

SLOUGH BOROUGH COUNCIL

REPORT TO: Cabinet **DATE:** 14 April 2014
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PART I **NON-KEY DECISION**

REFERENCES FROM OVERVIEW AND SCRUTINY

1. **Purpose of Report**

The purpose of this report is to advise Cabinet of recommendations from the Overview and Scrutiny Committee.

2. **Recommendations**

That the Cabinet endorses the Panel's conclusion that engagement of all parties in the Transport Working Group is vital to its success and that attendance by the Cabinet representative is an important part of this.

3. **Slough Joint Wellbeing Strategy Priorities**

- **Regeneration and Environment**

4. **Other Implications**

(a) **Financial**

There are no financial implications relating to the recommendation.

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

There are no direct Human Rights Act implications arising from this report.

5. **Supporting Information**

- 5.1 The Neighbourhood's and Community Services Scrutiny Panel considered a report on the progress made by the Transport Working Group to reduce peak time congestion in the borough, since Cabinet agreed to its formation in April 2013.
- 5.2 A lot of hard work has taken place to engage with businesses and schools to take forward collective approaches to tackling the issues identified around peak time congestion.
- 5.3 Schools have demonstrated more willingness, to date, to engage, discussing their travel plans and recognising that these have not necessarily been utilised to provide suitable alternatives to car usage. The council has looked to promote cycling, and has improved

enforcement action for those stopping illegally outside of schools in order to keep the traffic moving. The Local Sustainable Transport Fund offers the opportunity of match funding for sustainable transport schemes, and this is available to all schools.

- 5.4 Unfortunately, businesses have proved harder to engage, with limited attendance from the Thames Valley Chamber of Commerce, although some individual businesses on the Slough Trading Estate have demonstrated a commitment to some key projects such as improving sustainable transport schemes to the Trading Estate. The Bike Rental Scheme has provoked interest from businesses, and uptake of the scheme is beginning to grow with the onset of spring.

6. **Conclusion**

- 6.1 The Panel Members concluded that a broader collective engagement from all parties, council, schools and businesses would be essential to bringing about a solution to peak time congestion. In doing this, the council must be seen to be as engaged as would be expected of partners, and therefore it is important that the appointed Cabinet representative is engaged in the Group.

7. **Background Documents**

- 1 - Traffic Congestion on the Strategic Route Network in Slough (Findings of the Neighbourhoods and Community Services Scrutiny Panel, 6 March 2013)
- 2 - Traffic Congestion Working Group (Report to Neighbourhood's and Community Services Scrutiny Panel, 2 April 2014)