

SLOUGH BOROUGH COUNCIL

REPORT TO: Overview and Scrutiny Committee **DATE:** 4 June 2013

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WARD(S): All

PORTFOLIO: Councillor Sohail Munawar (Commissioner for Social and Economic Inclusion)

PART I **CONSIDERATION & COMMENT**

CALL-IN: OFFICER DELEGATED DECISION 14/13 – 20MPH ZONE COVERING LANGLEY RD, STATION RD AND HIGH STREET LANGLEY

1 Purpose of Report

- 1.1 To advise the Committee of the receipt of a Member call-in and to seek the Committee's views and instructions on how it wishes to deal with it.

2 Recommendation(s)/Proposed Action

- 2.1 The Committee is requested to consider the call-in from Councillor Coad and to decide what action it wishes to take in response to it.

3 Key Priorities and Other Implications

- 3.1 There are no such implications arising from this administrative report.

4 Supporting Information

- 4.1 A Member Call-In has been received from Councillor Coad, details of which are as follows:

"I wish this to be called in as according to the police there were no accidents on this roundabout in the past 18 months and yet we are advised that there have been numerous accidents.

The congestion is horrendous since this trial was introduced. Vehicles cannot exit Meadfield Road. Lorries cannot turn from High Street to go around by College to Station Road and instead have to go down Langley Road and reverse into a side road and then approach roundabout from the Langley Hall School which is adding danger to school children and pedestrians.

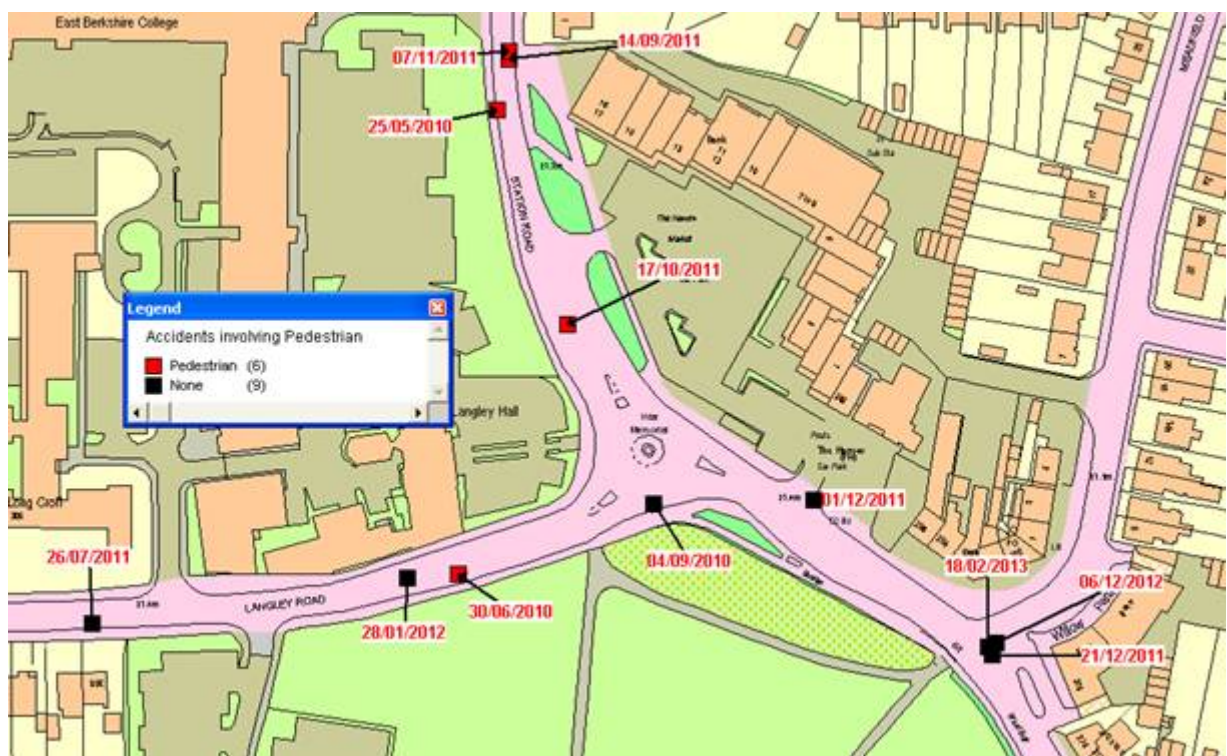
Traffic is stacked back down Langley Road as far as St Bernards and in other direction along high street and many vehicle drivers are becoming so frustrated that they are leaving the line of traffic and doing turns to go back again causing danger to school children (Langley Academy) St Bernards and of course Langley hall."

4.2 The Transport Department has commented as follows:

Accident Data

The personal injury accident data is collected by Thames Valley Police at the scene and this database of information is used by both the Police and Council in reviewing accident statistics for a particular area. Langley Police Station requested from Thames Valley Police Headquarters data about how many accidents there had been on the Harrow Market roundabout alone, and the one injury accident which had taken place on the roundabout was reported back. This was then reported to the Langley Neighbourhood Action Group (NAG), and therefore did not include the approaches to the roundabout.

Below is a plan of the area under discussion, showing the injury accidents recorded over the last three years: there have been fifteen accidents recorded within the area covered by the new 20mph zone, resulting in 17 injuries.



Thames Valley Police had been consulted as part of the consultation process for this scheme. Following reports from the Langley NAG that the police were un-supportive of the scheme, the Traffic Management Officer for Thames Valley Police confirmed that having checked the accident history for the area, the Police supported the scheme. The Police stressed that the officers attending the NAG would not have been privy to the same level of accident information.

Congestion

Since installation, there have been some minor amendments made to the layout of the scheme to ensure that lorries are able to comfortably circumnavigate the roundabout, and to date there is no record of any complaints having been received from lorry drivers or the Post Office sorting office.

Whenever a new scheme is implemented time must be allowed for the initial 'adjustment phase' to take place; therefore, the council would seek to evaluate safety

and traffic flow over a longer period of time, for example three to six months from the date the Scheme was installed (8 April 2013).

In addition, there have been a number of temporary roadworks in the vicinity of the roundabout and along Langley Road which have further impacted on the traffic flow following implementation of the scheme. These were managed by two-way traffic lights, but did contribute to congestion in the area.

5 **Conclusion**

5.1 The Overview and Scrutiny Committee must decide what action to take in reference to this Member call-in.

5.2 The Overview and Scrutiny Committee, in considering what action to take, should have regard to:

- the adequacy and completeness of the information available at the meeting;
- the appropriateness and relevance of the subject matter;
- the possible implications on other services and available budgets;
- any other reviews which currently may be undertaken or proposed to be undertaken to avoid any duplication of responsive action; and
- the respective priority within the Committee/s overall work programme to be afforded to any approved request for review.

5.3 In assessing the call-in, the Committee may take the following action:

- agree to take no further action on the request; or
- make representations/views known to the Cabinet in respect of decisions taken and implemented within Cabinet or Officer delegated powers.

6 **Background Papers**

None.