5: As a driver has the northbound scheme improved your access to / from Burnham train station?	<ul style="list-style-type: none"> ○ Yes (76%) ○ No 16% ○ Don't know (4%) ○ Not applicable (4%)
Q6: As a pedestrian / cyclist has the northbound scheme	<ul style="list-style-type: none"> ○ Yes (28%)

improved your access to / from Burnham railway station?	<ul style="list-style-type: none"> ○ No (12%) ○ Don't know (4%) ○ Not applicable (56%)
Q7: Has the relocation of the bus stops to the railway triangle improved access / reduced delays?	<ul style="list-style-type: none"> ○ Yes, I use the bus and it has improved my journey (8%) ○ Yes, it has improved my journey by car locally (24%) ○ No, I use the bus and it hasn't improved my journey (0%) ○ No, it hasn't improved my journey by car locally (12%) ○ Don't know (12%) ○ Not applicable (44%)
Q8: Do you think the area around Burnham train station has been made safer for those on foot / bike since the scheme has been in place?	<ul style="list-style-type: none"> ○ Yes (36%) ○ No (40%) ○ Don't know (24%)
Q9: Has the experimental scheme made your journey better or worse overall compared to the area prior to both experimental schemes?	<ul style="list-style-type: none"> ○ Better (72%) ○ Worse (28%)

Table 1: Survey response summary for month 1 of Phase 2 scheme

Qualitative analysis was also carried out on the content of responses to Question 9 (where respondents were asked to make a note of where the traffic is better / worse since the scheme) and Question 10 (where respondents were asked if they had any further comments about the scheme). The content of responses was categorised into themes which are presented below for each question:

5.2.1.1 Question 9 summary

Respondents were asked to note where the traffic congestion was better / worse since the scheme. The most popular themes / issues are presented in the table below. The full data can be seen in Appendix 2. Data has been presented as absolute numbers rather than percentages due to the nature of the qualitative analysis.

Response	Count
Burnham Lane is moving quicker	4
Station Road is quieter	2
Works well with Burnham Lane SB route	1
Shortened journey distance	1
Concerns about coming under the bridge due to blind spot	3
Traffic in Cippenham improved	1
Access from Bower Way better	1
Has made no difference	1
Traffic increase at Lent Rise	1
Traffic increase at Huntercombe Road north	1
Traffic increase on Bath Road	4
Queuing on Burnham Lane	1
Mini roundabout is dangerous	1
Area dangerous for pedestrians / hard to cross roads	2
Give way point coming into station dangerous	1
Traffic light introduced at roundabout	1
Access to Sandringham Court difficult	1
Traffic moving better in general	2
Five points junction busy	1
Cippenham still feels cut off	1
Lack of signage	1
No consultation	1
Traffic better on Buckingham Avenue	1

Table 2: Question 9: General themes of responses (month 1 of Phase 2 survey) (full responses in Appendix

5.2.1.2 Question 10 summary

Question 10 was an open-response comment box which asked respondents ‘Do you have any other comments on the experimental scheme?’

Overall the respondents’ comments were analysed to ascertain whether they were in general for or against the scheme.

The content and themes of the responses was noted, and the most popular themes / issues are presented in the table below. The full data can be seen in Appendix 2. Data has been presented as absolute numbers rather than percentages due to the nature of the qualitative analysis.

Response	Count
Keep it as is / traffic flowing better	5
Traffic worse on Burnham Lane due to vehicles turning right from triangle	1
Buses have been a cause of traffic for many years	1
Did not need to be changed	1
Congestion caused by cycle lanes	1
Congestion relieved within Cippenham	1
Less congestion along the A4	1
Concerns over safety at the bridge junction	1
Improved signage needed	1
Introduce traffic lights	1
Area not safe for pedestrians crossing roads	1
Difficult accessing Burnham Lane from Station Road	1
Bridge should be widened to allow two way traffic	1
Five points junction busy	1
Congestion at junction 7	1
Congestion along Bath Road	1
No consultation	2

Table 3: Question 10: General themes of responses – summary of main responses (month 1 of Phase 2 survey) (full responses in Appendix 2)

5.1.2 Email correspondence summary

Email correspondence was received from a total of **10 respondents**, some of which emailed two or three times. Repeated issues raised by individuals were only recorded once for that person. This is in contrast with 183 emails for the full 3 months of Phase 1.

Qualitative analysis has been undertaken on the content of the emails in order to ascertain the themes and comments.

In terms of the general nature of the comments, the overall feedback from the emails is as follows; this shows that the vast majority of people contacting the council via email regarding the scheme are against the scheme in general (96%).

Analysis on the content and themes of the emails has been undertaken (akin to the survey responses) and the key findings are presented below in the table below

Response	Count
Glad the bridge has re-opened /had a positive effect	5
Junction at Station Rd is unsafe generally	6
Vehicles have difficulty turning right at top of Station Road triangle (onto Burnham Ln)	4
Blind spot at give way point at Station Rd junction	1
Traffic lights should be re-instated	6
Traffic flow has improved in the area	1
Traffic congestion on Lent Rise Rd	1
Traffic congestion on Huntercombe Ln	1
Traffic around Cippenham has improved	1
Northbound scheme has improved school minibus punctuality	1

Table 4: Email correspondence: General themes of responses – summary of main responses (month 1 of Phase 2 survey)

5.1.3 Facebook page correspondence summary

Comments on the scheme were sought via the council's Transport for Slough Facebook page: www.facebook.com/TransportforSlough

In general the response on this page to the Phase 2 northbound scheme has been overwhelmingly positive. Some early issues were raised with the lack of traffic lights in the scheme compared to before the closure, particularly on Station Road, and the new give way line onto Station Road from the triangle. However these views have changed since the scheme had time to bed in and road users get used to the changes, the comments on the scheme were positive.

5.2 Data analysis for experimental scheme

At only month one of Phase 2 of the scheme, the data captured so far for the scheme has been limited, as the scheme needs time to settle in prior to the data being captured, furthermore the school Easter holiday break means that the bulk of the data analysis will be carried out from mid-April onwards.

However the council does have Automatic Traffic Counts (ATCs) at permanent sites in the borough, the data from these has been analysed in order to review any trends for Phase 2 so far. A summary of the ATC data is presented below, and full graphs are presented in Appendix 3.

5.2.1 Automatic Traffic Counts (ATCs)

Permanent ATCs are in place at the following locations in the area:

- Dover Road
- Bath Road (Huntercombe Roundabout)
- Bath Road (west of Stowe Road)
- Burnham Lane (south of railway bridge, one way section)
- Buckingham Avenue
- Station Road (south of railway bridge)

The speed and volume data from permanent ATCs located in the Burnham area has been analysed for the scheme. As the experiment is now focussed around the re-opening of Station Road in a northbound direction, the data shows the changes in traffic patterns over the whole experimental period (September – present), which includes the following definitions referred to in this document:

- 'Before' – the period prior to 16 October 2015, when Phase 1 of the scheme (full closure) was put into place;
- 'Phase 1' – the period between 16 October 2015 and 24 February 2016, when the full closure of Station Road was in place; and
- 'Phase 2' – the period from 25 February 2016, when the northbound operation of Station Road was in place, and remains in place.

Location of ATC	Traffic volume trends		Traffic speed trends	
	'Before / Phase 1'	'Before / Phase 2'	'Before / Phase 1'	'Before / Phase 2'
Dover Road (at bridge)	Overall there has been a rise in traffic levels since the week of the closure, in the region of +10%. As expected there is a dip in traffic levels over the Christmas period.	Once again there has been an increase in the amount of traffic since the introduction of the northbound scheme however, this is only very slight at 2%.	There are slight fluctuations in speed throughout the time before the full closure of Station Road and during the closure however, overall speeds have stayed relatively consistent with a rise over Christmas correlating with the reduction in traffic volume.	Speeds have stayed similar before any scheme and during the northbound only scheme. There has only been a slight drop in the PM peak speed.
A4 Bath Road (to the east of Huntercombe Spur roundabout)	Traffic levels before any scheme was introduced were approximately 7% higher than traffic levels at the time when Station Road was fully closed.	When comparing traffic levels before the closure of Station Road and during the northbound scheme it can be seen that there has been a slight rise of 1%. This has been greater in the most recent week.	Traffic speeds have fluctuated during this period, especially the AM peak speeds. Over the Christmas period there was a large decrease in the mean weekly speeds but an increase in the AM and PM peak speeds.	When comparing speeds along the road before Station Road was closed and during the northbound only scheme it can be seen that speeds are very similar, with only a very slight decrease noted.
A4 Bath Road (to the west of Stowe Road)	Traffic levels along the Bath Road had risen by approximately 8% after the full closure of Station Road.	When the full closure of Station Road moved to the northbound only scheme traffic levels rose further so that they were 10% higher than levels before any scheme was in place.	Mean speeds have fluctuated considerably over this time. An increase in speeds over the Christmas period was noted but overall there was a slight decrease in speeds.	When comparing speeds before any scheme and during the northbound only scheme it has been noted that they have stayed relatively consistent, although overall there has been a small decrease which is most obvious in the PM peak speeds.
Burnham Lane (to the south of the Buckingham Avenue junction, near the railway bridge)	Changes along Burnham Lane have been quite marked. There was a significant rise in traffic levels after the closure of Station Road. This increase is in the region of 31%. A large decrease in traffic levels however is observed in the week of and following the closure of the road.	The increase in traffic levels is even more apparent when comparing the levels before any scheme and during the northbound the only scheme. Here the increase is in the region of 65%.	Speeds have stayed relatively consistent apart from a large decrease along the road the week that the full closure was implemented. Overall however there has been a slight rise in speeds.	The northbound scheme did not result in a significant change in speeds on Burnham Lane. A slight rise in the mean AM peak speed is noted.

Location of ATC	Traffic volume trends		Traffic speed trends	
	'Before / Phase 1'	'Before / Phase 2'	'Before / Phase 1'	'Before / Phase 2'
Buckingham Avenue (to the east of Henley Road)	Traffic levels along Buckingham Road have stayed quite consistent. Overall there was a 1% decrease in traffic levels after the closure of Station Road, probably due to the effect of Christmas.	The increase in traffic levels after the re-opening of Station Road northbound compared to before any scheme was around 3%.	Traffic speeds along this road decreased slightly during the full closure of Station Road, this was most apparent in the PM mean speeds.	Speeds along this road during the northbound only scheme were almost identical to the time before any scheme was implemented. Only the PM mean speeds show a very slight decrease.
Station Road	After the full closure of Station Road, as would be expected traffic levels dropped off dramatically. An 87% decrease in levels was calculated.	Since the road has been re-opened northbound traffic levels have started to rise again, the decrease is now approximately 56%.	Traffic speeds along Station Road rose just after it was closed. During the closure speeds stayed consistent.	Since the re-opening of the road in a northbound direction speeds have continued to rise. They are now on average between 5 and 10 mph faster than they were before any scheme was in place.

Table 5: Permanent ATC data trends

7. **Conclusion**

Members are requested to note the feedback and data gathered so far from the first month of Phase 2 of the experimental Burnham Station Traffic Scheme.

8. **Appendices Attached**

- 1 – Scheme leaflet
- 2 – Survey results
- 3 – Automatic Traffic Counts

9. **Background Papers**

None

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Burnham Station traffic scheme

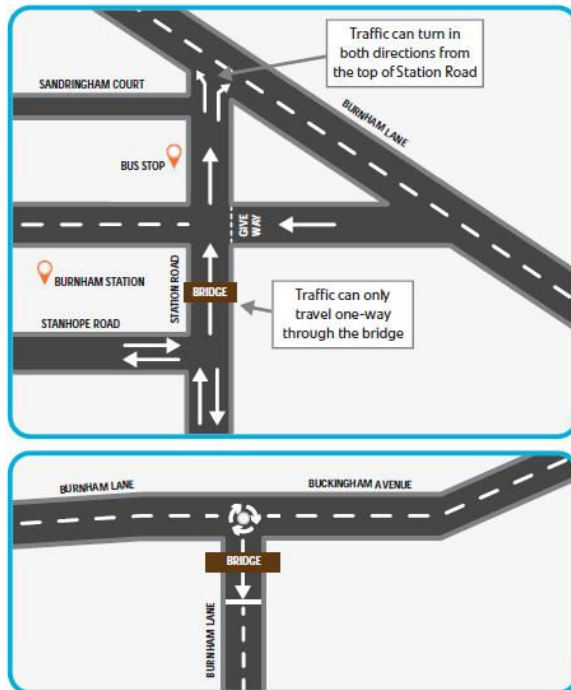
Phase two experimental scheme - northbound option



Transport for Slough (TfS)



The scheme



When: From Thursday 25 February 2016

What: Phase two of an experimental traffic scheme, affecting Station Road, Burnham Lane and the station triangle. Phase one involved the full closure of Station Road from October 2015 to February 2016. The council are now trialling a second experimental phase which will include the following:

- Opening Station Road at the railway bridge, to northbound only traffic, from Stanhope Road to Burnham Lane
- Narrowing Station Road near the bridge to deter vehicles attempting to travel southbound under the bridge and to assist pedestrians crossing the road here
- Keeping some of the existing features of the current scheme including:
 - Station triangle being one way
 - Mini roundabout at the junction of Burnham Lane with Buckingham Avenue
 - Bus stop location remaining on Station Road at the triangle (in both directions)
- New direction and information signs
- Traffic signal works to support the new scheme

Why: The aim is to reduce congestion on Burnham Lane and the triangle for the benefit of local residents.

We believe the second phase of the project will:

- stop buses blocking Burnham Lane
- improve the flow of traffic around the Burnham area
- allow improved access between Burnham and Cippenham
- allow improved access between the Burnham area and the A4/M4

Why experimental:

An experimental scheme allows the council to closely monitor the impacts of a traffic scheme and make changes as required.

The full closure of Station Road has been trialled, the northbound option is now being trialled in order to compare this against the full closure and the situation before the scheme was put in place.



Have your say:

The consultation will open on the day the scheme opens -
Thursday 25 February.

You can get more information and have your say by:

- logging on to: slough.gov.uk/burnhamstationtraffic and completing the online questionnaire
- commenting on our Facebook page: www.facebook.com/TransportforSlough
- emailing: tfs@slough.gov.uk
- writing to: Transport for Slough, Slough Borough Council, St Martins Place, 51 Bath Road, Slough SL1 3UF

You may wish to give traffic a couple of weeks to get used to the changes before having your say on the longer term effects of the scheme.



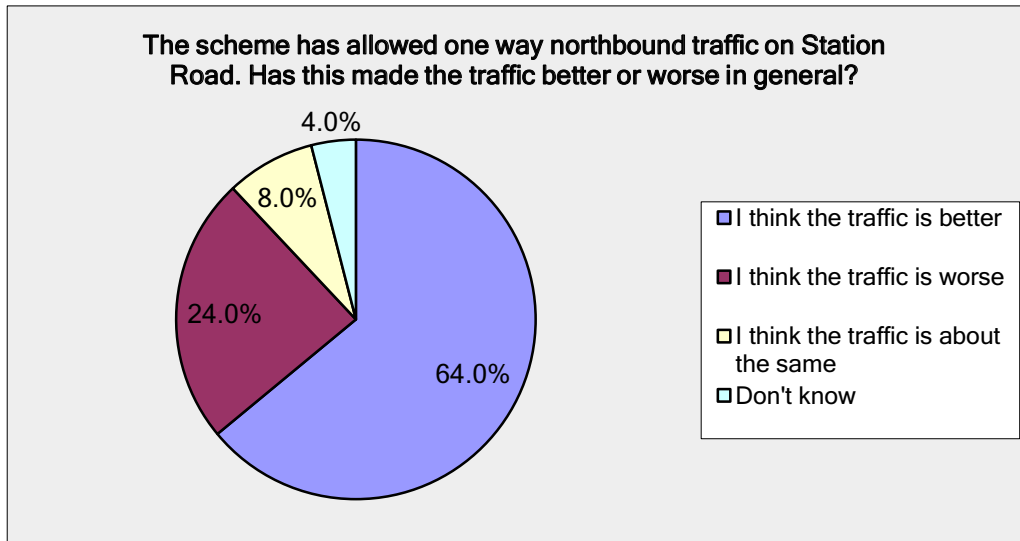
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Appendix 2: Burnham Residents Survey Analysis

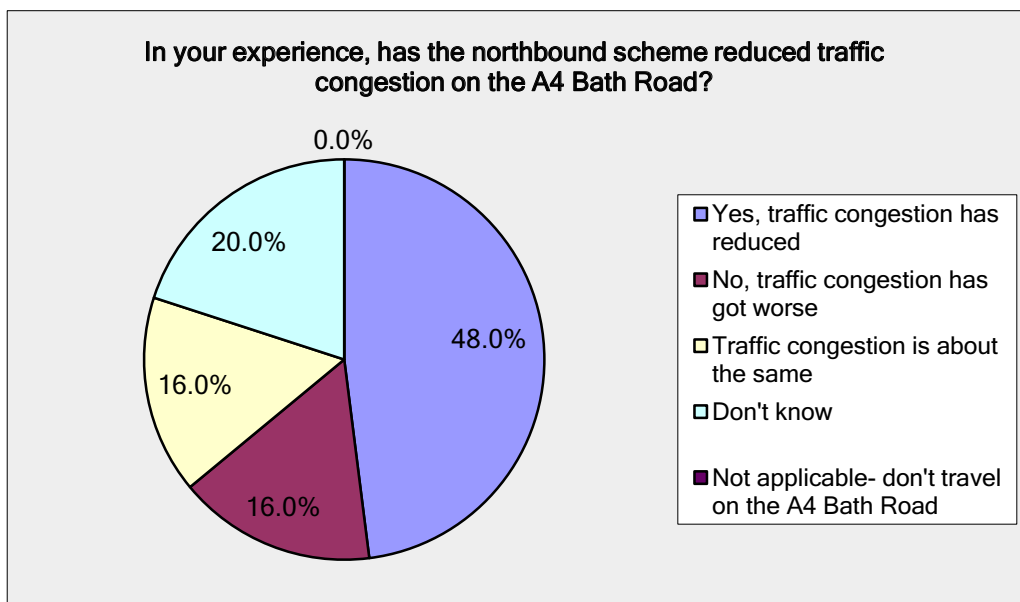
As part of the Phase 2 experimental traffic scheme for Burnham station, stakeholders were invited to give their views on the scheme via the online survey platform 'Survey Monkey'. The survey opened on 25/02/16 and these results were collected on the 23/03/16. Overall there were 25 responses.

Q1: The scheme has allowed one way northbound traffic on Station Road. Has this made the traffic better or worse in general?



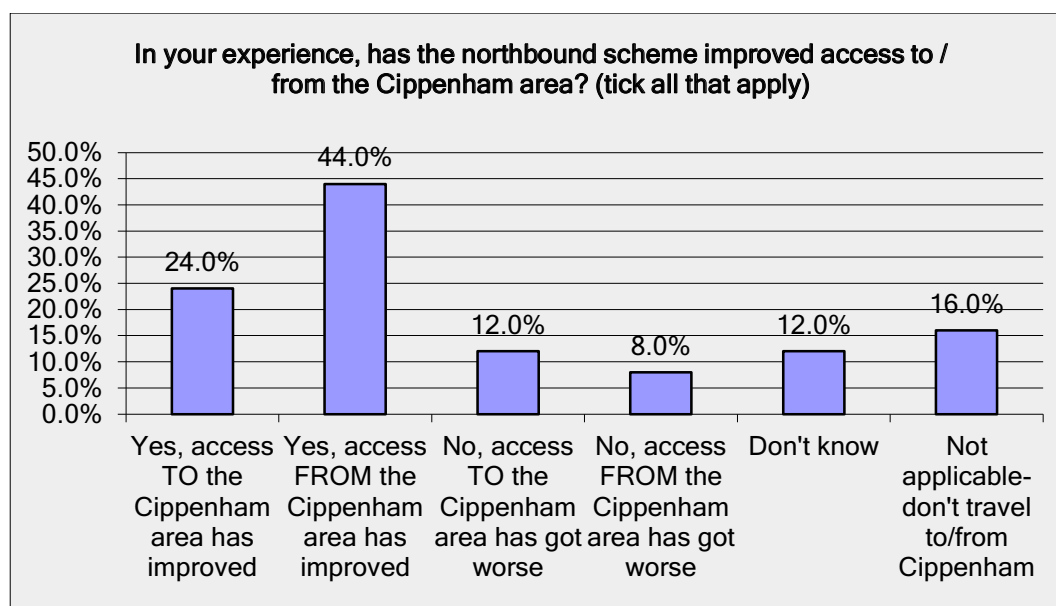
As can be seen from the above graph the majority of respondents (64%) think that the traffic is better. 24% think it is now worse.

Q2: In your experience has the northbound scheme reduced traffic congestion on the A4 Bath Road?



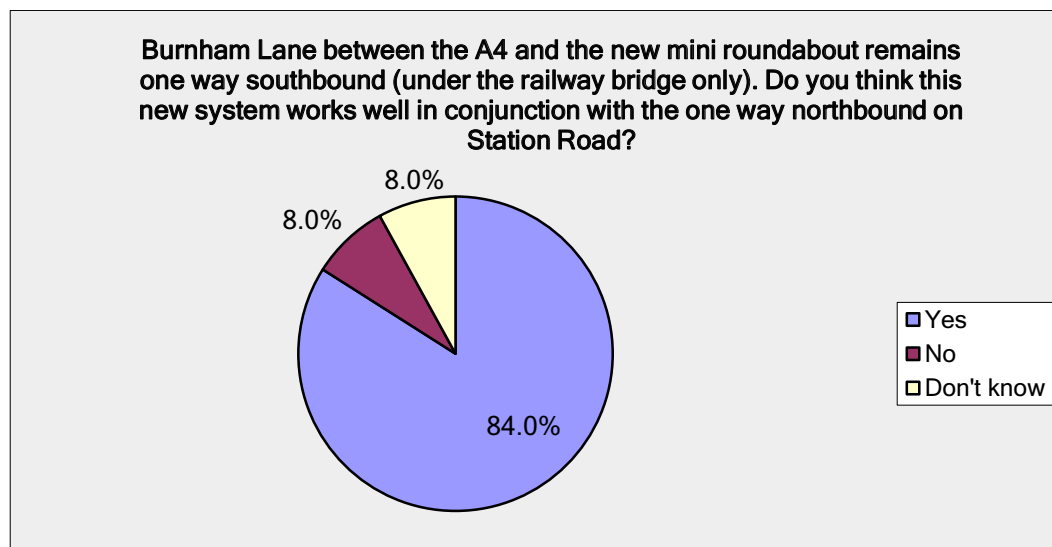
48% of respondents believe that traffic congestion has been reduced. 16% stated that congestion has either remained the same or has got worse, while 20% do not know.

Q3: In your experience has the northbound scheme improved access to / from the Cippenham area?



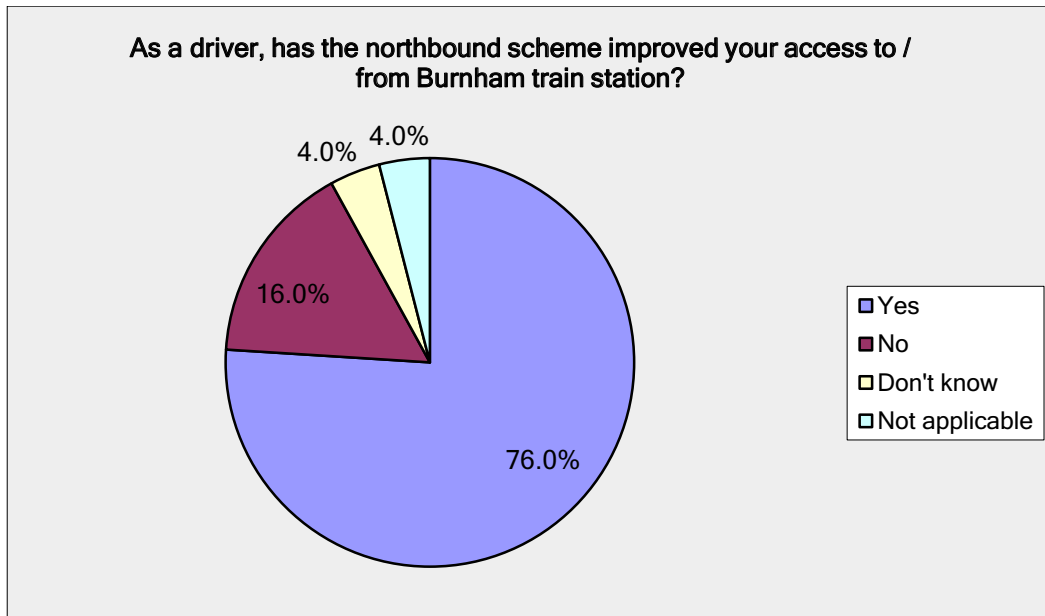
The majority of respondents believe that access from the Cippenham area has improved, a high percentage also think that access to the Cippenham area has improved. Fewer respondents believed that access to and from the area has worsened.

Q4: Burnham Lane between the A4 and the new mini roundabout remains one way southbound (under the railway bridge only). Do you think this new system works well in conjunction with the one way northbound on Station Road?



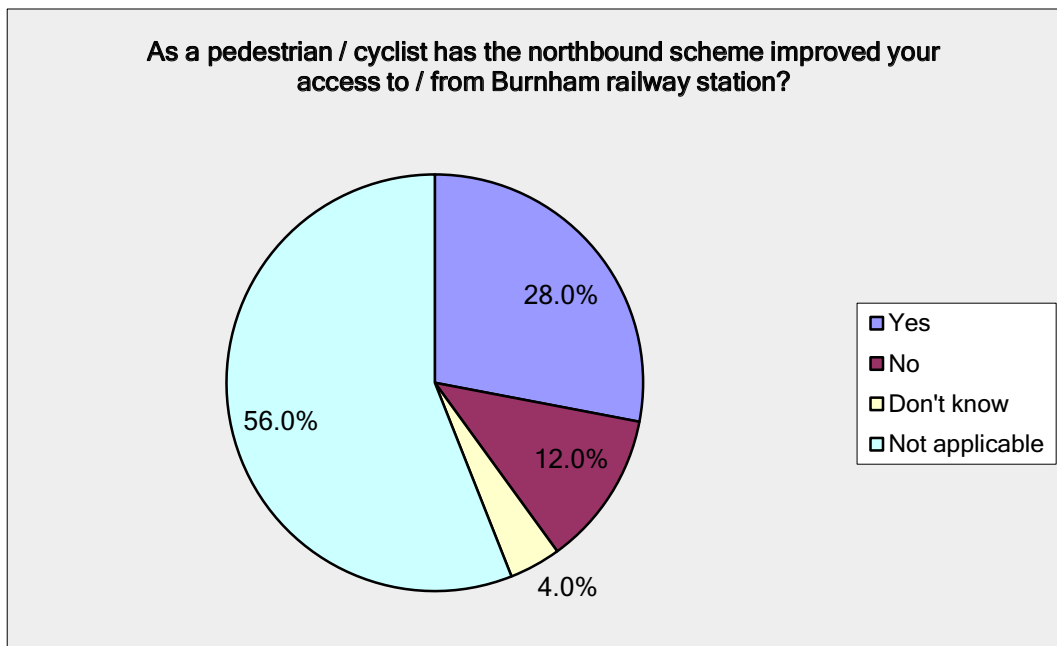
The great majority of respondents (84%) have stated that the system does work well. Only 8% have stated that the system does not work well, or that they do not know.

Q5: As a driver has the northbound scheme improved your access to / from Burnham train station?



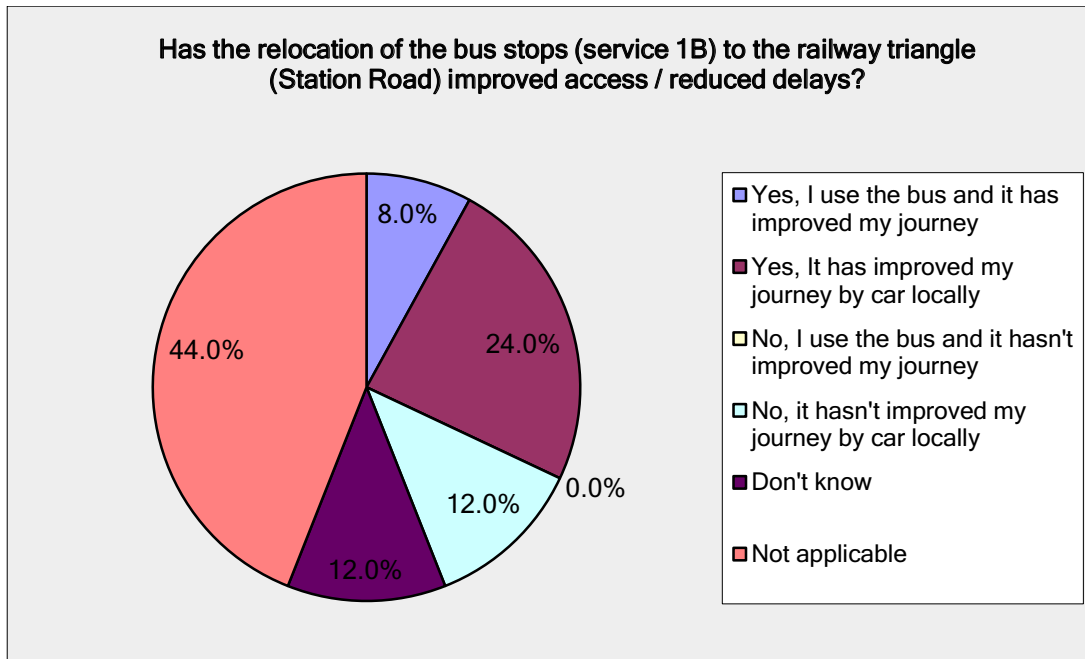
More than three quarters of those surveyed responded that their access to Burnham Station has been improved. 16% stated that access had not been improved.

Q6: As a pedestrian / cyclist has the northbound scheme improved your access to / from Burnham railway station?



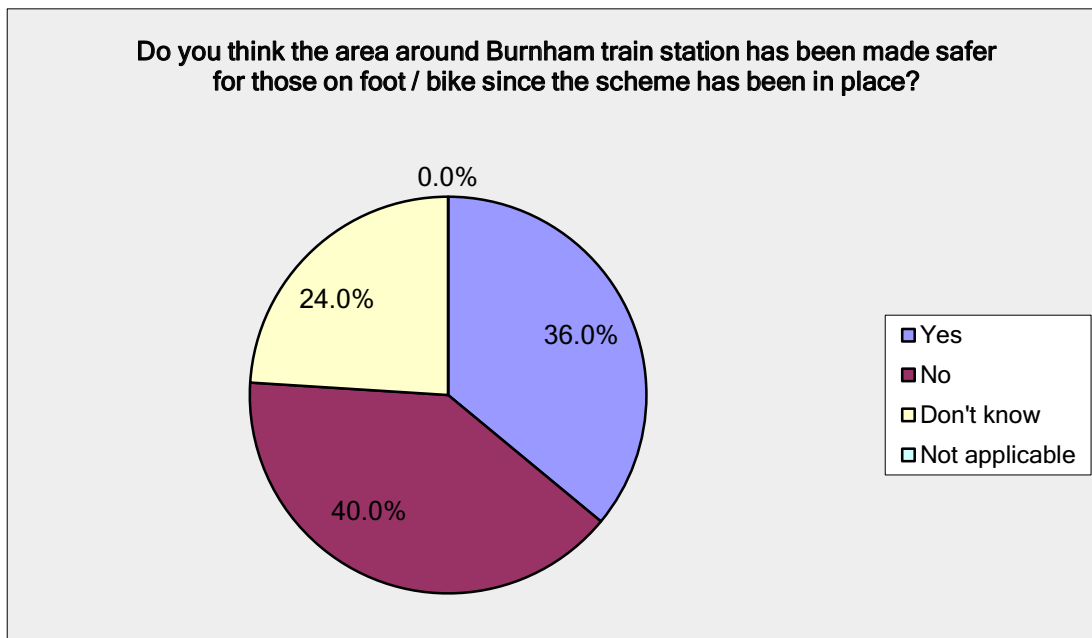
This question was not applicable to the majority of those who filled in the survey. Of those who could respond, 28% stated that their access was improved, while 12% stated that it wasn't.

Q7: Has the relocation of the bus stops to the railway triangle improved access / reduced delays?



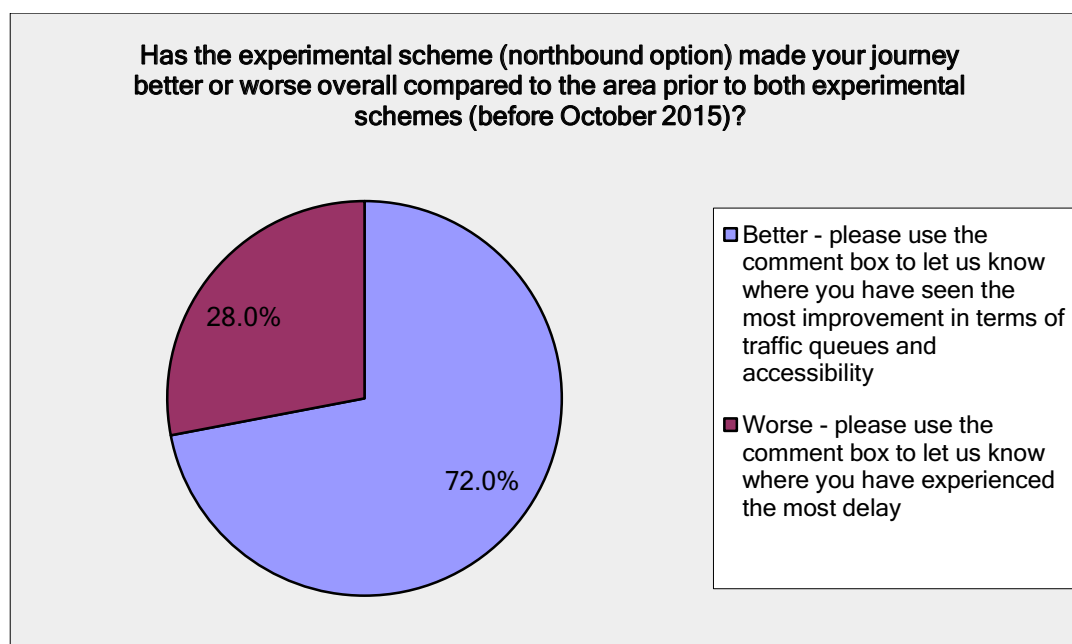
For 44% of respondents this question was not applicable. 25% stated that it has improved their journey by car locally, while 12% stated it is has not improved their journey by car locally. 8% of those that use the bus have stated that it has improved their journey, no one responded by saying that they use the bus and it has not improved their journey.

Q8: Do you think the area around Burnham train station has been made safer for those on foot / bike since the scheme has been in place?



40% of respondents do not think that the area around the train station has been made safer of pedestrians and cyclists since the introduction of the scheme. 36% of those surveyed think it has been made safer.

Q9: Has the experimental scheme made your journey better or worse overall compared to the area prior to both experimental schemes?



Overall 72% of people who responded to the survey think that the experimental scheme has made their journey better compared to the time prior to both experimental schemes. 28% have stated that their journey is worse.

Respondents were also asked to note any comments about the traffic delays / improvements, this was via an 'open response' comment box. These responses have been categorised into themes as follows:

Response	Count
Burnham Lane is moving quicker	4
Station Road is quieter	2
Works well with Burnham Lane SB route	1
Shortened journey distance	1
Concerns about coming under the bridge due to blind spot	3
Traffic in Cippenham improved	1
Access from Bower Way better	1
Has made no difference	1
Traffic increase at Lent Rise	1
Traffic increase at Huntercombe Road north	1
Traffic increase on Bath Road	4
Queuing on Burnham Lane	1
Mini roundabout is dangerous	1
Area dangerous for pedestrians / hard to cross roads	2
Give way point coming into station dangerous	1
Traffic light introduced at roundabout	1
Access to Sandringham Court difficult	1
Traffic moving better in general	2
Five points junction busy	1

Cippenham still feels cut off	1
Lack of signage	1
No consultation	1
Traffic better on Buckingham Avenue	1

Q10: Do you have any other comments on the experimental scheme?

Respondents were asked for any other comments on the scheme via an 'open response' comment box. These responses have been categorised into themes as follows:

Response	Count
Keep it as is / traffic flowing better	5
Traffic worse on Burnham Lane due to vehicles turning right from triangle	1
Buses have been a cause of traffic for many years	1
Did not need to be changed	1
Congestion caused by cycle lanes	1
Congestion relieved within Cippenham	1
Less congestion along the A4	1
Concerns over safety at the bridge junction	1
Improved signage needed	1
Introduce traffic lights	1
Area not safe for pedestrians crossing roads	1
Difficult accessing Burnham Lane from Station Road	1
Bridge should be widened to allow two way traffic	1
Five points junction busy	1
Congestion at junction 7	1
Congestion along Bath Road	1
No consultation	2

Appendix 3: Permanent ATC data analysis- Burnham Lane Northbound Scheme

Permanent Automatic Traffic Counters (ATCs) have been placed on the following roads in the Burnham area to record average daily traffic flows and mean traffic speeds:

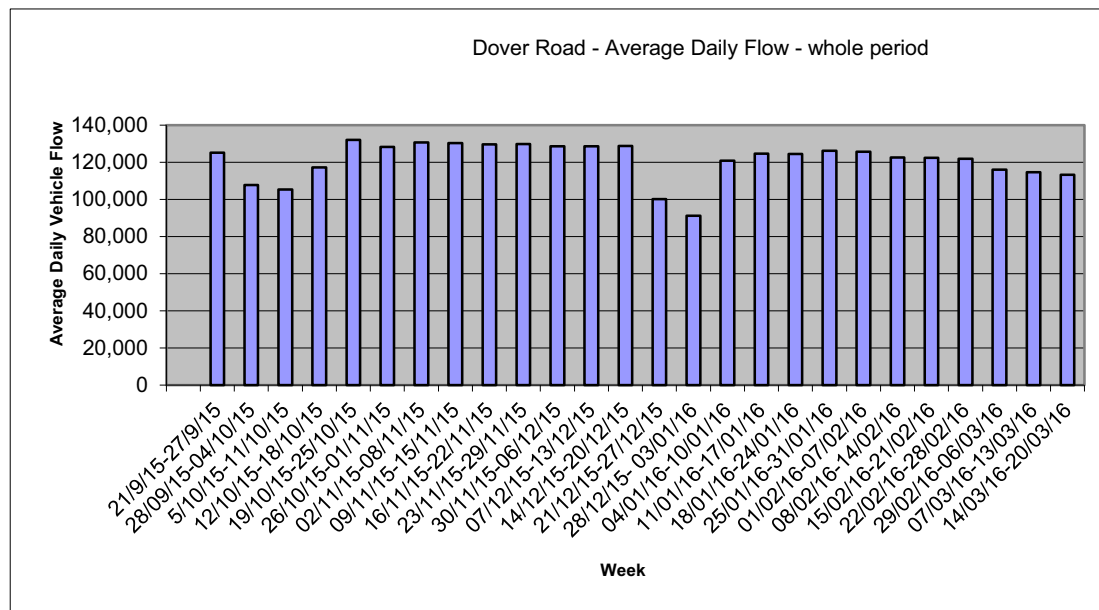
- Dover Road
- Bath Road (Huntercombe Roundabout)
- Bath Road (west of Stowe Road)
- Burnham Lane (south of railway bridge, one way section)
- Buckingham Avenue
- Station Road (south of railway bridge)

As the experiment is now focussed around the re-opening of Station Road in a northbound direction, the graphs will show the changes in traffic patterns over the whole experimental period (September – present), which includes the following definitions referred to in this document:

- 'Before' – the period prior to 16 October 2015, when Phase 1 of the scheme (full closure) was put into place;
- 'Phase 1' – the period between 16 October 2015 and 24 February 2016, when the full closure of Station Road was in place; and
- 'Phase 2' – the period from 25 February 2016, when the northbound operation of Station Road was in place, and remains in place.

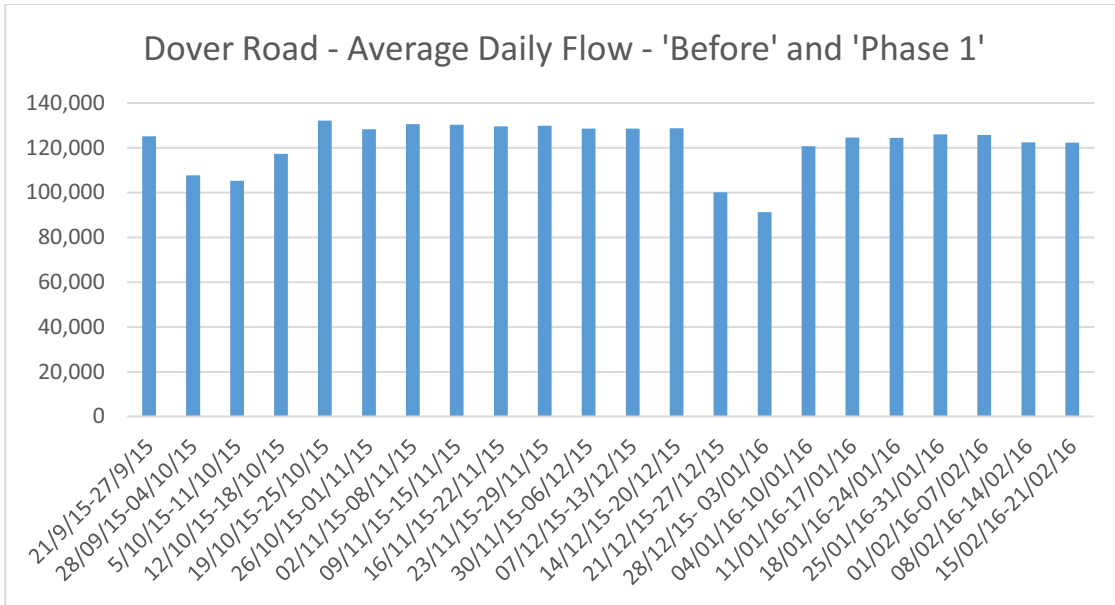
Dover Road

Daily Traffic Flows

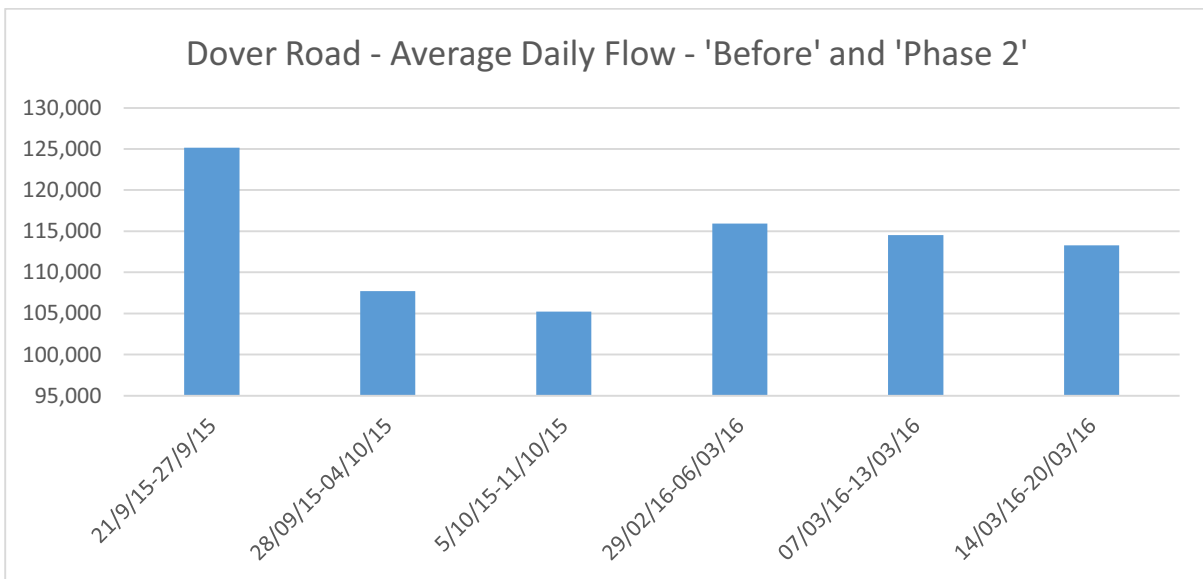


The above graph shows the daily flow from the time before any scheme was implemented, through to the time when Station Road was closed entirely to the current time with Station Road operating in a northbound direction. There is a general pattern of rising traffic levels during the full closure of Station Road, a fall in traffic volume around the Christmas period, and then a slight fall at the time that Station Road is opened in a northbound direction.

The two following graphs show the comparison between the following timeframes: before any schemes, the full closure, and the northbound scheme in more detail.

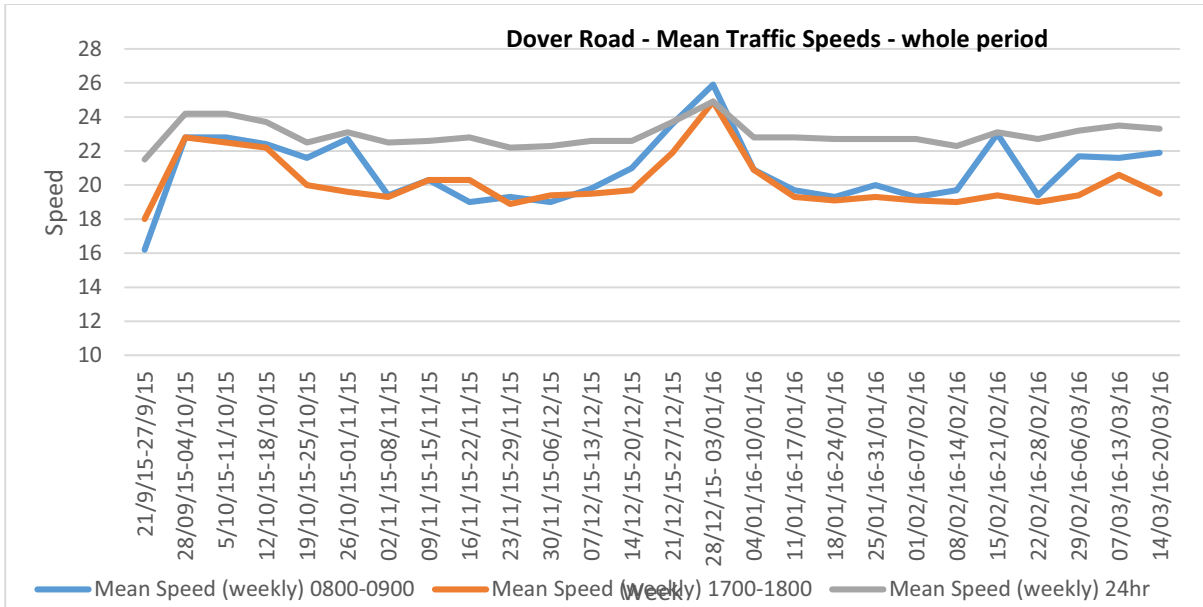


Before the scheme was implemented there was an average daily flow of 112,700, after Station Road was closed this rose 10% to an average of 123,568. As can be seen there is a dip around the Christmas period, where, as can be expected there was reduced traffic.

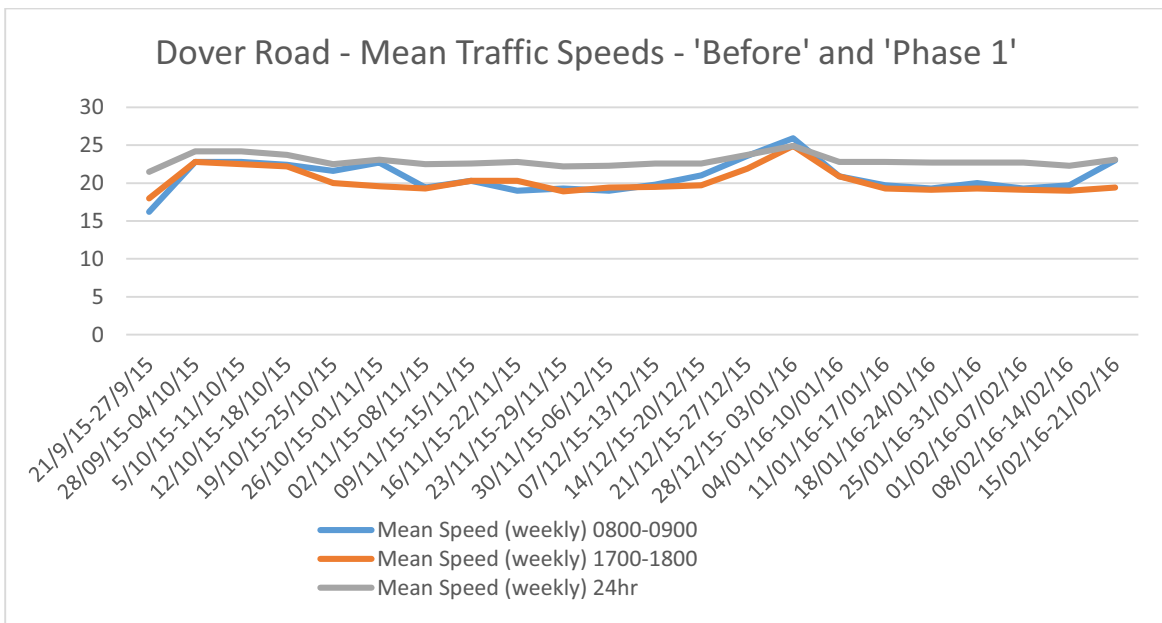


When comparing the road before a scheme was in place and after the northbound scheme was implemented it can be seen that overall on average there has been a very slight increase, in the region of 2%.

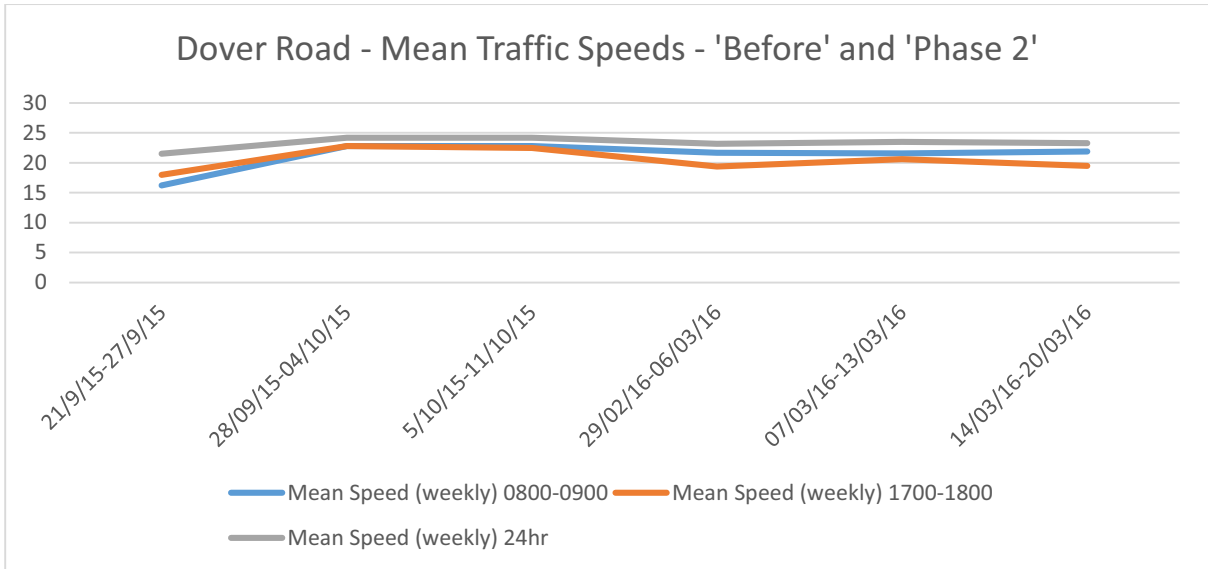
Mean Traffic Speeds



The above graph shows the pattern of traffic speeds from before any scheme, through the full closure of Station Road and the northbound opening. Speeds have fluctuated throughout the schemes with an obvious peak around the Christmas period which coincides with the lower traffic levels.



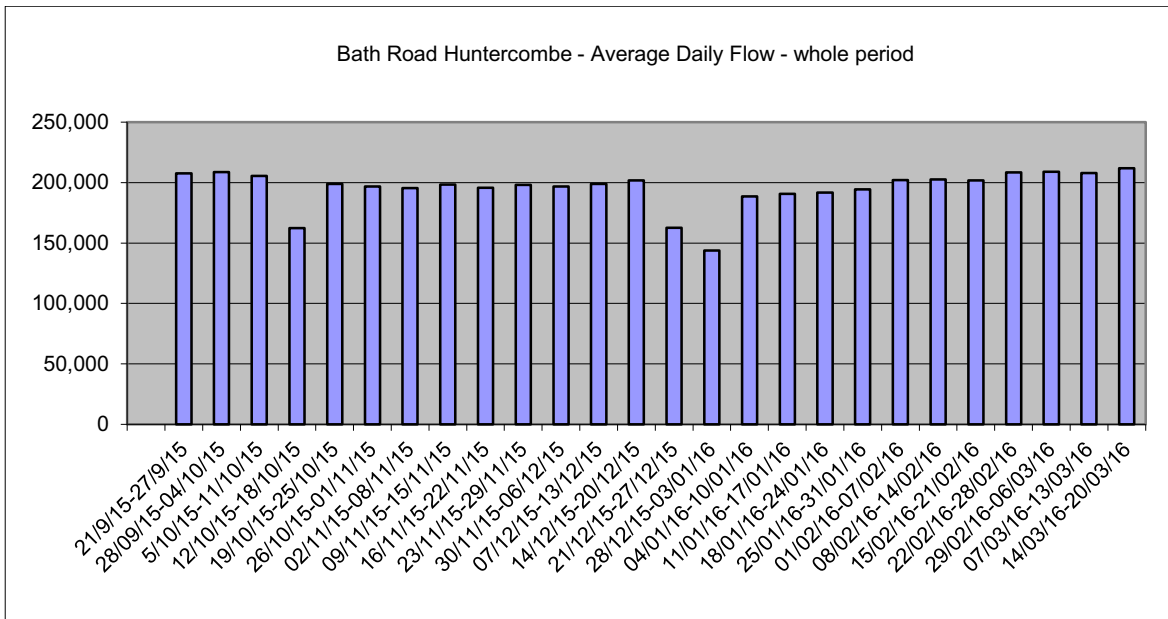
The above graph shows the changing traffic speeds before the closure of Station Road and during the full closure. Although there have been slight fluctuations throughout, the speeds have stayed relatively consistent, with a rise over Christmas correlating with the reduction in the volume of traffic.



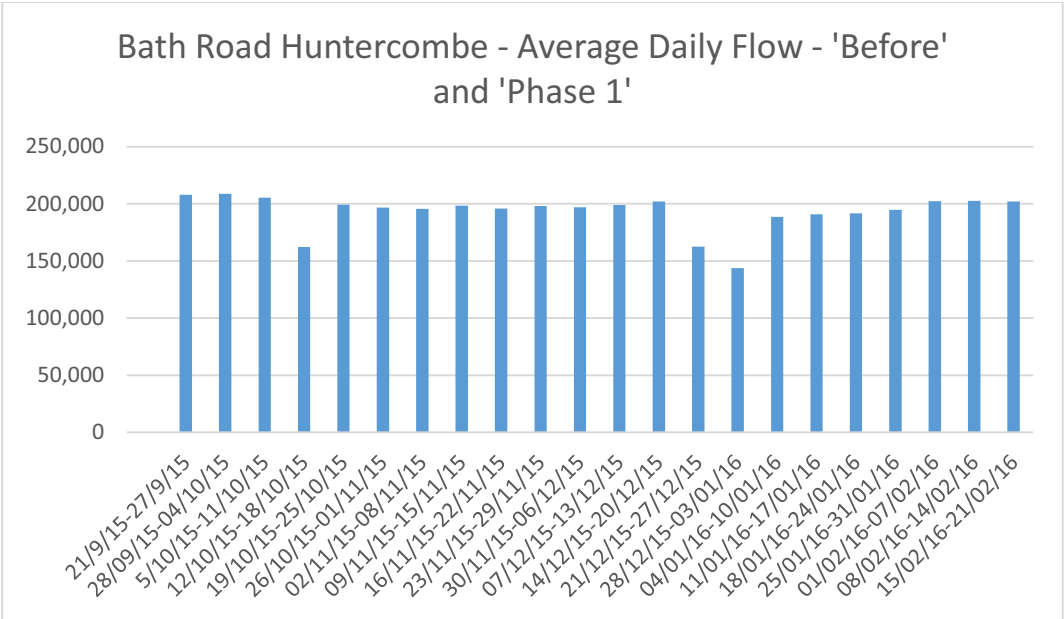
This graph illustrates traffic speeds before any scheme and during the northbound only scheme. As can be seen speeds have stayed relatively consistent, with a slight drop in the mean PM peak speed.

Bath Road (Huntercombe Roundabout)

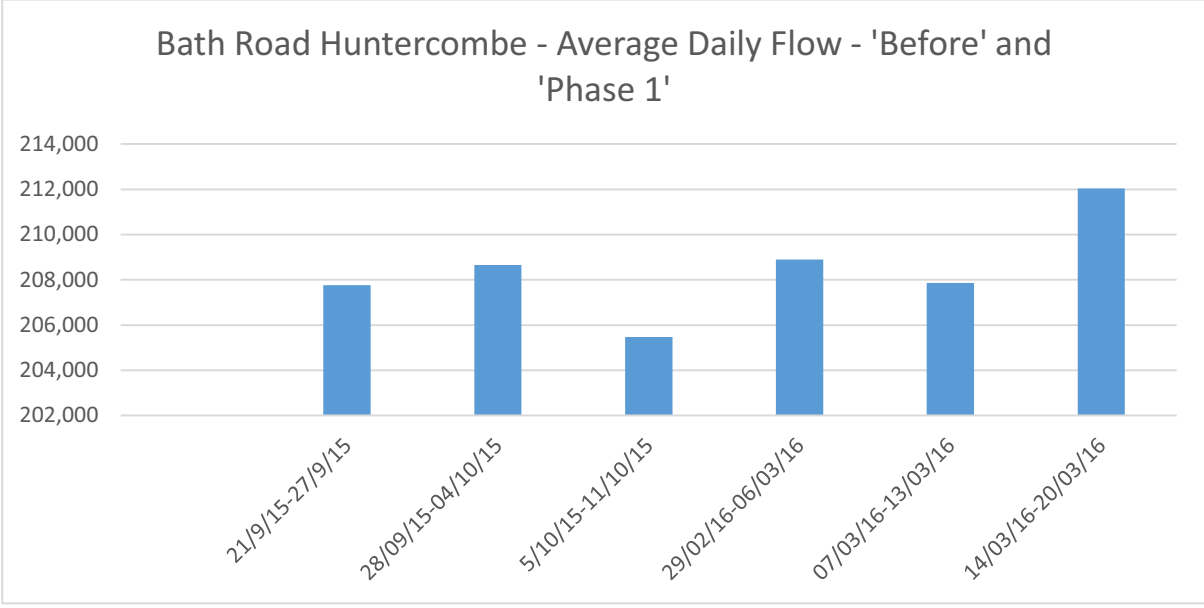
Daily Traffic Flow



The graph above shows the pattern through the whole experimental period. As with Dover Road, flows have fluctuated throughout but with a marked decrease over the Christmas period. Levels during the northbound scheme are slightly higher than that during the full closure or before any scheme.

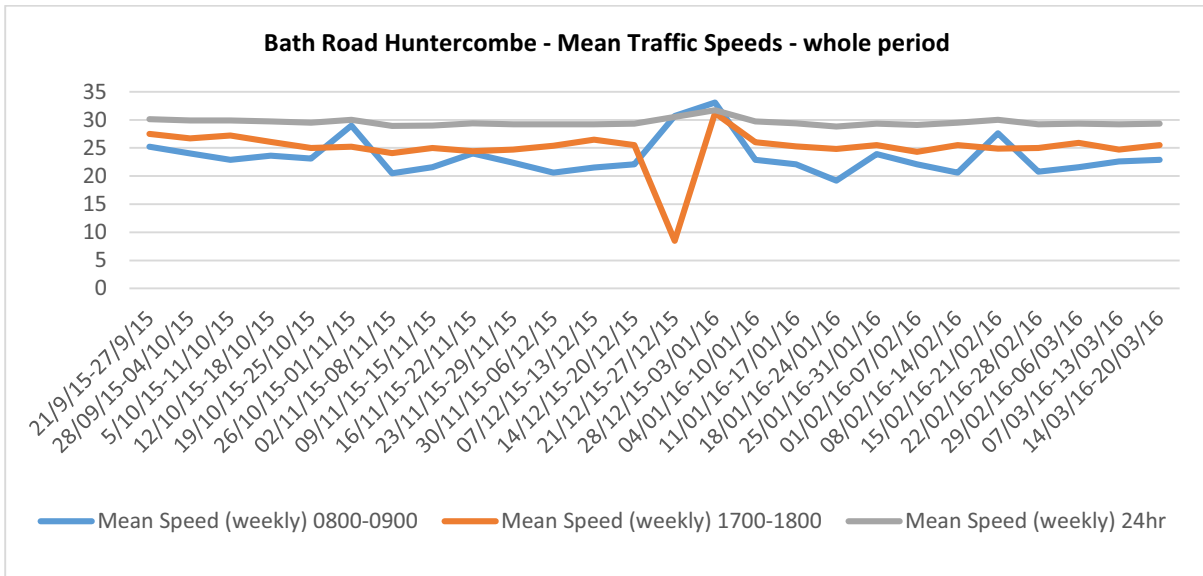


The above graph shows in more detail the change in flows for the road before the scheme and during the closure of Station Road. Traffic levels fell by about 7% in this time.

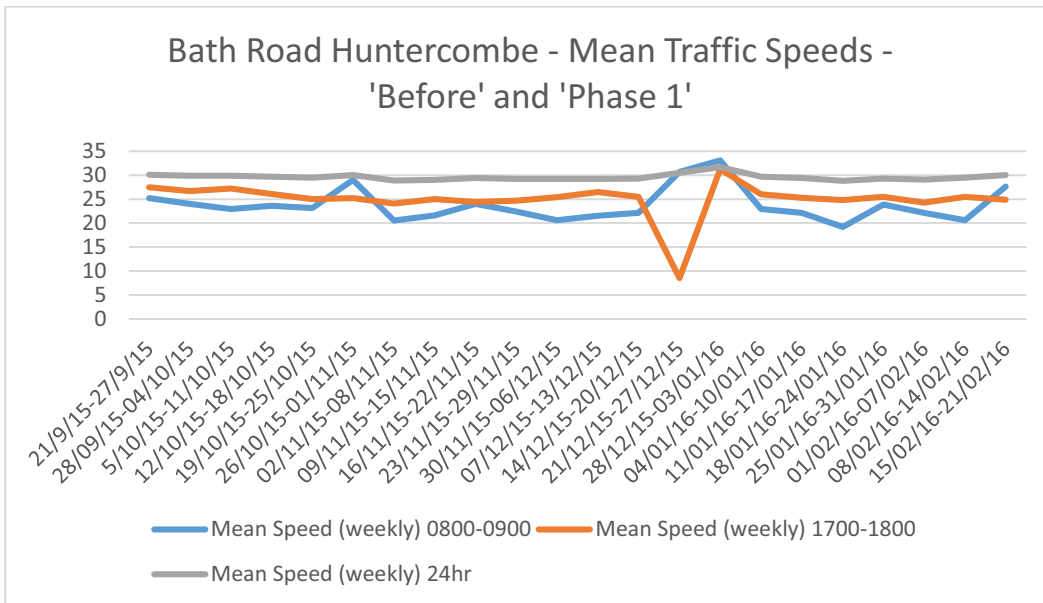


When comparing the traffic levels on the road before the closure of Station Road and during the northbound scheme it can be seen that there has been a rise. Although in the most recent week of data this has been greater, overall it is a rise of approximately 1%.

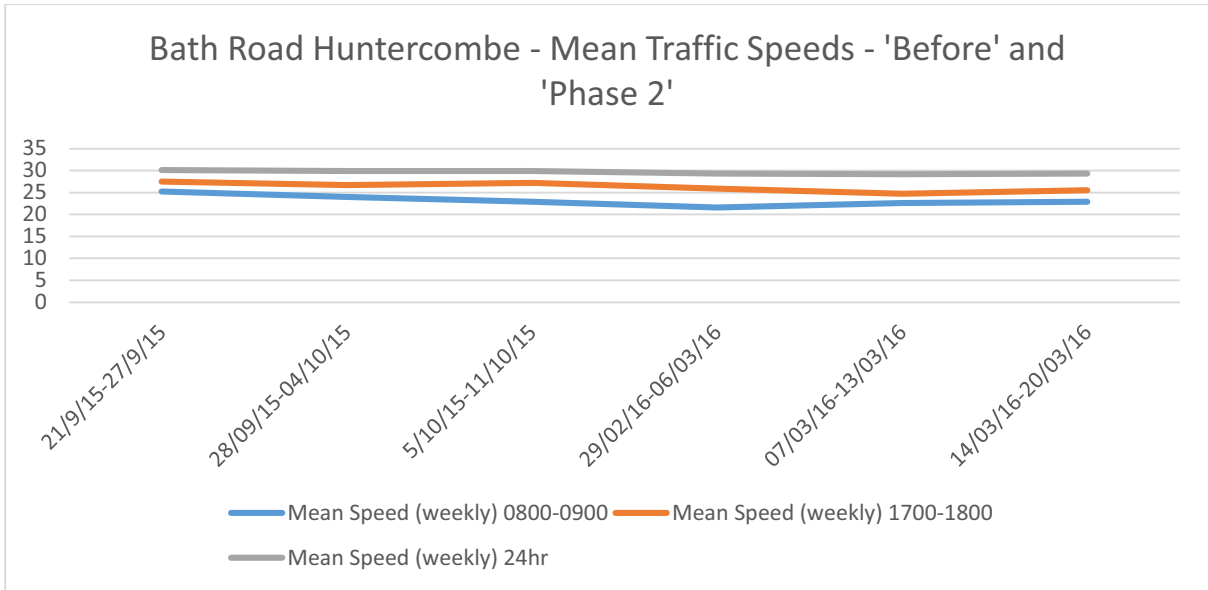
Mean Traffic Speeds



Over the whole experimental period mean traffic speeds have fluctuated, especially the AM peak speed. There was a large decrease in the mean weekly speeds in the middle of December but this coincided with a rise in the AM and PM peak speeds.



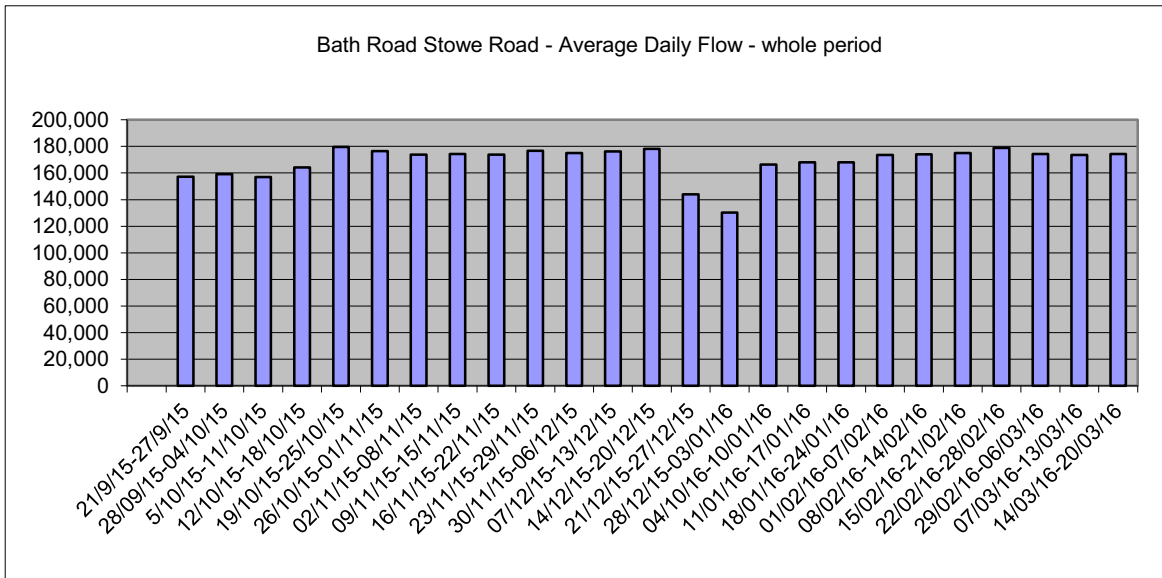
When comparing the road before any schemes to after full closure, as stated before there were major fluctuations around the middle of December but speeds on the whole stayed relatively consistent.



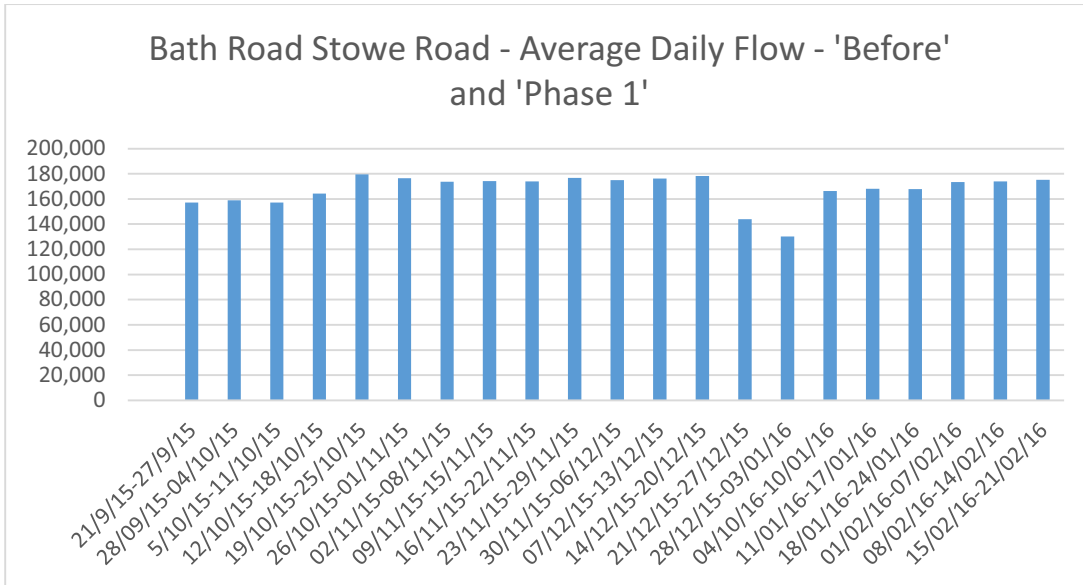
Speeds along the road before any scheme and during the northbound scheme are very similar, with only a very slight decrease noted.

Bath Road (west of Stowe Road)

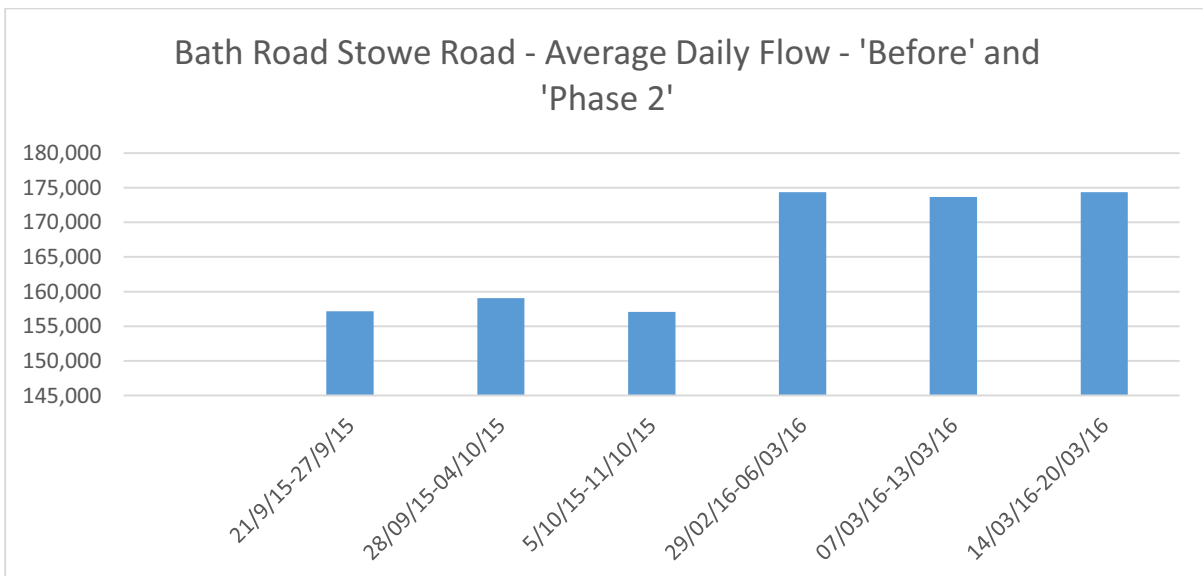
Average Traffic Flow



The data shows that average daily traffic flows have risen on Bath Road since both the full closure of Station Road and the Northbound Scheme. Flows after the northbound scheme were slightly higher again than during the full closure.

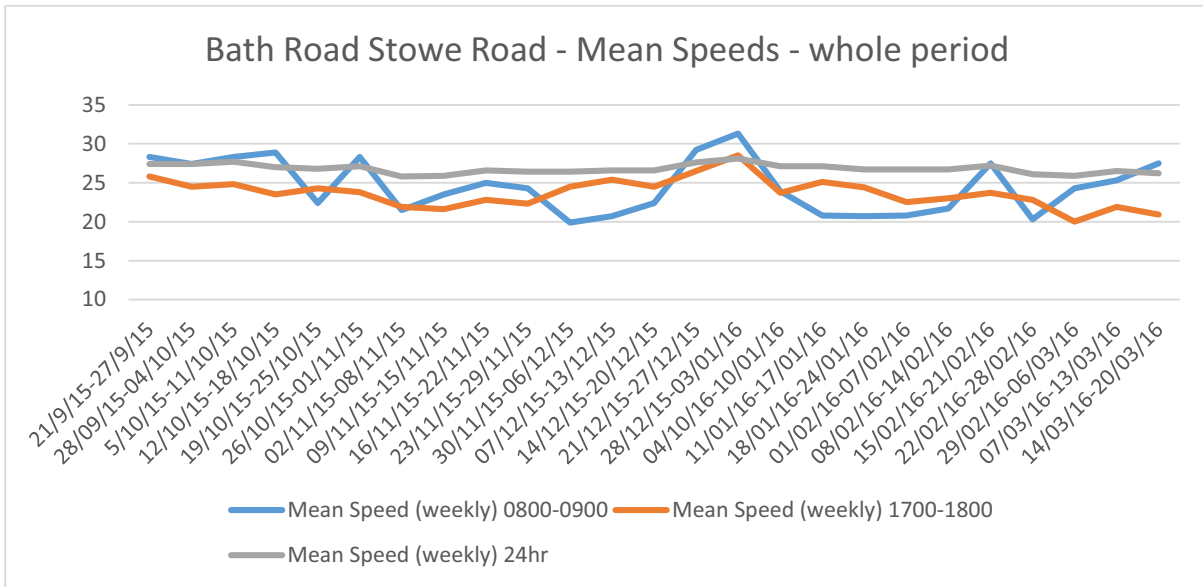


Traffic levels along Bath Road rose after the closure of Station Road, the rise was in the region of 8%.

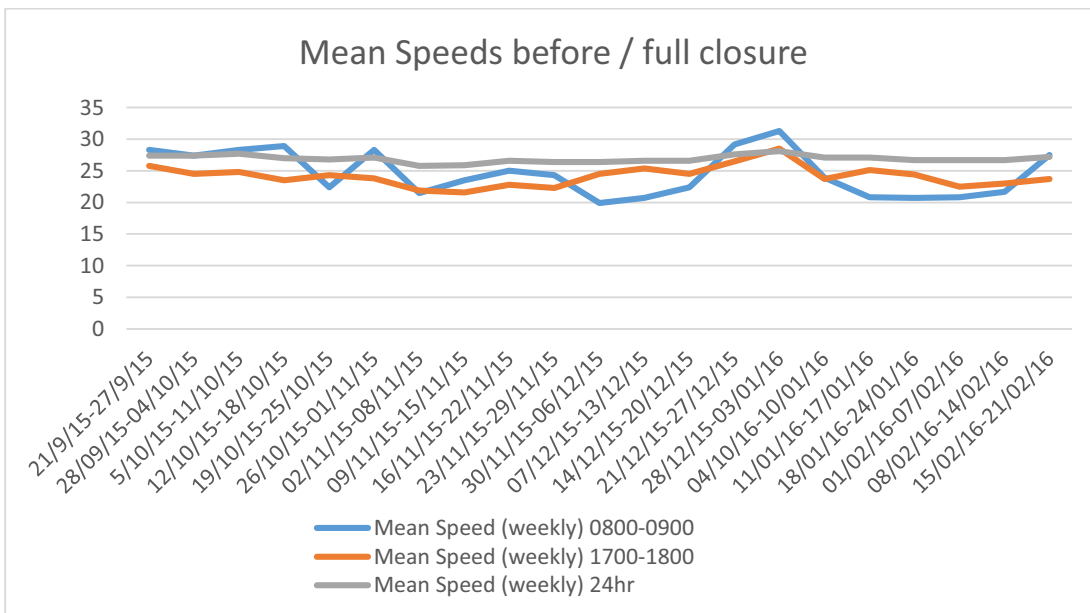


When comparing the traffic flows before any scheme to that during the northbound only scheme it can be seen that there has been a rise. This is calculated to be around 10%.

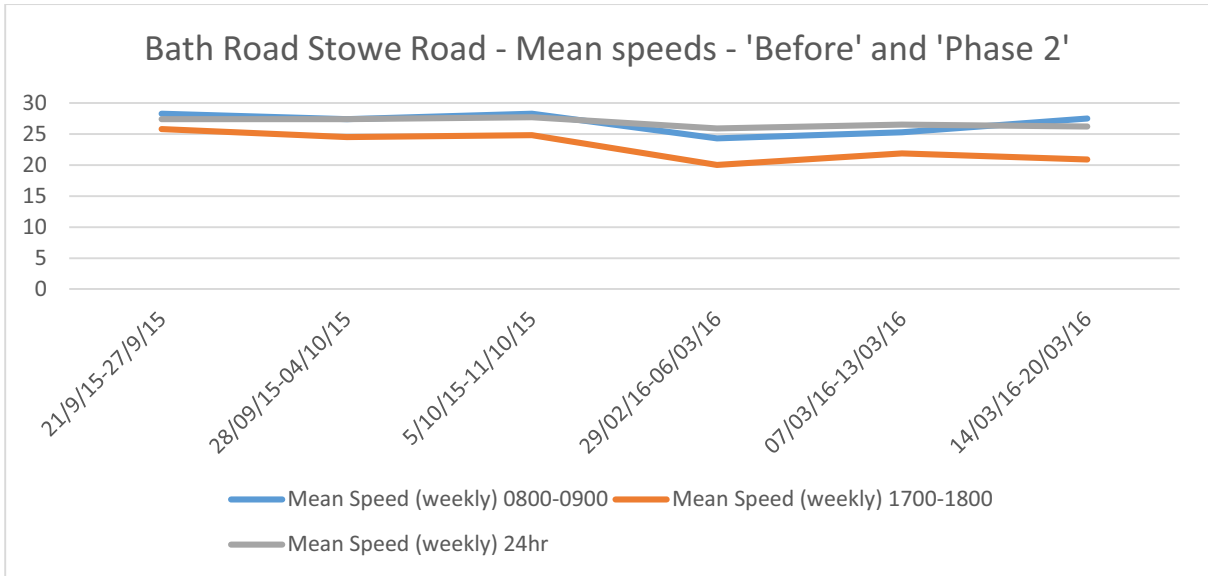
Mean Traffic Speeds



Over the whole experimental period speeds have fluctuated considerably. Especially the AM and PM peak speeds. Overall it appears as though there has been a very slight decrease in speeds.



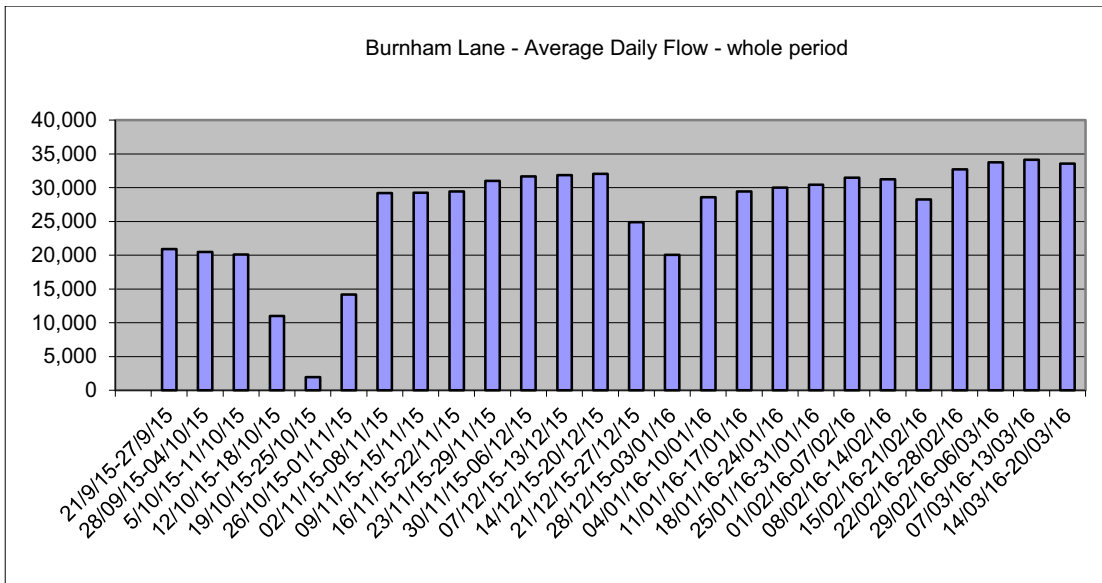
The graph above shows the speeds along Bath Road before any scheme and during the full closure of Station Road. There was a rise in speeds over the Christmas period and overall just a very small decrease in speed.



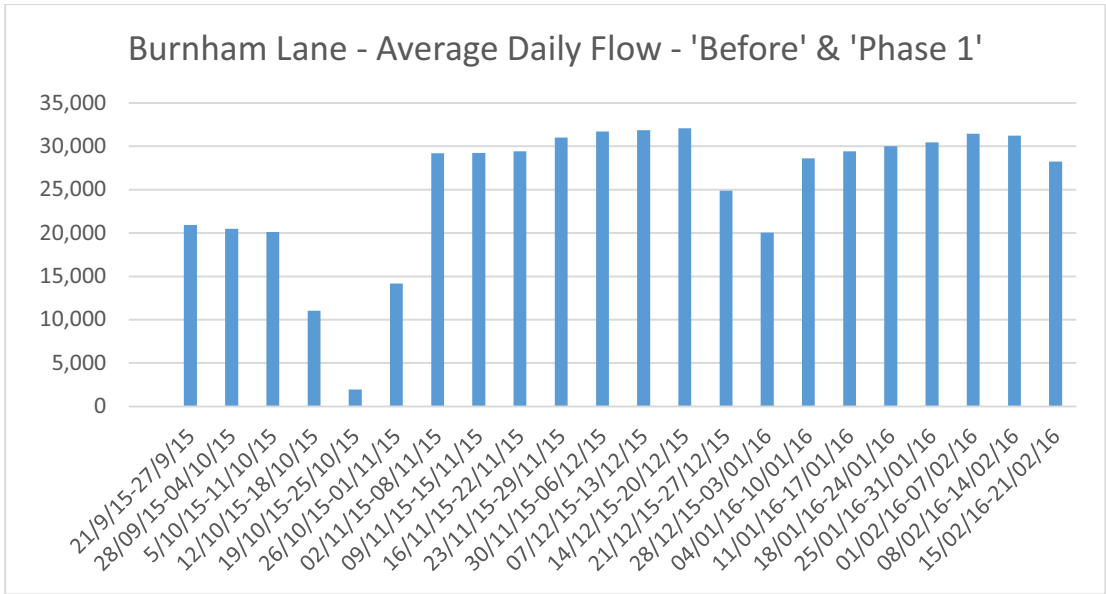
When comparing speeds before any scheme and during the northbound only scheme it can be seen that they have stayed relatively consistent. Overall there has been a small decrease, this is most obvious in the PM peak speeds. 31

Burnham Lane (near railway bridge, one way section)

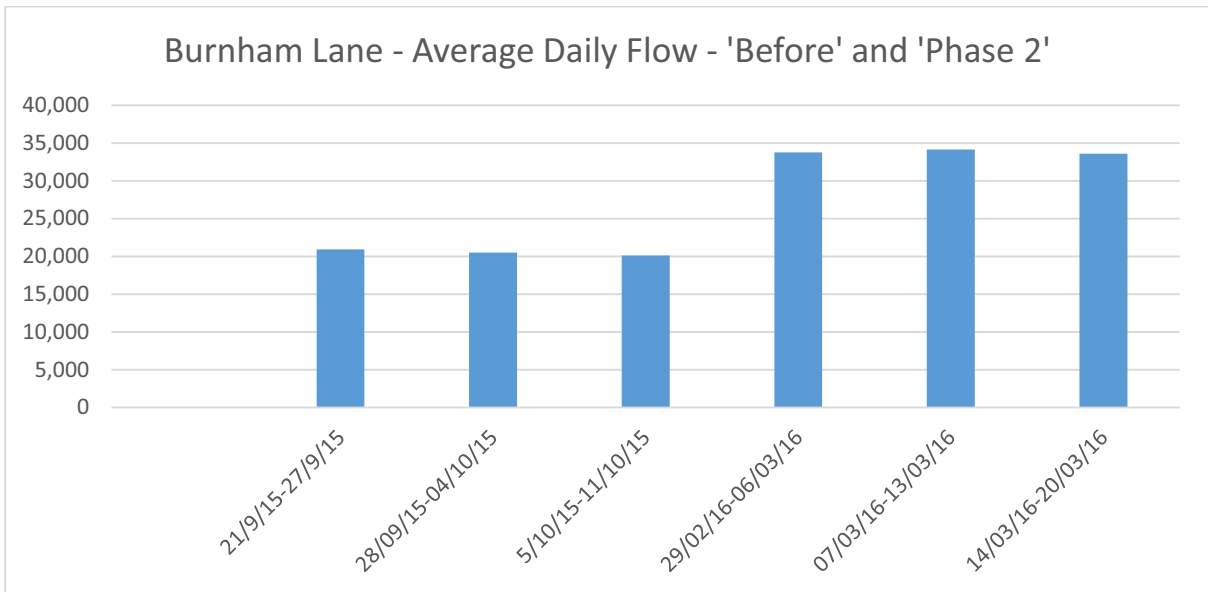
Average Traffic Flow



The changes along Burnham Lane have been quite marked. There was a significant rise in traffic levels after the full closure of Station Road and a further increase after the northbound only scheme was implemented.

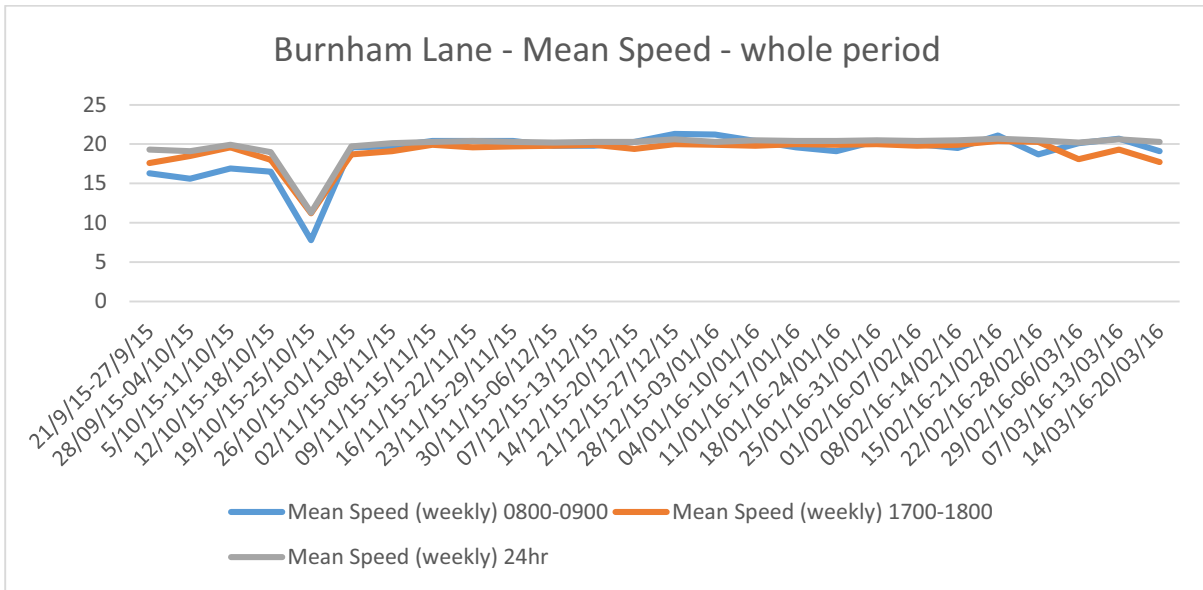


As shown above there was a marked increase in traffic levels along Burnham Lane after the closure of Station Road, this has been calculated to be an increase of approximately 31%. A decrease at the time around Christmas can again be seen, as can a large decrease in traffic levels in the week that the scheme was implemented and the week following this.

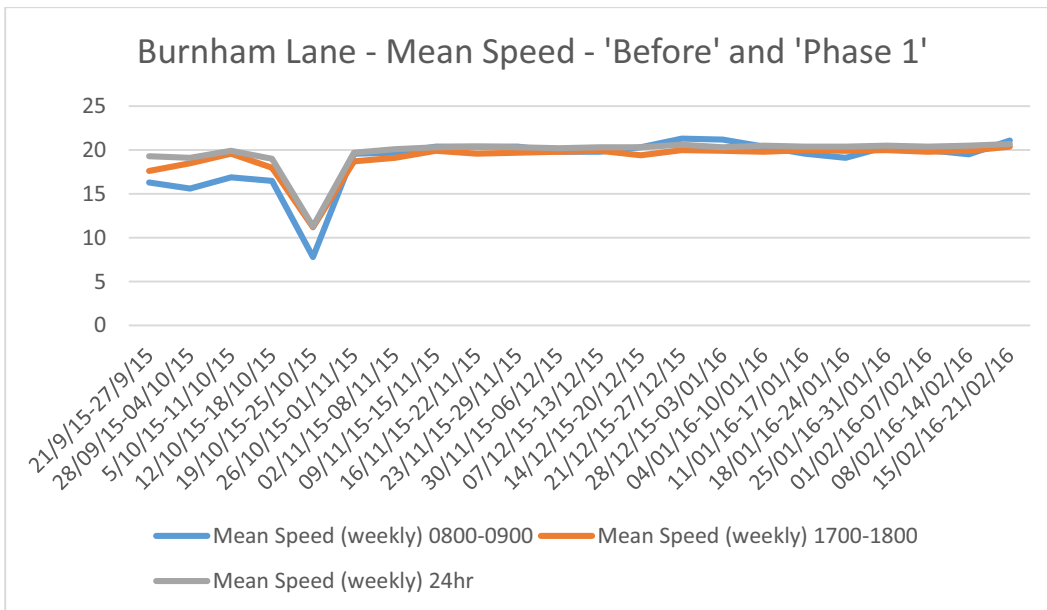


The increase in traffic levels is even more apparent when comparing the levels before any scheme and during the northbound only scheme. Here the increase is in the region of 65%.

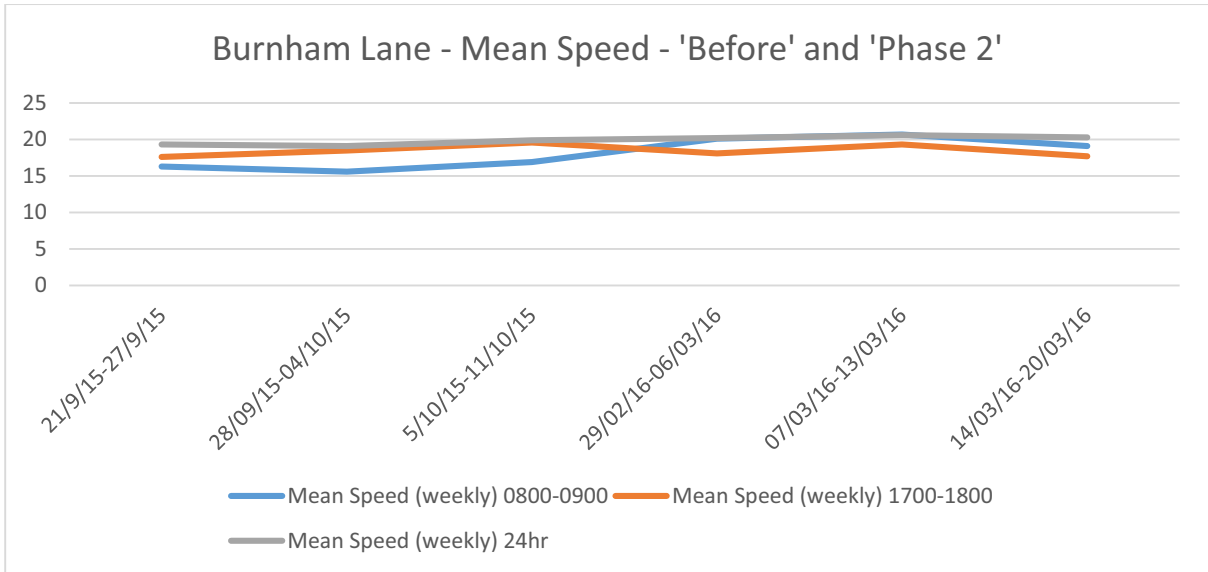
Mean Traffic Speeds



Over the whole period (September – present), apart from a large decrease in speed along Burnham Lane the week the full closure was implemented, speeds have stayed consistent.



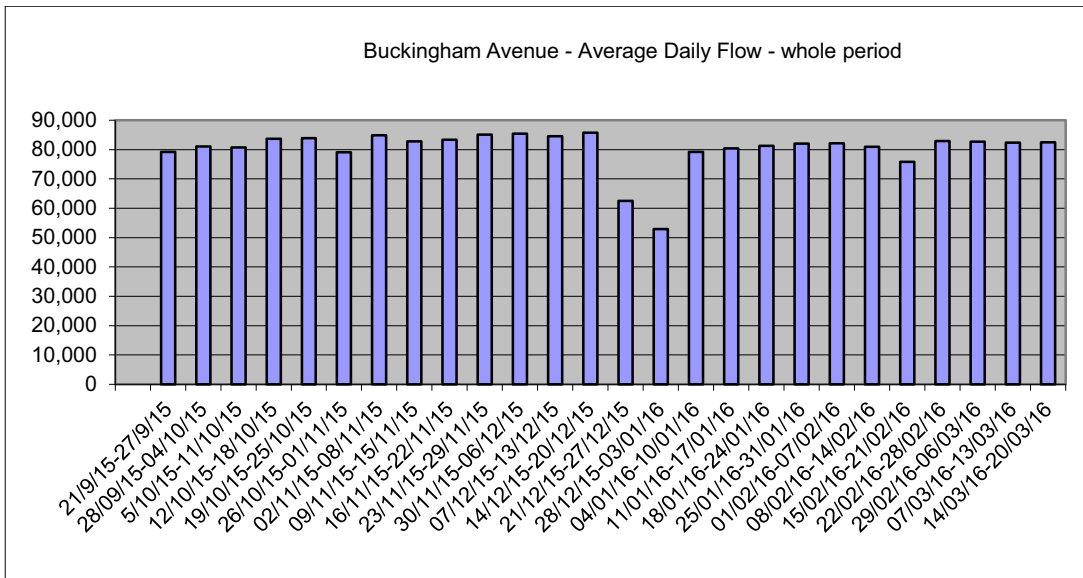
As stated above there was a large decrease in speeds along the road the week that the full closure was implemented. Apart from this time, throughout the rest of the full closure scheme speeds stayed very consistent, with overall a slight rise.



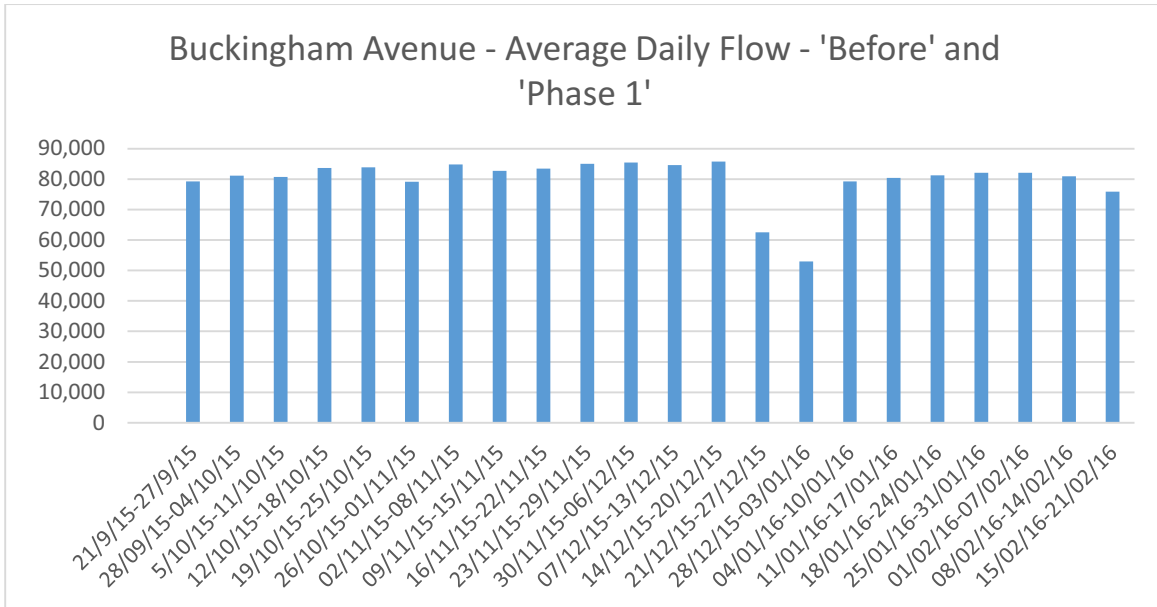
As with the full closure of Station Road, the northbound scheme did not result in a significant change in speeds on Burnham Lane. There was a slight increase in the mean AM peak speed.

Buckingham Avenue

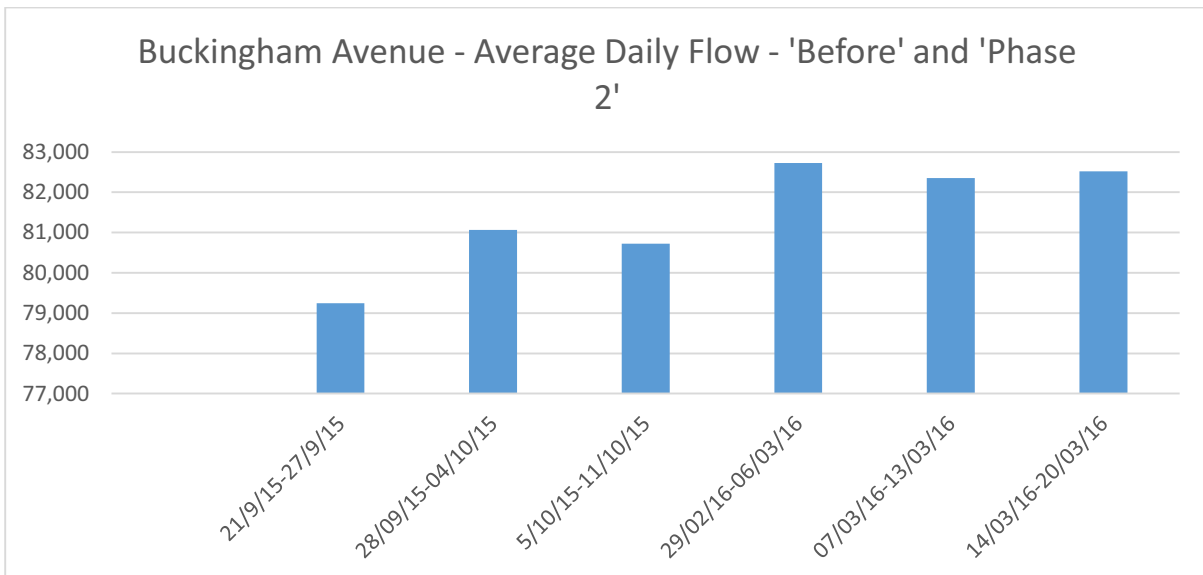
Average Traffic Flow



There has been very little overall change in the mean traffic flows along Buckingham Avenue throughout the whole experimental period. Apart from the dip in traffic levels over the Christmas period, they have stayed quite consistent.

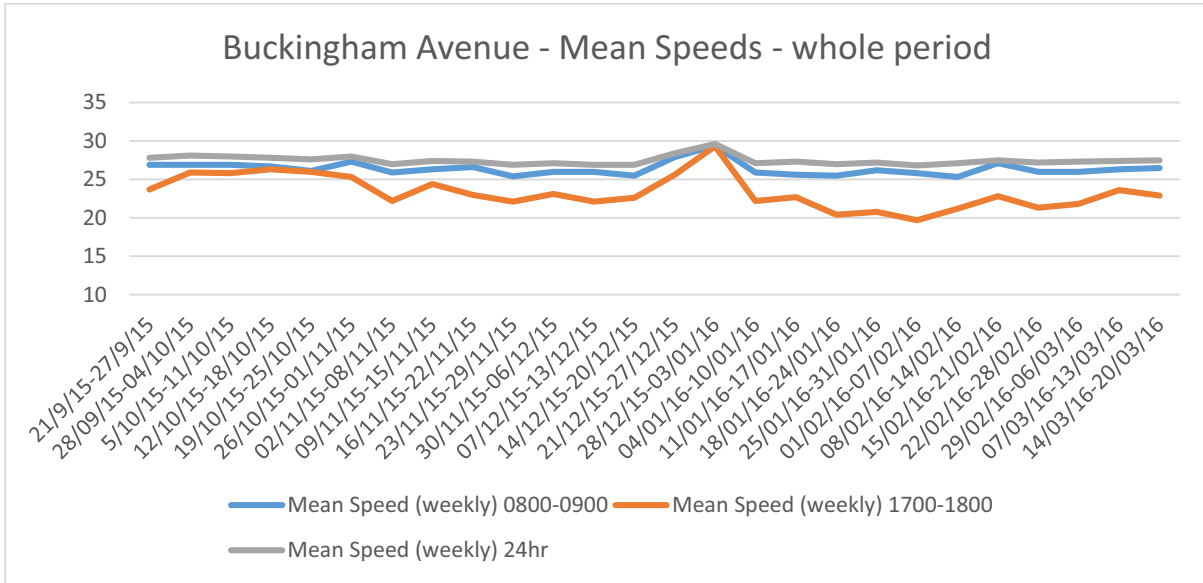


Traffic levels after the full closure of Station Road were very similar to those before, with a 1% decrease in levels, probably due to the effect of Christmas.

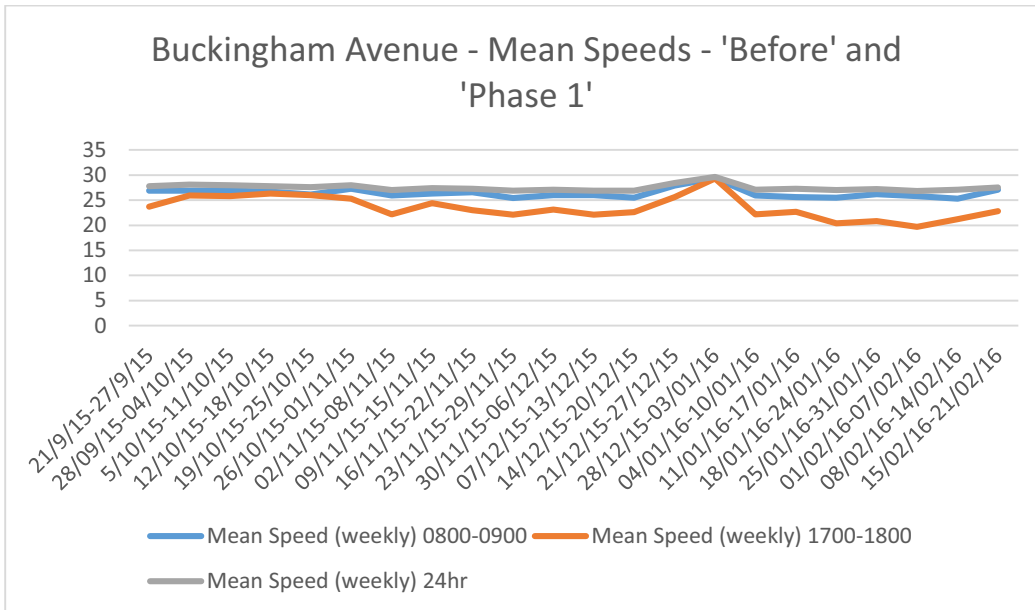


The increase in traffic levels after the re-opening of Station Road northbound compared to before any scheme was in the region of 3%, this is slightly higher than that during the full closure of Station Road.

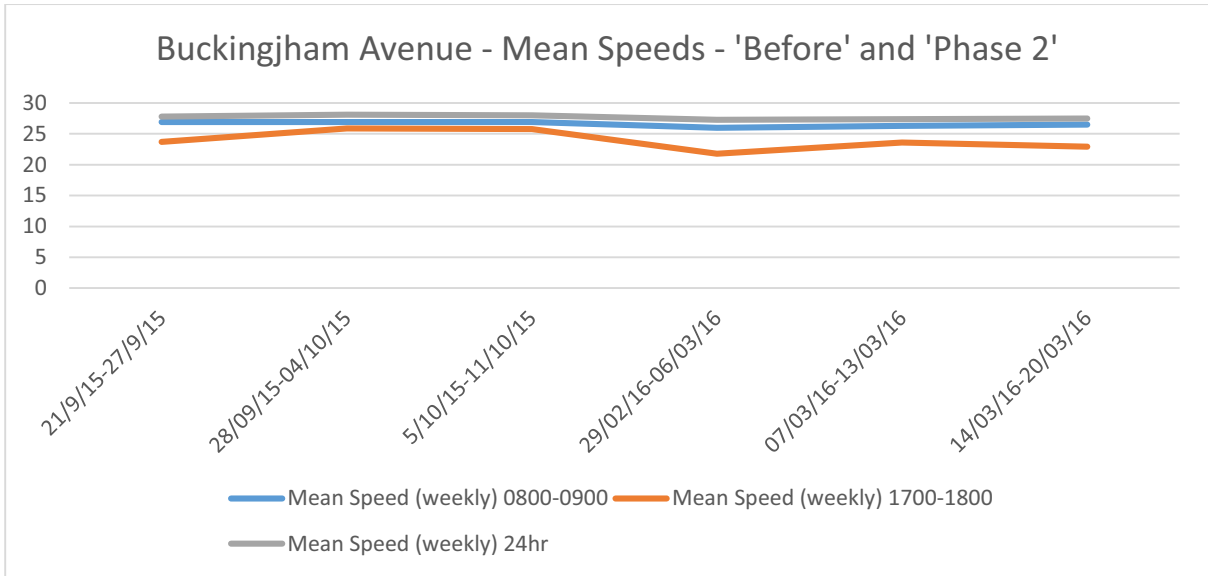
Mean Traffic Speeds



Over the whole experimental period speeds decreased slightly during the closure of Station Road and recently, during the opening of the road northbound have risen again. There was once again a spike in speeds during the Christmas period.

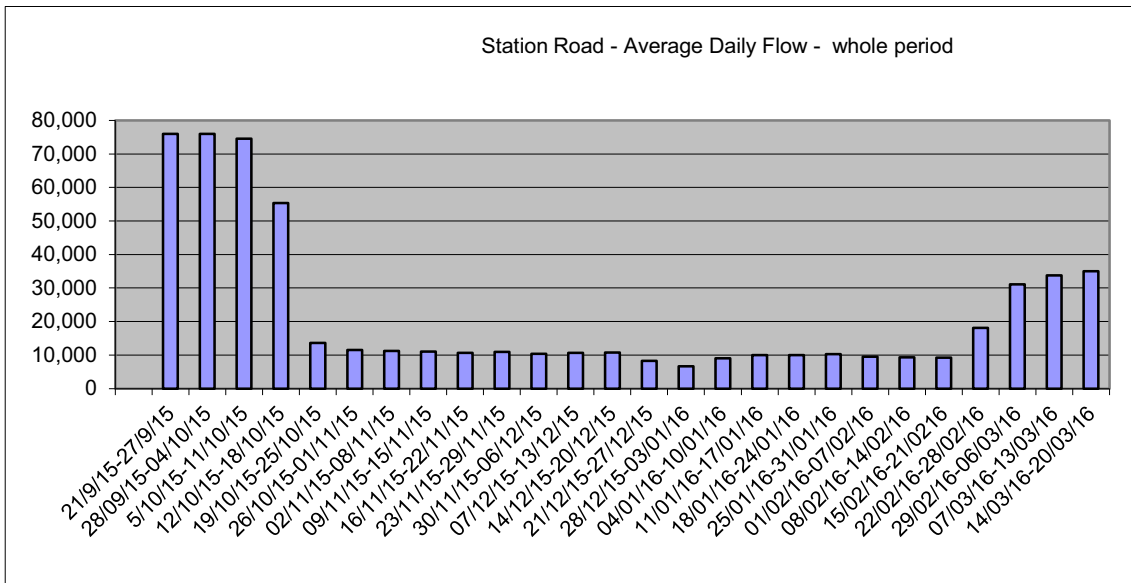


As previously stated speeds along Buckingham Avenue decreased slightly during the full closure of Station Road, this was most apparent in the PM mean speeds and the decrease was greatest during January / February.

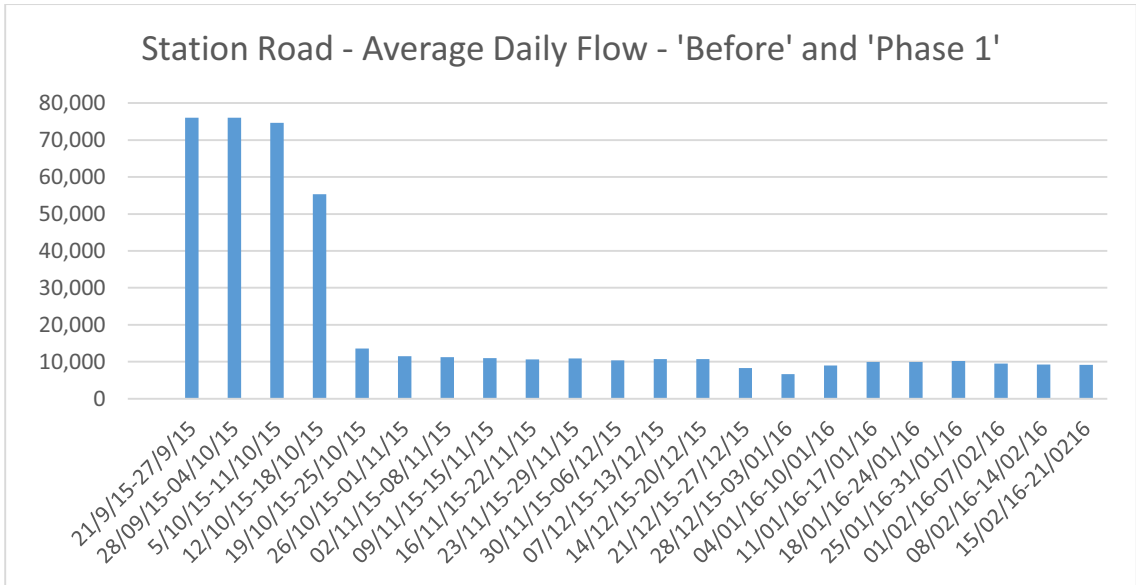


Speeds started to rise again when Station Road was opened northbound. After this they were almost identical to before any schemes were implemented, apart from the PM mean speeds which show a very slight decrease.

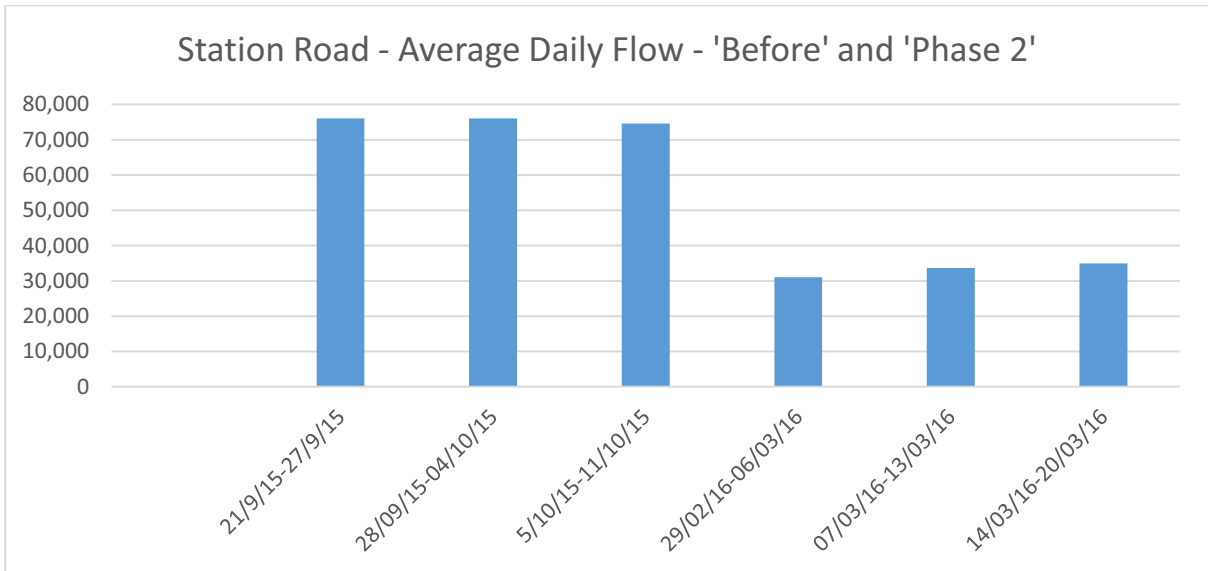
Station Road (south of railway bridge)



As would be expected after the closure of Station Road under the bridge, traffic levels dropped off dramatically. An 87% decrease in traffic levels has been recorded. Once the road was opened northbound traffic levels have begun to rise again.

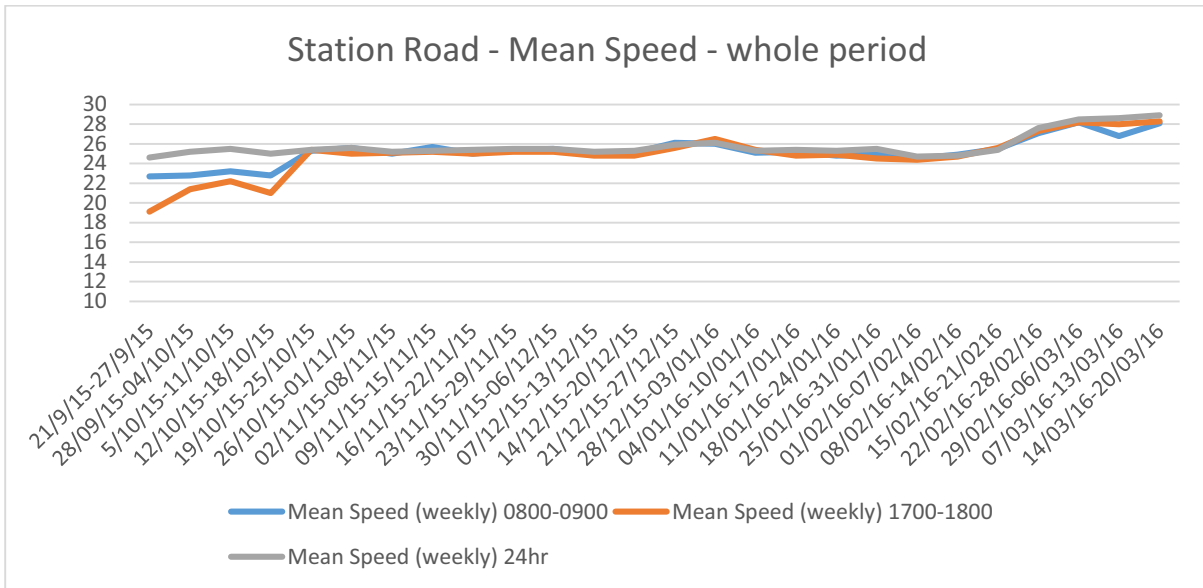


As stated above traffic levels after the closure of Station Road under the bridge fell by about 87%.

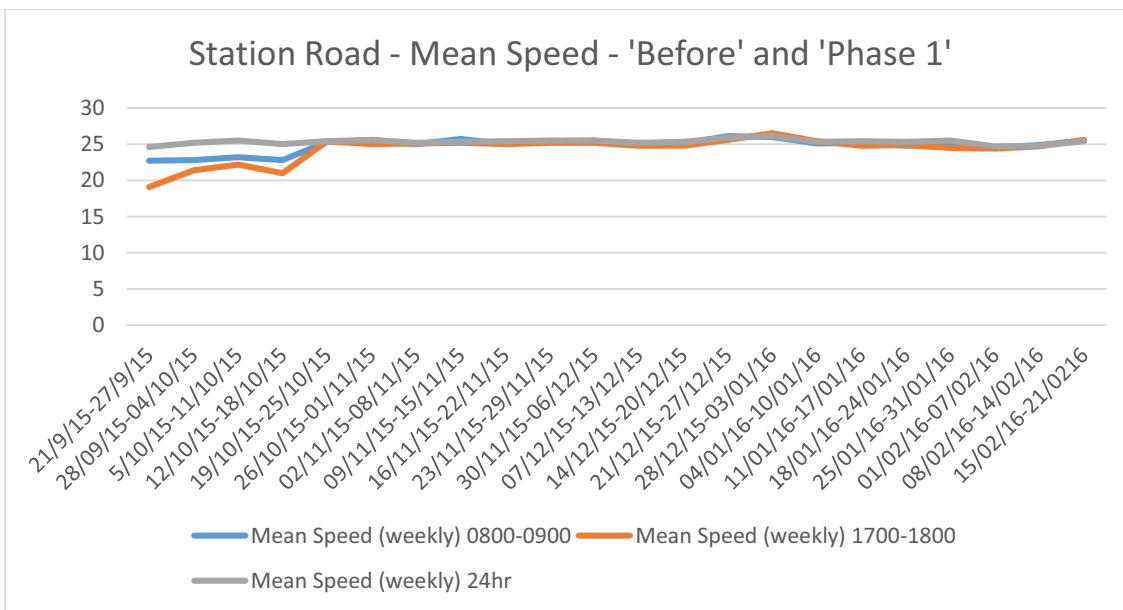


Since northbound traffic has been re-introduced onto the Station Road, traffic levels have started to rise again, however they are still much lower than before any schemes were implemented. The difference is approximately -56%.

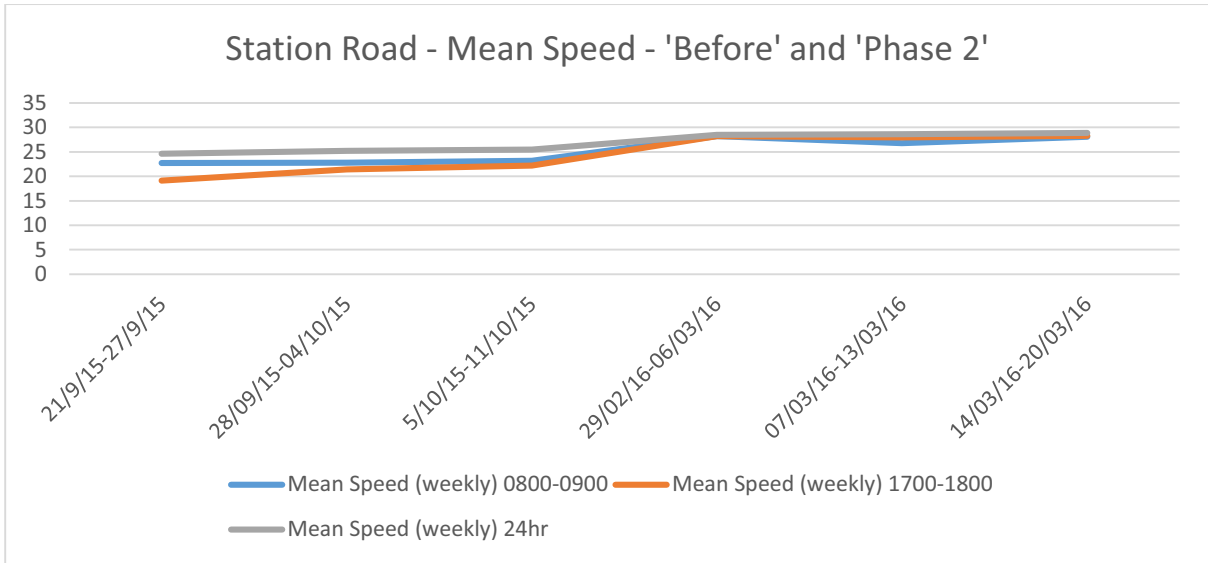
Mean Traffic Speeds



Mean traffic speeds along Station Road rose once the road had been closed and have continued to rise past the point of the road reopening northbound.



Traffic speeds rose along Station Road just after it was closed under the bridge. Following this, during the closure speeds stayed consistent.



Since the full closure of Station Road, speeds have risen on Station Road, as can be seen from the above graph this is particularly apparent since the re-opening of the road northbound. Speeds are now on average between 5 and 10 mph faster than they were when there was no scheme in place.

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SLOUGH BOROUGH COUNCIL

REPORT TO: Overview and Scrutiny Committee **DATE:** 7th April 2016

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

WARDS: All

PART I
FOR INFORMATION

ANNUAL PETITIONS REPORTS 2015/16

1. **Purpose of Report**

The purpose of this report is to provide the Committee with details of the Annual Petitions Report and to provide Members with an opportunity to comment on the report.

2. **Recommendation**

The Committee is requested to note the Annual Petitions Report 2015/16.

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

3a. **Slough Joint Wellbeing Strategy Priorities**

Overview and Scrutiny is a process by which decision-makers are accountable to local people, via their elected representatives for improving outcomes relating to all priorities for the Borough and its residents. Scrutiny seeks to influence those who make decisions by considering the major issues affecting the Borough and making recommendations about how services can be improved.

3b. **Five Year Plan Outcomes**

Overview and Scrutiny covers all of the 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
- There will more homes in the borough, with quality improving across all tenures to support our ambition for Slough
- The centre of Slough will be vibrant, providing business, living, and cultural opportunities
- Slough will be one of the safest places in the Thames Valley
- More people will take responsibility and manage their own health, care and support needs
- Children and young people in Slough will be healthy, resilient and have positive life chances
- The Council's income and the value of its assets will be maximised
- The Council will be a leading digital transformation organisation

4. **Other Implications**

(a) **Financial**

There are no financial implications of this report.

(b) **Risk Management**

None associated with this report.

(c) **Human Rights Act and Other Legal Implications**

None associated with this report.

(d) **Equalities Impact Assessment**

None associated with this report.

4. **Supporting Information**

4.1 In accordance with the Council's Constitution, an annual summary detailing all petitions submitted under the Petitions Scheme will be reported to the Overview and Scrutiny Committee.

4.2 For the period 1st May, 2015 to 31st March, 2016 a total of 16 petitions were received - 9 paper petitions and 7 e-petitions. The table below summarises the subject matter and total number of signatures received for each petition.

ePetitions Title	Signatures
Speeding Cars - Hillside	0
Burnham Lane & Station Road Traffic Project	118
Stop the sale of Land in Cherry Avenue	7
New Shopping Centre or Facelift Required for Slough High Street	0
Slough Estates Proposed Parking Order	6 (closing date 12.04.16)
One Way System on Chalvey	1 (closing date 12.04.16)
Vote of No Confidence	118

Paper Petition Title	Signatures
Against One Way System on Gilliat Road	32
Cheviot Road Shops – Anti Social Behaviour	16
Milan Centre Closure	156

Stop the Sale of Land in Cherry Avenue & Hold Network Rail to Account	106
Against Station Road Closure through Burnham Station Bridge	4,965
Extension of Zone D - Parking Permits for Residents of 1A Stoke Road	21
Restoration of St Ethelbert's Church, Wellington Street	15
Objection of Grant for St Ethelbert's Church Hall	10
Parking - Chalvey Gardens	19

Responses to the petitions are detailed in Appendix A.

5. **Conclusion**

Overview and Scrutiny Committee Members are requested to note details of the report.

6. **Appendices Attached**

A - Annual Petitions Report 2015/16

7. **Background Papers**

None.

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OVERVIEW AND SCRUTINY COMMITTEE
7th April 2016
Annual Petition Summary Report

Date Range: 1st May, 2015 to 31st March, 2016

E-Petitions – Total Received 7

2

ePetitions Title	Signatures	Response
Speeding Cars - Hillside	0	With reference to your Online petition request - Speeding Cars - Hillside The Council is not able to accept this petition as it is has fallen below the minimum threshold of 10 signatories.
Burnham Lane & Station Road Traffic Project	118	I would like to respond to the petition submitted on 7th September, 2015 with regard to the proposed Station Road closure. As may be known by now, the scheme has been through a scrutiny panel and has been subject to a report to the councils Cabinet. The outturn from the Cabinet meeting was to direct council officers to proceed with the closure for Station Road. To help to better understand the process the council has followed, I will explain how officers have recommended the closure. Firstly, a modeling report was completed in 2014 but was not conclusive as to which option was the best, all options had an impact. Officers discussed the implications at a working group and also with members and it was agreed that some of the options be trialled, this was captured in a significant decision report. The scheme proposal for Station Road is to close the road under the bridge so that officers can evaluate the actual impact on the road network rather than rely on modelling reports. The reason for the scheme is to address the congestion issues on Burnham Lane and around the station as well as improve access to the station. The closure will also help the council understand whether future development opportunities are viable so before the council commits to the final scheme, it needs to be sure which option works well, once this has been determined the design will be completed and included in a tender.

	<p>There has been some misinformation about what the council is actually proposing so for clarity, I can confirm that the entire scheme will include the following changes:</p> <ul style="list-style-type: none"> • Closure of Station Road except for pedestrian and cycle access • Changing Burnham Lane to southbound but still maintaining access from the A4 to residents • Alterations to the traffic signals along the A4 between Dover Road and Huntercombe Lane North • Moving of the bus stops from Burnham Lane to outside the station • Parking restrictions on Burnham Lane and Littlebrook Avenue <p>The permanent scheme will look at also the following:</p> <ul style="list-style-type: none"> • A new parking area for commuters • Upgrades to the station car park • New ticket hall • Access to all the platforms at Burnham Station • New zebra crossings on Burnham Lane • Upgrades to the 5 points junction • Improvements to drainage to reduce any existing flooding <p>The petition referred to alternate options being considered first; such as width restrictions, improved signalling and improvements to bus stops. Some of these options suggested are already incorporated into the experiment or will feature in the final scheme. We are not proposing to implement this scheme to stop bridge strikes though this does reduce incidents there is no business case to make this change on our network.</p> <p>In terms of the consultation process it is clear that residents feel we have not consulted them. Experimental traffic orders do not require pre-implementation consultation but the consultation process will start as soon as the experimental scheme is implemented. The total period for the experimental process is 18 months, the first 6 months is used for consultation/feedback and the remaining 12 months affords the council time to make a decision. The consultation and the decision period do not have to extend to the full timescales and so the council can make a decision sooner if possible.</p> <p>However, we are keen to engage with all those who live, work or pass through this area, to understand what the issues are once the scheme is in place and therefore we will be undertaking a leaflet drop to affected residents when a firm date for the closure has been agreed.</p> <p>I hope this information is of some help to enable a better understanding of the process officers have followed, for any further questions please let me know.</p>
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	7	<p>Stop the sale of Land in Cherry Avenue</p>	<p>With the agreement of the lead petitioner this ePetition has been closed due to a paper petition submitted on 2nd September, 2015 relating to the same subject matter.</p> <p>The signatures on this ePetition will be added to the paper petition signatures.</p>
	0	<p>New Shopping Centre or Facelift Required for Slough High Street</p>	<p>With reference to your Online petition request – New Shopping Centre or Facelift Required for Slough High Street.</p> <p>The Council is not able to accept this petition as it is has fallen below the minimum threshold of 10 signatories.</p>
	6	<p>Slough Estates Proposed Parking Order</p>	<p>12/04/2016 – closing date</p>
	1	<p>One Way System on Chalvey</p>	<p>12/04/2016 – closing date</p>
	105	<p>Vote of No Confidence</p>	<p>29/03/2016 – closing date</p>

Paper Petition Title	Signatures	Date Responded / Response
15-05 - Against One Way System on Gilliat Road	32	<p>6th Jul 2015</p> <p>Thank you for submitting the petition opposing the one way traffic scheme on Gilliat Road.</p> <p>We have considered your request for the council to reverse the decision to implement one way traffic flow on Gilliat Road, and on this occasion we have decided to continue with the implementation of the scheme. The reason that the scheme was put forward is because Gilliat Road and Carrington Road are both roads with a narrow carriageway and standard pavement widths. It has been observed that on a regular basis vehicles travelling in opposing directions meet, with one vehicle either mounting the pavement or reversing to a clearing to allow the other pass.</p> <p>Furthermore, there are 90 degree bends on these 2 roads, which result in poor forward visibility of oncoming traffic. The introduction of one way traffic flows on these streets alleviates these issues and improves road safety in the area. Furthermore, as a result of this scheme we are able to reconfigure the 2 wheels up parking bays on the southern kerb line between No's 30 and 60 Gilliat Road to allow residents better access from their properties as complaints have been received that vehicles are parked in obstruction of front gates etc. Furthermore, when we undertook the informal consultation, the results were 19 (16%) residents for the proposal, and 13 (11%) against. 87 (73%) of residents did not respond. For these reasons, we made the proposals to the local members who supported the introduction of the scheme and the necessary legal process was followed and signage purchased etc.</p> <p>You have raised a number of issues in your correspondence, which I have responded to below:</p> <p>1: Please address the issue raised where one resident has 12 cars (we believe this is a council tenant) - making the street 1 way will not increase car parking space.</p> <p><i>Unfortunately, we cannot control how many vehicles a household owns or parks on the highway without introducing a residents permit scheme. The purpose of the scheme is not to increase the number of parking spaces, but to improve road safety and ensure residents have adequate access to the highway from their properties.</i></p>

2: Increasing the space on the pavement and moving the lines further into the road WILL cause for residents living on the ODD numbers side will not be able to get their cars in the drive, and if they do it will mean causing damage to their cars as well as their properties.

We will ensure that the parking bays are marked in a way that will not obstruct vehicles from exiting their driveways. Please be advised that we can only keep access to the highway clear for those residents that have dropped crossings.

3: Many people on this road often have work done on their house as they like to keep a nice appearance of their property and the Saturday just passed a resident had a delivery of building materials and the lorry had to use a crane to offload - this meant the lorry had it stabilizers on the ground and could not move - this lorry was there for 36 minutes. So if the road is one way it would mean that we would have to wait 36 minutes in order to pass - god forbid there was ever an emergency. In addition to this a car came and he and the lorry driver almost came to blows - if this was one way SBC would be responsible for causing these problems where people knock the life out of each other. Two hours later the resident had another delivery and it was another lorry which was parked up for the best part of 1 hour - need I say more?

I understand that vehicles may need to service the properties from time to time, however if they require to block the road they will need to contact the council to ensure adequate provisions are put in place to divert traffic. This would be the case if the road operated 2 way traffic flow as well and one way. If works/deliveries are necessary on Gilliat Road and the correct process is followed, the council can assist to ensure disruption is kept to a minimum.

4: We understand that some council officials have spent some time on Gilliat Road observing the traffic flow and also this aided the decision to make it one way - it is all well and good sitting on a street corner for a few hours - this is far from living on the road and seeing it from the residents perspective, not just some SBC rep feeding back the flow of traffic.

The Slough Borough Council Transport Team have made the decision to implement this scheme based on the observations outlined above. Although we understand that this may cause slight inconvenience to the residents, however as the highway authority we are required to make decisions in the interests of road safety as well as considering the residents. The area in question is relatively small, and there is a suitable

		<p><i>route for residents to access Gilliat Road without causing significant delays in journey time.</i></p> <p><i>Slough Borough Council are implementing this scheme under an experimental traffic regulation order so that we can monitor and review the scheme when it is in its infancy, and this also gives us the ability to react quickly and make changes if we find the scheme is not working for any reason. We will accept representations from residents within the first months of the scheme's implementation, and we can then make a decision based on these representations whether we make the scheme permanent, make changes or remove the scheme all together.</i></p> <p><i>I hope this information helps.</i></p>
<p>15-06 - Cheviot Road Shops – Anti Social Behaviour</p>	<p>16</p>	<p>24th Aug 2015</p> <p>Thank you for submitting the petition about the Anti-Social Behaviour at the rear of the Cheviot Road Shops.</p> <p>Through our joint working with Thames Valley Police we are aware of the work they have carried out to try and combat some of the Anti-Social Behaviour carried out in the area. We are aware that the area around the old garage site and the rear of the shops has become attractive for those wishing to commit Anti-Social Behaviour however the new properties that are replacing the old garages will result in the area being less attractive. We expect an improvement in the area following the properties being completed as the residents will be passing the rear of the shops on a daily basis.</p> <p>We again ask that all incidents of Anti-Social Behaviour are reported to the Police on the 101 telephone number as we believe the amount of Anti-Social Behaviour is underreported. Whilst we wait for the properties to become occupied we have introduced a litter picking service so as to see how much alcohol litter is dropped which will take place once a week and will be reviewed on a regular basis.</p>
<p>15-07 - Milan Centre Closure</p>	<p>156</p>	<p>1st Sep 2015</p> <p>I am writing to formally respond to the above paper petition submitted on Wednesday 5th August, 2015.</p> <p>Thank you for submitting the petition about the proposed closure of the Milan Community Centre.</p> <p>The Thomas Gray and Milan Centres, which are interlinked, do not provide services unique to the location; instead they provide services for people across the Borough. The Council is looking to release the site for better use in the local community.</p>

		<p>Over the last three months research has been undertaken on use of the Milan Centre, including numbers using the Centre on an hourly and daily basis, where users travel from, how they travel to the Centre and how they use the Centre. Focus groups with users have taken place to understand what is important for users about the Centre. Alongside this staff have mapped a range of activities that users could access and identified alternative sites that could be hired. Some users have already started to attend a weekly yoga session at Chalvey Community Centre.</p> <p>Options were presented to the users on 25th August. We will be working with the users to find which of these best suits their needs and supports their health and wellbeing and look at how we can support individuals to make these options accessible.</p> <p>The Council will continue to support one off events such as EID, Diwali celebrations at its community buildings.</p>
<p>15-08 - Stop the Sale of Land in Cherry Avenue & Hold Network Rail to Account</p>	<p>106</p>	<p>11th Sep 2015 I am writing in response to your above paper petition submitted to the Council on Wednesday 2nd September, 2015.</p> <p>Although we have received complaints about noise from work relating to the access point at the garages at Cherry Avenue in the past, the Council has not carried out a full noise investigation. As such we are not in the position to take any formal abatement action in relation to noise or any other issue of nuisance. I have therefore responded to your points accordingly.</p> <ol style="list-style-type: none"> 1. We do not have the power to close an area of private land. In areas where we have substantial evidence over a given period of time, e.g. 6 months, we may consider gating an area. However, I understand that this has been looked into by Community project officer, Esther Masters and there was not evidence for this. Even if the area was to be gated, Network Rail have advised us that they would still require access. 2. Cherry Avenue is public land and the Council therefore are not legally able to prevent access. 3. I understand that the sale of the land has already been completed and that Network Rail have purchased the land. However, the Council itself would not have been able to nominate an asset of community value. It is the Council's role to access the nomination against the following criteria: <ul style="list-style-type: none"> • How the asset will enhance social wellbeing through alleviating

		<p>poverty, creating employment, improving health or increase educational attainment and;</p> <ul style="list-style-type: none"> • How the asset will enhance social interests, which includes cultural, recreational and sporting, • They have the skills, plans, management structure, resources and finance in place to manage the asset. <p>Only an eligible 'Community Group' can make a nomination and full details of the nomination/assessment and the nomination form can be found on the Council's website (http://www.slough.gov.uk/business/land-and-property/asset-of-community-value.aspx).</p> <p>4. We will monitor the area in receipt of any noise complaints made in relation to any new issues of noise. The complainant(s) will be asked to complete noise diary sheets which upon receipt, the investigating officer will assess the diary sheets decide whether further monitoring is necessary. Any complaints received will also be discussed with Network Rail to arrive at an early solution if there is a current noise issue.</p> <p>5. The assessment of the completed noise diary sheets, any monitoring (including any monitoring carried out by a noise recorder if necessary), will determine whether a statutory nuisance exists. If a statutory nuisance does exist, we will consider the most appropriate course of action to abate the nuisance.</p> <p>I have been liaising with Network Rail and will continue to do so regarding the concerns that the residents have raised. Please be assured that it is our intention to arrive at a solution by working with Network Rail and the residents to ensure that any use of the land does not cause a nuisance.</p>
<p>15-09 - Against Station Road Closure through Burnham Station Bridge</p>	<p>4,965</p>	<p>23rd Sept 2015</p> <p>I would like to respond to the petition submitted on 3rd September, 2015 with regard to the proposed Station Road closure. As it may be known by now, the scheme has been through a scrutiny panel and has been subject to a report to the councils Cabinet. The outturn from the Cabinet meeting was to direct council officers to proceed with the closure for Station Road.</p> <p>To help understand the process the council has followed, I will explain how officers have recommended the closure. Firstly, a modelling report was completed in 2014 but was not conclusive as to which option was the best, all options had an impact. Officers discussed the implications at a working group and also with members and it was agreed that some of the options be trialled, this was captured in a significant decision report. The scheme proposal for Station Road is to close the road under the bridge so that officers can evaluate the actual impact on the road network rather than rely on modelling reports.</p>

The reason for the scheme is to address the congestion issues on Burnham Lane and around the station as well as improve access to the station. The closure will also help the council understand whether future development opportunities are viable so before the council commits to the final scheme, it needs to be sure which option works well, once this has been determined the design will be completed and included in a tender.

There has been some misinformation about what the council is actually proposing so for clarity, I can confirm that the entire scheme will include the following changes:

- Closure of Station Road except for pedestrian and cycle access
- Changing Burnham Lane to southbound but still maintaining access from the A4 to residents
- Alterations to the traffic signals along the A4 between Dover Road and Huntercombe Lane North
- Moving of the bus stops from Burnham Lane to outside the station
- Parking restrictions on Burnham Lane and Littlebrook Avenue

The permanent scheme will look at also the following:

- A new parking area for commuters
- Upgrades to the station car park
- New ticket hall
- Access to all the platforms at Burnham Station
- New zebra crossings on Burnham Lane
- Upgrades to the 5 points junction
- Improvements to drainage to reduce any existing flooding

The petition referred to alternate options being considered first; such as width restrictions, better signage, improved signalling and improvements to bus stops. Some of these options suggested are already incorporated into the experiment or will feature in the final scheme. We are not proposing to implement this scheme to stop bridge strikes though this does reduce incidents there is no business case to make this change on our network.

In terms of the consultation process it is clear that residents feel we have not consulted them. Experimental traffic orders do not require pre-implementation consultation but the consultation process will start as soon as the experimental scheme is implemented. The total period for the experimental process is 18 months, the first 6 months is used for consultation/feedback and the remaining 12 months affords the council time to make a decision. The consultation and the decision period do not have to extend to the full timescales and so the council can make a decision sooner if possible. However, we are keen to engage with all those who live, work or pass through this area, to understand what the issues are once the scheme is in place and therefore we will be

		<p>undertaking a leaflet drop to affected residents when a firm date for the closure has been agreed.</p> <p>I hope this information is of some help to enable a better understanding of the process officers have followed, for any further questions please let me know.</p>
<p>15-10 - Extension of Zone D - Parking Permits for Residents of 1A Stoke Road</p>	<p>21</p>	<p>28th Oct 2015</p> <p>Thank you for the submission of the above petition.</p> <p>Unfortunately, the Council cannot consider your request to include Stoke Road into the Zone D residents parking zone. Slough Borough Council has a planning policy to restrain parking for new developments in the town centre and West Central is classed as a town centre development. This policy is applied on the basis that, firstly, it is appropriate to limit traffic growth from new development to avoid further town centre traffic congestion and secondly, that public transport options, shops and other facilities are nearby such that many people are willing and able to live in town centres without a car.</p> <p>Furthermore, the developer for West Central agreed that residents of the development will be ineligible to apply for a parking permit in existing and future residents parking schemes as part of the planning approval.</p> <p>We are sorry we were unable to assist on this occasion.</p>
<p>15-11 - Restoration of St Ethelbert's Church, Wellington Street</p>	<p>15</p>	<p>11th Nov 2015</p> <p>Many thanks for the submission of the above petition.</p> <p>It is stated in the petition that it is "not an appeal for monetary funding", but a request to the Council for assistance in the restoration of the building by making an order in terms of the listed building act. It is assumed this request is referring to the issuing of a Repairs Notice under Section 48 of the Planning (Listed Buildings and Conservation Areas) Act 1990. It is worth noting that in terms of this section, a Local Planning Authority can serve a notice setting out the repairs needed for the proper preservation of a listed building. If the building is not repaired within two months, the Local Planning Authority may then serve a compulsory purchase order under Section 47 and, if the order is confirmed by the Secretary of State, proceed to acquire the building in accordance with the Acquisition of Land Act 1981.</p> <p>The petition is clear that it is not requesting financial support, however there might be some uncertainty about the process outlined above. Before the Council can serve this notice, the Local Planning Authority will have to instruct a consultant to undertake a survey in order to determine if there is any merit in serving the notice, prepare a repairs schedule and likely costs to undertake the repairs. It is recommended that direct contact is made with the Planning and</p>

<p>15-12 - Objection of Grant for St Ethelbert's Church Hall</p>	<p>10</p>	<p>Building Control Service to clarify and confirm if this is indeed what is requested for the Council to undertake.</p> <p>31st Dec 2015 Thank you for your Petition.</p> <p>Your Petition is an objection to an alleged Council grant of £250,000 towards the "construction of a new hall" on the basis of a range of allegations which you set out in your Petition.</p> <p>I am afraid the Council is not making a grant award to the St Ethelbert's RC Church.</p> <p>The Council is however, entering into a legal agreement with the land owner of the Church, the Northampton Roman Catholic Diocese Trustee (charity number 234091). The consideration being paid is in relation to acquisition of land under the Curve Compulsory Purchase Order and other related matters. The Council is legally required to make this payment. I would reiterate that this payment is not a grant award by the Council.</p>
<p>15-13 - Parking - Chalvey Gardens</p>	<p>19</p>	<p>13th Jan 2016 Thank you for the paper petition submitted on Wednesday 16th December, 2015 requesting a review of the residents permit parking on Chalvey Gardens.</p> <p>We are pleased to advise that we will be extending the zone so that Zone O permit holders will also be able to park in Zones G and AG which are located on Chalvey Park.</p> <p>We will be writing to all residents with permits in the affected zones in the next few weeks, and hope to have the new arrangements in place from April 2016.</p>

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SLOUGH BOROUGH COUNCIL

REPORT TO: Overview and Scrutiny Committee
DATE: 7th April 2016
CONTACT OFFICER: Dave Gordon – Scrutiny Officer
(For all Enquiries) (01753) 875411
WARDS: All

PART I
FOR COMMENT & DECISION

CONTRACT MANAGEMENT TASK AND FINISH GROUP – TERMS OF REFERENCE

1. **Purpose of Report**

For the Overview and Scrutiny Committee to review and approve the final version of the terms of reference for the Casework Task and Finish Group.

2. **Recommendations/Proposed Action**

That the Committee:

- 1) review the proposed terms of reference for the Task and Finish Group; and
- 2) agree the final version of the terms of reference under which the Task and Finish Group will operate.

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

3.1 **Slough Joint Wellbeing Strategy priorities**

Contracts negotiated with suppliers by Slough Borough Council (SBC) can relate to any of the Slough Joint Wellbeing Strategy priorities set out below. Members raised the issue of member input into contracts as the result of discussions arising from differing approaches taken in several re-procurement exercises undertaken by SBC.

The Slough Joint Wellbeing Strategy priorities and cross-cutting themes are as follows:

Priorities:

- Health
- Economy and Skills
- Regeneration and Environment
- Housing
- Safer Communities

Cross-Cutting themes:

- Civic responsibility
- Improving the image of the town

3.2 **Five Year Plan Outcomes**

Contracted services may also relate to any of these outcomes, depending on the service involved. The outcomes are:

- Slough will be the premier location in the south east for businesses of all sizes to locate, start, grow, and stay
- There will more homes in the borough, with quality improving across all tenures to support our ambition for Slough
- The centre of Slough will be vibrant, providing business, living, and cultural opportunities
- Slough will be one of the safest places in the Thames Valley
- More people will take responsibility and manage their own health, care and support needs
- Children and young people in Slough will be healthy, resilient and have positive life chances
- The Council's income and the value of its assets will be maximised
- The Council will be a leading digital transformation organisation

4. **Supporting Information**

- 4.1 The Task and Finish Group was first raised as a possibility by members at the meeting of the Overview and Scrutiny Committee on 4th February 2016. At this meeting, it was decided that the most appropriate solution would be the establishment of a Task and Finish Group.
- 4.2 The Task and Finish Group will meet on 5th April 2016 to formulate its draft terms of reference. This meeting will examine the areas which would be of interest to the Group and the issues that members had encountered with existing procedures and processes. On the basis of these discussions, the proposed terms of reference will be formulated.
- 4.3 Given the date of this meeting, the draft terms of reference will be available at the time of the meeting on 7th April 2016. However, they will need to be circulated at the meeting itself, as they will not be completed by the time of agenda publication on 30th March 2016.
- 4.4 Once the terms of reference have been approved by the Overview and Scrutiny Committee, the Task and Finish Group will initiate its review. A series of meetings will be held throughout the remainder of 2016. Once the review has completed its work, it will complete a report with a series of recommendations arising from its findings. This final report will be presented to the Overview and Scrutiny Committee for review and comment; the date of this will be determined as the review progresses.

5. **Resource Implications**

- 5.1 The Task and Finish Group will be supported by 1 FTE member of staff. This officer is also responsible for supporting the Overview and Scrutiny Committee and three Scrutiny Panels. Therefore, this is a finite resource and consideration must be given, in conjunction with the work programmes for the three Scrutiny Panels, as to how the resource is used during the year.

6. **Conclusion**

- 6.1 This report is intended to provide the Committee with information and guidance on the work to be undertaken by the Task and Finish Group. There will be flexibility for the Task and Finish Group to arrange meetings to suit its work; however, its focus on the work it has been commissioned to complete will remain resolute.

7. **Appendices**

- A - Draft terms of reference for the Contract Management Task & Finish Group, to be tabled.

8. **Background Papers**

- 1 - Minutes of the Overview & Scrutiny Committee, 4th February 2016.

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MEMBERS' ATTENDANCE RECORD 2015/16
OVERVIEW AND SCRUTINY COMMITTEE

COUNCILLOR	17/06/15	09/07/15	10/09/15	12/11/15	12/01/16 (Joint meeting with ECS Panel)	20/01/16	04/02/16	03/03/16	07/04/16
Ajaib	P	P	P	P	P	Ap	P	P (from 6.47pm)	
Bains	P	P	P	P* (from 6.35pm)	P	P* (from 6.56pm)	P	P	
Bal	P	P	Ap	P	Ap	Ap	Ap	P	
N Hollidge	Ap	P	P	Ap	P	P	P	P	
Malik	P	Ap	P	P	P	P	P	P	
Nazir	P	P	P	P	P	P	P	P	
Rana	P	P	P	P	P	P	P	P	
Strutton	P	P* (from 7.22pm)	P	P	P	P	P	P	
Usmani	P	P	P	P	P	P	P	Ap	

P = Present for whole meeting
 Ap = Apologies given

P* = Present for part of meeting
 Ab = Absent, no apologies given

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