

working to address these issues the safety and wellbeing of residents can be supported while the environmental quality of the area, both aesthetically and in terms of pollution can be improved.

• A Cleaner, Greener place to live, Work and Play

Another of the stated aims of the regeneration is the improvement of the urban environment which can be achieved in part by reducing congestion and standing traffic. The declaration of an Air Quality Management Zone along the town centre section of the A4 has been made necessary by increased volumes of traffic and congestion. In this location the increased pollution is being addressed by improvements to the road network around the former Brunel roundabout and investment in smart technology to manage traffic flow. Due to the current road layout in Chalvey and the complexity of some of the junctions standing traffic is a common feature, which not only increases pollution output but presents difficulties for residential traffic.

• Prosperity for All

Regeneration taking place in a number of areas of the town, coupled with continued investment in education, skills training, parks and open spaces and key public services all contribute to individual wellbeing and personal development. The quality of the townscape influences the propensity of businesses to locate in Slough, so efforts to make the town more attractive will also have positive effects on the local economy.

4 Other Implications

(a) Financial

The cost of the experimental measures will be funded from the Chalvey regeneration budget.

Risk Management

<i>Recommendation</i>	<i>Risk/Threat/Opportunity</i>	<i>Mitigation(s)</i>
<i>Consultation exercise held to gauge resident support</i>	<i>Going ahead with changes to the road network without consulting local residents could miss the opportunity of utilising local knowledge and wishes</i>	<i>Consult residents' groups on a range of options to gauge resident support Experimental procedure allows the Council to test the preferred option before committing to a permanent scheme</i>
<i>Measures be considered to improve traffic flow and reduce congestion</i>	<i>These changes have the potential to significantly improve the urban environment in this area of the town, while improving the safety and wellbeing of local residents. Failure to act could lead to a worsening situation</i>	<i>Bring forward a range of proposals to consult local residents and gauge support for differing options</i>

(b) Human Rights Act and Other Legal Implications

None at this stage.

(c) Equalities Impact Assessment

Consultation will be targeted at all members of the local community to capture a wide range of views on the proposed scheme. An Equalities Impact Assessment will be carried out to ensure that any proposals which gain support and are approved do not disadvantageously affect any section of the community.

5 Supporting Information

Progress since 19th September

- 5.1 Construction of the experimental measures commenced in September, after Thames Water's works had advanced to a stage where the council's contractor could take possession of Chalvey Road East first of all, and later on Chalvey Road West. Implementation of the experimental measures is now well advanced.
- 5.2 Chalvey Road East
- The experimental one-way system has been implemented between the railway bridge and College Avenue;
 - A contra-flow cycle lane has been installed the full length of the one-way system;
 - New 30 minute parking has been installed for the benefit of the shops and businesses, as well as new disabled parking.
- 5.3 Chalvey Road West
- The experimental one-way system has been implemented between High Street, Chalvey, and the railway bridge – Chalvey Road West was opened to traffic on 18th October;
 - Two new road tables have been installed to slow traffic;
 - A contra-flow cycle lane has been installed the full length of the one-way system;
 - New 30 minute parking has been installed for the benefit of the shops and businesses, as well as new disabled parking;
 - The Pelican crossing near Alexandra Road has been removed and replaced with a wide informal pedestrian crossing on top of one of the road tables;
 - New planters have been installed to improve the environment for local residents and visitors;
 - New Christmas lights have been installed on the street lights.
- 5.4 At the railway bridge
- The railway bridge itself has been re-painted;
 - Part of the new junction underneath the railway bridge has been completed – we will not be able to complete this until the bridge painting has been completed, and Thames Water have completed their works underneath the railway bridge – this means that we have not yet been able to allow motorists to turn right from Chalvey Road West into Ragstone Road, which will be possible when the scheme is fully implemented.
 - The timescale for completion of the new junction underneath the railway bridge depends on Thames Water's programme for completing their works at this site.
- 5.5 At the junction of High Street, Church Street and Chalvey Road West
- Construction of the new junction and parking outside Ambala is well underway;
 - The traffic signals have been switched off, and will be removed imminently;
 - It is expected that all the works at this junction, including the parking, will be completed by Christmas.
- 5.6 Ledgers Road

- The detailed design is complete, the measures have been marked out on site, and will be implemented imminently;
- Residents of Ledgers Road have petitioned the council to be consulted on provision of residents' parking as part of the experimental scheme, as the experimental one-way system has made it possible to provide formal parking bays – officers will commence this consultation early in the New Year;
- There is still one Thames Water excavation in Ledgers Road, but we are able to work around this.

5.7 Ragstone Road

- The detailed design is complete;
- Residents and representatives of the places of worship at the southern end of Ragstone Road have requested that the section between Windsor Road and King's Road to remain two-way – we have been able to accommodate this request into the design – this will enable convenient access to Kings Road and the places of worship for a significant number of drivers who would otherwise have had to take a long detour through Chalvey, but without compromising the principal aims of the experimental scheme – to remove rat-running traffic;
- Thames Water still have significant works underway in Ragstone Road, which means that we will not be able to commence implementation of the experimental proposals for the time being;
- Residents of Ragstone Road have petitioned the council to be consulted on provision of residents' parking as part of the experimental scheme, as the experimental one-way system has made it possible to provide formal parking bays – officers will commence this consultation once the experimental measures have been deployed, which we are hoping will be early in the New Year

5.8 Three Tuns Crossroads

- The westbound approach has been modified to lengthen the left turn lane, and improve left turn capacity;
- The northbound approach has been modified to encourage drivers to use both the second and third lanes to turn right, improving right turn capacity.

Feedback received so far

5.9 Representations have been received both from Chalvey residents and from those who simply use Chalvey roads to travel around the town, and responses have been received from immediately after the proposals were announced, through implementation and through to current operation. Comments received prior to w/c 17/10/11 were received before works on Chalvey Road West were operational, and therefore were not responding directly to the operation of the works. Thames Water works continue in Ledgers and Ragstone Roads and therefore residents there do not have full benefit of the new scheme at this time.

Representations received in response to full pedestrianisation

5.10 On 11th August there was a protest by between 100-150 members of the Chalvey Community outside St Martin's Place, supporting the trials of experimental measures, but calling for the Council not to close Chalvey Road West to traffic, as was originally proposed. In response to the strength of public feeling an experimental one-way operation of Chalvey Road West eastbound (towards the railway bridge) was pursued instead of full closure.

5.11 On 19th September (at Cabinet's meeting that day) officers received 156 signed leaflets from individuals opposed to the experimental measures in general. Officers believe that this was an organised response, akin to a petition, rather than 156 individuals acting on their own initiative.

- 5.12 Three petitions have been received. The first reads: *“We, the residents of Chalvey strongly oppose the proposals regarding Chalvey congestion because it will badly affect the life of Chalvey residents. We demand that Slough Borough Council should reject these proposals”*. This petition has 259 signatories, representing approximately 204 households. The number of households has been approximated as 45 signatories did not provide a house number. This petition was gathered at the time of the protest in August, with further signatories added in the lead up to Cabinet on 19th September. Officers have not yet undertaken a detailed cross reference of this petition with the leaflets submitted on 19th September. However a brief review suggests that there may be some overlap between the two representations.

Representations received in response to amended scheme

- 5.13 A petition dated 11th October from 35 residents (32 households) in Ledgers Road reads: *“We the undersigned residents of Ledgers Road agree that since the experimental changes to the road system have been introduced; the volume of traffic along the road has reduced resulting in less noise, improved air quality and less waiting times at road junctions. Therefore we support an experimental one way system along Ledgers Road and wish to be consulted by the council on introducing residential parking as well.”* The implementation of the experimental one-way system makes it possible to mark out formal parking bays, which could be considered for residents’ parking. Officers intend to commence the requested consultation in the New Year.

Representations received after implementation of CRW one-way

- 5.14 A petition dated 19th October from 29 residents (22 households) in Ragstone Road reads: *“(1) We, residents of Ragstone Road, Slough, have been subject to substantial traffic and vehicle parking pressures for many, many years. (2) There has been an extra-ordinary volume of traffic from both directions, as Ragstone is treated as a convenient by-pass from the main adjacent Windsor Road (easy cut-through). A significant number of vehicles are parked on the road, by individuals who do not live or work on the road; as Ragstone Road is walking distance from Slough town centre. There is illegal parking, by individuals who use Ragstone as a short stopping point with no regulation by traffic wardens. (3) We urge Slough Borough Council to urgently review this serious and highly pressurised situation, and introduce measures to ensure parking access and safety for residents, such as by means of a one-way traffic and/or residents only parking. We urge Slough Borough Council to consult with the local residents about this urgent and expanding problem.”* The petition allowed the signatories to express their support for residents’ parking and the one-way way system. 27 signatories supported resident’s parking. Only 4 signatories supported the one-way system in its current form – however only by making Ragstone Road one-way is it possible to mark out formal parking bays, which are necessary for residents’ parking. Officers intend to consult residents of Ragstone Road in the New Year in relation to residents’ parking – we will make residents aware that residents’ parking is only possible if Ragstone Road remains one-way.

Individual representations

- 5.15 Officers have received 61 separate representations to the dedicated Chalvey Roads e-mail address. Of these 14 were generally supportive, and 40 were generally opposed. Others simply requested information, or did not express support or opposition. Nearly all those opposed to the changes were concerned about increased journey times for their car trips, either for commuting journeys or local residents. Other concerns included the availability of parking for residents, displacement of traffic onto other routes, and the changes to the bus routes.
- 5.16 Officers have only received two letters in relation to the Chalvey proposals, both from the same resident. The first letter was received in August and encouraged the

council to proceed with the full closure of Chalvey Road West, despite the protest. The second letter was received subsequently, expressing concerns about the changes to the 3 and 8 bus routes.

- 5.17 The responses so far have been mixed. Members should note that there are approximately 2,500 households (c. 7000 residents) in Chalvey that are likely to be affected by the proposed changes – in an area bounded by Windsor Road, Tuns Lane, the M4 and the A4, but comments have been received from a much wider area than this, and many responses have been received from people who are not Chalvey residents. Excluding the protest, which was specifically to do with the full closure of Chalvey Road West, officers have only received approximately 450 responses so far, in various different forms which represents a small sample. There is likely to be some overlap between these responses, which will be identified in detailed analysis to be presented to a future Cabinet meeting.
- 5.18 Members should note that the full package of experimental measures has not yet been completed, so all the feedback received so far is in response to a partially complete scheme. In conversation with individuals on site, some residents have indicated that they are waiting for the measures to be complete before forming a firm view on the success or otherwise of the scheme. Other residents have changed their views even during the construction phase. For example officers were speaking to a resident of Ragstone Road recently who at first was opposed to the proposals, but now feels that the benefits outweigh the disadvantages.
- 5.19 The feedback received so far will be analysed in detail and presented to Cabinet, alongside all the feedback gathered by officers during the second phase of public engagement, described below.

Local bus services through Chalvey and elsewhere

- 5.20 Members should be aware that some of the feedback to the experimental changes in Chalvey relates to the reduction in the bus services in Chalvey, Cippenham, and to Wexham Park Hospital.
- 5.21 On 26th November First Berkshire made a number of modifications to the number 3 and 8 bus routes, which had previously both served Chalvey Road East and West. There is now no bus service in Chalvey Road East, and only one route serving Chalvey Road West. In addition to the changes in Chalvey, the extent of these routes in Cippenham has been reduced, and neither route now provides a through service to Wexham Park Hospital.
- 5.22 The experimental one-way systems in Chalvey apply to all traffic, including buses. First Berkshire believes the experimental changes in Chalvey have forced them to curtail the 3 and 8 routes in Cippenham, and have publicised this view widely. First Berkshire's plans to stop through running to Wexham Park hospital pre-date the council's experimental proposals for Chalvey.

Public Engagement

- 5.23 The public engagement for the experimental proposals is divided into two phases:
- Phase 1 – In September 2011 approximately 2,500 leaflets were distributed to residential premises in Chalvey. These leaflets described the council's plans, approximate timescales and so on. Contact details were included and comments were invited from affected stakeholders.
 - Phase 2 – January 2012 to Spring 2012 – proactive engagement with identifiable groups within the community – the council is aware of at least 30 different groups and organisations that officers believe represent different groups within the Chalvey community. Officers will offer to meet each of these groups, to discuss the proposals, identify the benefits and disadvantages to each group, and garner the opinion of each group to report back to Cabinet. During phase 2 officers will also

distribute a second leaflet, with a questionnaire designed to identify which aspects of the scheme are supported, and which aspects are not welcome.

5.24 Officers will aim to conclude the public engagement in Spring 2012, and will aim to report the results to Cabinet towards the end of Spring 2012.

6 **Comments of Other Committees**

This report has not been considered by any other Committees.

7 **Conclusion**

This report has updated Cabinet with progress towards implementation of the proposed experimental measures in Chalvey since Cabinet's meeting in September.

There has been a range of feedback from the Chalvey community so far. Officers intend to begin a comprehensive public engagement exercise in the New Year to establish which elements of the experimental proposals are supported by the community, and which are not welcome.

Completion of the experimental measures is expected early in the New Year, depending on Thames Water's progress in Ragstone Road. Officers will update Cabinet at its meeting in January.

8 **Background Papers**

None