

SLOUGH BOROUGH COUNCIL

REPORT TO: Cabinet **DATE:** 11 September 2015

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WARD(S): Haymill and Lynch Hill, Farnham and Cippenham Green

PORTFOLIO: Councillor Munawar, Commissioner for Social and Economic Inclusion

PART I **NON-KEY DECISION**

REFERENCES FROM OVERVIEW AND SCRUTINY – SIGNIFICANT OFFICER DECISION **CALL-IN: BURNHAM TRAIN STATION AND ROAD NETWORK IMPROVEMENTS**

1. Purpose of Report

The purpose of this report is to advise Cabinet of recommendations from the Overview and Scrutiny Committee meeting held on 10th September 2015, following consideration of the call-in of an officer significant decision on the Burnham Train Station and road network improvements.

2. Recommendation

The Cabinet is requested to consider the recommendations of the Overview & Scrutiny Committee, as outlined in paragraph 6, and resolve accordingly.

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 final 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 this decision

(c) Human Rights Act and Other Legal Implications

There are no Human Rights implications. Experimental Traffic Orders will be required to deliver the scheme.

(d) Equalities Impact Assessment

An EIA is not required at this stage as the scheme is being proposed as an experiment.

5. **Supporting Information**

Background

- 5.1 The Overview and Scrutiny Committee considered a Member Call-In that was received from Councillors Strutton, Chahal, Morris and Smith, as attached at Appendix B to this report.
- 5.2 Representations were made at the Overview and Scrutiny Committee from Members who submitted the Call In, the Commissioner for Social and Economic Inclusion and the Commissioner for Neighbourhoods and Renewal. A number of Members present under Rule 30 and local residents were also given the opportunity to address the Committee.
- 5.3 Members were reminded that transport modelling was commissioned by officers in 2014 to assess 12 different scenarios. The scenarios included reversing the one way on Burnham Lane, making Station Road one way northbound and then southbound and closure of Station Road. The report found that all options would result in an improvement around the station but would also have some impact on other local roads. This report formed part of the Significant Decision (Appendix A).
- 5.4 It was noted that Option 4 was considered as the favoured option that potentially provided the best opportunity to develop the area outside of Burnham Station. The

proposal by officers under the significant decision is to trial the closure through an experimental order, giving officers the flexibility to monitor and amend the scheme where necessary. The council has used this process many times before to understand the real issues on the network, whereby the first six months is used as the consultation period.

- 5.5 Members expressed concern regarding the lack of consultation that had been carried out with local residents and businesses in relation to the proposed scheme. Officers explained that as the scheme was being proposed as an Experimental Order, there was no statutory duty to consult prior to the Order being implemented. However, due to the scale of proposal the council has released information about the closure in advance to help its residents and the businesses prepare for the change.
- 5.6 Consultation leaflets and information on the council webpage will be made available to those who wish to comment on the scheme. The communication strategy for this scheme will also include advance warning signs on site, diversions routes and use of the variable message signs around the borough.

6. Recommendations of the Overview & Scrutiny Committee

6.1 In the ensuing discussion, the Committee recommended:

1. That Option 1 - implementation of a one way system - as outlined in the Significant Decision (attached at Appendix A), be trialled as an Experimental Order for a period of 6 months.
2. That monitoring data regarding the effectiveness of the scheme and its impact on the road network, local residents and businesses be reported to the Overview and Scrutiny Committee after a three month period.

7. Conclusion

- 7.1 Having discussed the details of the Call In and listening to the representations made by local residents and Members, Committee Members recommend that Cabinet give consideration to introducing Option 1 as the preferred option for Burnham Train Station Public Realm and Road Network Improvements.

8. Appendices Attached

- 'A' - Significant Decision
- 'B' - Call in request

9. Background Papers

- 1 - Overview and Scrutiny Committee Agenda 10 September 2015