APPENDIX A

COPY OF SIGNIFICANT DECISION

Ref	12/15
Title of decision	Burnham Train Station Public Realm and Road Network Improvements
Date decision taken	11.08.15
Decision maker	Joe Carter, Assistant Director – Assets, Infrastructure and Regeneration
Portfolio	Social and Economic Inclusion
Details of decision taken	1. That the scheme is implemented under the experimental traffic regulation order process. Representations will be accepted within the first 6 months of implementation, and be in place for no longer than 18 months before a decision is made on the permanent scheme. The effect of the experimental traffic regulation orders will be that; 2. Station Road Bridge is closed to vehicular traffic in both directions; 3. The slip road connecting Burnham Lane and Station Road is made one way south bound ; 4. Station road is made one way from Station Road Bridge to its northern most junction with Burnham Lane 5. The direction of Traffic Flow is reversed under Burnham Lane Bridge so that it flows south bound from Burnham Lane to Bath Road A4; 6. A mini roundabout is constructed at the junction of Burnham Lane and Buckingham Avenue; 7. A residents permit scheme is implemented on Littlebrook Avenue; and 8. Additional No Waiting At Any Time restrictions are implemented on Burnham Lane.
Reasons for taking decision	Rail for London have developed proposals for Burnham Station that will be delivered as part of the developments linked with the arrival of Crossrail. These proposals include a new station building with gate lines, a new ticket hall, an access for all lift enhanced travel information, CCTV and security. Slough Borough Council is working with Cross Rail, Network Rail and First Great Western to develop proposals

	to compliment these works by delivering improvements to the station forecourt and the road network. This is to ensure the wider station environment is ready for the increased number of pedestrian, cycle and vehicle trips that is expected when Crossrail is launched, and also to address a number of existing problems on the road network.
Options considered	12 options were put forward to change the road layout around Burnham station. 4 of these options were tested using the Slough Borough Council SATURN model, along with a do minimum option. The 4 options are set out in the report included below.
Details of any conflict of interest, disclosable pecuniary interest or non-statutory disclosable interest declared	None.
Reports considered	Significant decision report included below.

Resources, Housing and Regeneration - Significant Decision
Burnham Train Station Public Realm and Road Network Improvements

Prepared by: Martin Mallia, Engineer (Parking Development), ext 87 5229

Purpose of Significant Decision

To gain permission to seal a combination of Traffic Regulation Orders to change the network layout on Burnham Lane and Station Road, Burnham.

Background:

This scheme focuses on Burnham Station and the area surrounding it, mainly Burnham Lane and Station Road. There are two elements: firstly to improve station facilities; and second to enhance access to the station from the western part of the Borough, including Slough Trading Estate, and neighbouring areas of South Buckinghamshire.

Slough Borough Council have secured funding from the Local Enterprise Partnership in the region of £1.5 - £2m to undertake these improvements, and running in parallel to this Rail for London have developed proposals for Burnham Station that will be delivered as part of the developments linked with the arrival of Crossrail. These proposals include a new station building with gate lines, a new ticket hall, an access for all lift enhanced travel information, CCTV and security. Slough Borough Council is working with Cross Rail, Network Rail and First Great Western to develop proposals to compliment these works by delivering improvements to the station forecourt and the road network. This is to ensure the wider station environment is ready for the increased number of pedestrian, cycle and vehicle trips that is expected when Crossrail is launched, and also to address a number of existing problems on the road network.

Access to the station will be improved by reconfiguring the local highway network to reduce conflicts between pedestrians, cyclists and vehicles, and to make bus services more accessible. These highway works will complement junction improvements planned further north along Burnham Lane at the Five Points junction, along with improvements at the Burnham Lane/A4 and Station Road A/4 junctions to reduce congestion in the peak hours around the vicinity of Burnham Station. Additional car and cycle parking will be proposed within the locality of the station, including a number of PRM (passengers with reduced mobility) car parking spaces, as well as the introduction of waiting restrictions in the local area to alleviate some existing problems with obstructive commuter parking.

Options Appraisal

12 options were put forward to change the road layout around the station. 4 of them were tested using the Slough Borough Council SATURN model, along with a do minimum option. The 4 options can be seen in figure 1 below:

Figure 1

Do minimum

It was observed that temporary queuing occurs southbound along Burnham Lane from Station Road during both peak hours. The queue was often observed to be rolling, and it was notable that the queue was not constant for the full peak hour. In terms of the queuing traffic along Burnham Lane, it appeared that the queues were a result of both vehicles blocking back from the signal arrangement on Station Road, and also the right-turn onto Station Road from Burnham Lane being blocked due to opposing traffic flow.

The AM peak indicates that there is existing congestions at the following locations:

- Burnham Lane, at the right turn into Station Road;
- The Station Road/Elmshott Lane junction, on the A4 Bath Rd eastbound and westbound approaches;
- Southbound approach to the Dover Road/Bath Road junction on Dover Road;
- Northbound approach to the Dover Road/Ipswich Road junction on Dover Road;
- The westbound and southbound approaches to the Buckingham Avenue/ Fairlie Road junction;
- Priory Road at Five Points junction
- Eastbound on Pevensey Road; and
- Along the A4 Bath Rd eastbound approaching Huntercombe Lane and Lent Rise Road.

In the PM peak, the model notably shows congestion at:

- Station Road, north and south of Burnham Bridge;
- Northbound approach to the St. Andrews Way/Bath Road junction;
- Westbound approach to the Dover Road/Buckingham Avenue junction;
- Northbound approach to the Dover Road/Ipswich Road junction on Dover Road; and
- Along the A4 Bath Road eastbound approaching Huntercombe Lane and Lent Rise Road

Option 1

The SATURN outputs indicate that the implementation of the one way system results in changes in junction usage, resulting in some shifting of congestion within the network. On the wider network option 1 appears to reroute an element of traffic at the M4 motorway junctions in the AM and PM peaks; M4 westbound traffic reroutes from junction 7 to junction 8. This is due to the one-way network increasing the journey time for traffic using Station Road to access the motorway from areas north-west of Burnham.

In the AM peak the model suggests the following changes in the local area:

- The right turn congestion onto Station Road from Burnham Lane is reduced, however congestion is observed in the northbound approach to the junction from Station Road and on the southbound approach to the roundabout on Burnham Lane increases;
- The Burnham Lane approach to the Burnham Road/A4 Bath Road junction is congested;
- Marginal increase in congestion on the westbound approach to the A4 Bath Road/Station Road junction; and
- The eastbound approach to the A4 Bath Road/Dover Road junction is also showing an increase in congestion as a result of the scheme.

In the PM peak there are the following changes:

- The congestion on Station Road through the Burnham Bridge is reduced, however congestion is observed in the northbound approach to the junction from Station Road increases, as well as on the westbound approach along Burnham lane;
- There is congestion on the westbound approach to the Burnham Lane/Station Road junction, south of the Burnham triangle;
- Congestion is observed on the westbound approach to the Station Road/Elmshott Lane junction; and
- The Burnham Lane approach to the Burnham Lane/A4 Bath Road junction is congested.

Option 2

The implementation of the one way system in SATURN causes changes in junction usage resulting in some shifting of congestion within the network. On the wider network there appears to be less rerouting between motorway junctions than in option 1, however there is local rerouting observed around the study area.

In the AM peak the following changes are observed:

- Congestion on the eastbound approach to the Buckingham Avenue/Fairlee Road is reduced;
- The southbound congestion on Station Road is reduced, however the congestion at the right turn from Burnham Lane onto Station road remains; and
- The Station Road/A4 Bath Road junction congestion increases on the southbound approach from Station road causing the junction to become congested.

In the PM peak the changes in congestion observed in the forecast are:

- The congestion on Station Road through the Burnham Bridge is reduced;
- The Burnham Lane/Buckingham Avenue roundabout is shown to be congested on both the Buckingham Avenue arm and the Burnham Lane arm;
- Congestion is observed eastbound on Bower Way;
- Congestion is observed on the eastbound approach to A4 Bath Road/Dover Road junction; and
- Congestion is observed on the southbound approach to the Station Road/Elmshott Lane junction.

Option 3

The implementation of the change in one way direction in SATURN causes changes in junction usage resulting in some shifting of congestion within the network. There are no impacts perceived on the wider network.

In the AM peak the following changes are observed

- There is an increase in congestion on the Burnham Lane/Station Road junction;

- Congestion the Station Road/A4 Bath Road junction increases on the southbound approach from Station Road, and the junction as a whole becomes congested; and
- Congestion on the eastbound approach to the A4 Bath Road/ Dover Road junction increases.

In the PM peak the changes in congestion observed in the forecast are:

- There is congestion on the southbound approach to the Burnham Lane / A4 Bath Road junction;
- There is congestion on the eastbound approach to the A4 Bath Road / Dover Road junction; and
- Congestion increases westbound on Bath Road towards the junction with St Andrews Way.

Option 4

The new road layout has been tested using the existing Slough Borough Council SATURN model. The changes that were tested were the closure of Station Road railway bridge along with reversing the direction of traffic flow under Burnham Lane bridge. The results are explained below:

This change has a slightly negative impact on the network due to a capacity reduction. The Station Road closure has caused a decrease in traffic flow on Burnham Lane north of the Station Road junction in both directions in the AM and PM peaks. The southbound traffic on station road has redistributed onto Burnham Lane SB link and continues on A4 west bound on to Dover Road junction. With Burnham Lane NB closed the north bound traffic (and a proportion of that from Station Rd) is redistributed with a significant increase on Dover Road NB.

The impact of the Station Road closure has resulted in increases in traffic along A4 Bath Road, on the bridged section of Burnham Lane between Buckingham Avenue and A4 Bath Road. During the PM peak traffic has increased on Dover Road NB and Leigh Road SB as these are parallel routes to Station Road. Westbound traffic on Priory Road and Eastbound Bower Way also see increases in traffic to reroute around the loss of road capacity.

The changes to the network result in a worsened performance at the Buckingham Avenue junction with Burnham Lane in the AM peak. During the PM peak the largest reduction in junction capacity appears at the junction of Dover Road and the A4 junction, but also at the junctions of Burnham Lane / A4; Dover Road / Buckingham Avenue.

Conclusion

After reviewing the results of the modelling, it is clear that the do minimum and do something options each have impacts on local congestion, and the traffic distribution differs across each option causing congestion hot spots across different parts of the network.

Council officers originally recommended that option 1 be taken forward to detailed design stage. Making traffic flow one way northbound on Station Road under the bridge reduces congestion

caused by the right turners from Burnham Lane onto Station Road by reducing the demand for these turning movements, achieving improved traffic flow on Burnham Lane at the peak hours, and creating a less congested environment surrounding Burnham Station.

After meeting with meeting with Councillors James Swindlehurst, Sohail Munawar, Rob Anderson and Martin Carter, members requested that we take option 4 forward to detailed design stage and close Station Road bridge to vehicular traffic. The reasoning behind this decision is because this option potentially provides the best opportunity to develop the area outside of Burnham Station. There have been preliminary discussions with SEGRO and Network Rail about the potential this location has for development, including a number of residential and retail units, increased car parking and a bigger station environment at Burnham Station. This would be achieved by building outwards onto Station Road and the green triangle. If the closure of Station Road bridge works, it opens up a large potential development site, further improving the prosperity of the area.
Furthermore, it was also discussed at this meeting that implementing the most radical of the options gives the council a contingency option if it doesn't work. Being able to fall back on option 1 allows the Council to test a number of options if the preferred scheme doesn't work. It would be more difficult to justify making Station Road one way in the first instance, and if it didn't work then closing the bridge all together.

For the reasons stated above, the recommended decision as agreed by Council members is to implement option 4, with option 1 being the contingency proposal if option 4 does not work.

Proposals

In order to deliver the scheme, it will be split into 2 phases. Phase 1 will introduce a number of experimental Traffic Regulation Orders to trial the proposed changes to the network, and phase 2 will make these changes permanent, along with introducing all of the physical changes on site and also the changes on the station forecourt.

Phase 1

Station Road Bridge Closure – *Drg No. SBC/T/P/00275(5)*

It is proposed to close the railway bridge on Station Road, Burnham to vehicular traffic in both directions. Along with this, the right turn will be banned from Burnham Lane onto Station Road, and traffic flow will be made one way in the southerly direction on the slip road linking Burnham Lane and Station Road, and a north bound direction on Station Road. This creates a small gyratory around the green area separating the 2 roads.

By prohibiting traffic travelling under the bridge, it will reduce the amount of traffic that is present in the direct vicinity of Burnham Train Station. By doing so, it will create a safer environment for pedestrians and cyclists by reducing the risk of collision with vehicles travelling under the rail bridge where visibility is poor. Furthermore, closing the bridge will hopefully stop the collisions that larger vehicles are experiencing with the height barrier on the bridge.

Banning the right turn from Burnham Lane onto Station Road will help alleviate the queues that build up behind vehicles that struggle to make this turn due to the high volume of traffic travelling north bound on Burnham Lane. This change will allow 2 lanes for vehicles to turn onto Burnham Lane from Station Road, creating a right turn lane, and a straight ahead lane. Similarly, by making the slip road between Burnham Lane and Station Road one way south bound and along with the bridge closure, this should alleviate the queues that build up behind vehicles turning left due to the red phase of the traffic signals. The demand to use this route will significantly reduce to vehicles accessing the train station and Sandringham Court, so queues are not expected to be significant.

Additionally, the 2 bus stops currently located on Burnham Lane will be removed and replaced by a single bus stop on Station Road between the junctions with Sandringham Court and the entrance to Burnham Station. By removing these bus stops, queues behind the stationary buses on Burnham Lane will be removed to help further improve traffic flow on Burnham Lane in both directions. The buses will now turn left from Burnham Lane onto the one way slip road, right onto Station Road to board and alight passengers in the new bus stop, and then either turn right from Station Road onto Burnham Lane to complete the loop, or continue straight ahead. By moving the bus stop closer to the station, it improves connectivity between the bus and rail interchange, and will board and alight passengers in a location where there are fewer vehicles.

A number of waiting restrictions are being implemented in conjunction with this scheme. It is proposed to implement double yellow lines on both sides of the carriageway on Burnham Lane from the Shell Petrol Station to its junctions with Royston Way and Altwood Close, and also for the entirety of Station Road from the railway bridge to its junctions with Burnham Lane (including the slip road). The reason for these restrictions is to ensure vehicles are not parked obstructively at this location, which may have a detrimental impact on traffic flow, or cause obstructions to pedestrians and cyclists.

Burnham Lane Bridge One Way – *Drg No. SBC/T/P/00275(4)*

It is proposed to reverse the direction of traffic flow under the Burnham Lane railway bridge. Currently, vehicles from the A4 turn right onto Burnham Lane to travel in a north westerly direction to travel under the bridge and turn right onto Burnham Lane, or left onto Buckingham Avenue. The proposal will reverse this, and vehicles will now travel in south easterly direction under the bridge to travel from Burnham Lane or Buckingham Avenue onto the A4. Burnham Lane will still operate 2 way traffic flow to the south of bridge to ensure access is maintained for the residents here. To facilitate the right turning movement from Burnham Lane to pass underneath the bridge, a mini roundabout will be introduced.

Littlebrook Avenue – *Drg No. SBC/T/P/00275(2)*

It is proposed to implement a combination of double yellow lines and residents permit holders only parking bays on Littlebrook Avenue. Slough Borough Council were approached by a residents group from the area, supported by local ward members requesting something to be done about the large number of commuter vehicles being parked on Littlebrook Avenue, often in an obstructive manor causing road safety concerns, as well reducing the available space for residents and their visitors to park. A variety of options were offered to the residents group, and

a residents permit scheme enforceable between the hours of 10am – 11am from Monday to Friday was voted for, along with additional double yellow lines at critical junctions and bends in the road where parking causes visibility and accessibility problems.

Phase 2

Burnham Train Station Environment – *Drg No. SBC/T/P/00275(5)*

It is proposed to develop the approach road leading to the Burnham Train Station entrance to compliment the works being undertaken by Rail for London. Rail for London are proposing to build a new station building with gate lines, a new ticket hall, an access for all lift enhanced travel information, CCTV and security. A mock-up of the new station building can be seen in appendix A, which also includes a second new structure which has yet to be confirmed. This second structure could potentially incorporate a lift linking the upper level car park and the new ticket hall which will improve accessibility for disabled drivers and vulnerable road users. If this is not approved, accessibility can still be improved by providing PRM parking on the approach road, which will bring vulnerable and disabled drivers closer to the station entrance.

In order to maximise the space available, the Council have inquired into who has ownership of the 'wooded' area on the southern side of the approach road. This land is owned by a private individual as Network Rail sold it a number of years ago. The Council are working on contacting the individual to request permission to develop the land, however to date all approaches have been unsuccessful. There is however the opportunity to develop the shrubbery on the northern side of the approach road, which is under the ownership of Network Rail. This will enable the road to be widened to accommodate a number of new facilities such as PRM parking, cycle parking and the relocation of the cycle hire from Burnham Lane.

Additionally, it is proposed to convert a section of green land to the east of Station Road bridge to a car park. With the additional restrictions being placed on Littlebrook Avenue and the anticipated increase in demand for rail services at Burnham Station, an additional car park will increase parking capacity and help facilitate these additional rail journeys. This will be a Council run pay and display car park, operating a tariff similar to that at Burnham Station. The initial designs show that parking capacity can be increased by 30-40 spaces.

Phase 2 will also make permanent the changes made to the road layout following the experimental phase 1 scheme. Physical measures will be put into place to finalise the new road layout (including road widening, kerb and earth works etc) to ensure vehicles, especially large buses, refuse and emergency services can comfortably complete the turning movements. Furthermore, 2 new zebra crossing will be installed on Burnham Lane to help facilitate the increase in pedestrian movements to and from the station as a result of Burnham becoming a Crossrail station.

Five Points Junction – *Drg No. SBC/T/P/00275(3)*

It is proposed to upgrade the traffic signals at the five points junctions (Burnham Lane, Priory Road, Hogfair Lane and Lower Britwell Road) to MOVA, and to also amend the lane

configuration to improve traffic flow. It is anticipated that demand at this junction will increase due to the changes to the road layout at the Burnham Lane and Station Road bridges, so this junction upgrade will help the junction to be reactive to live changes in traffic flow and keep traffic moving.

Consultees

As part of the statutory process, Slough Borough Council will be consulting with all statutory consultees outlined in appendix B.

Legal Implications

The amendments will be made under Section 9 of the Road Traffic Regulation Act 1984 and regulation
7 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. This will require the Council to undertake consultation with statutory consultees before sealing the amendments to the Traffic Regulation Orders.

Financial Implications

A budget of £1.5 - £2m has been allocated to complete Phase 1 and 2 of this scheme. This funding has been allocated to Slough Borough Council by the Local Enterprise Partnership in the 2015/16 financial year. It is estimated that the experimental phase 1 of the scheme will cost in the region of £5,000 to implement, and be funded from s106 contributions from SEGRO and Priory School.

Recommended Decision

It is recommended:

1. That the scheme is implemented under the experimental traffic regulation order process. Representations will be accepted within the first 6 months of implementation, and be in place for no longer than 18 months before a decision is made on the permanent scheme. The effect of the experimental traffic regulation orders will be that;

2. Station Road Bridge is closed to vehicular traffic in both directions;

3. The slip road connecting Burnham Lane and Station Road is made one way south bound;

4. Station road is made one way from Station Road Bridge to its northern most junction with Burnham Lane

5. The direction of Traffic Flow is reversed under Burnham Lane Bridge so that it flows south bound from Burnham Lane to Bath Road A4;

6. A mini roundabout is constructed at the junction of Burnham Lane and Buckingham Avenue;

7. A residents permit scheme is implemented on Littlebrook Avenue; and

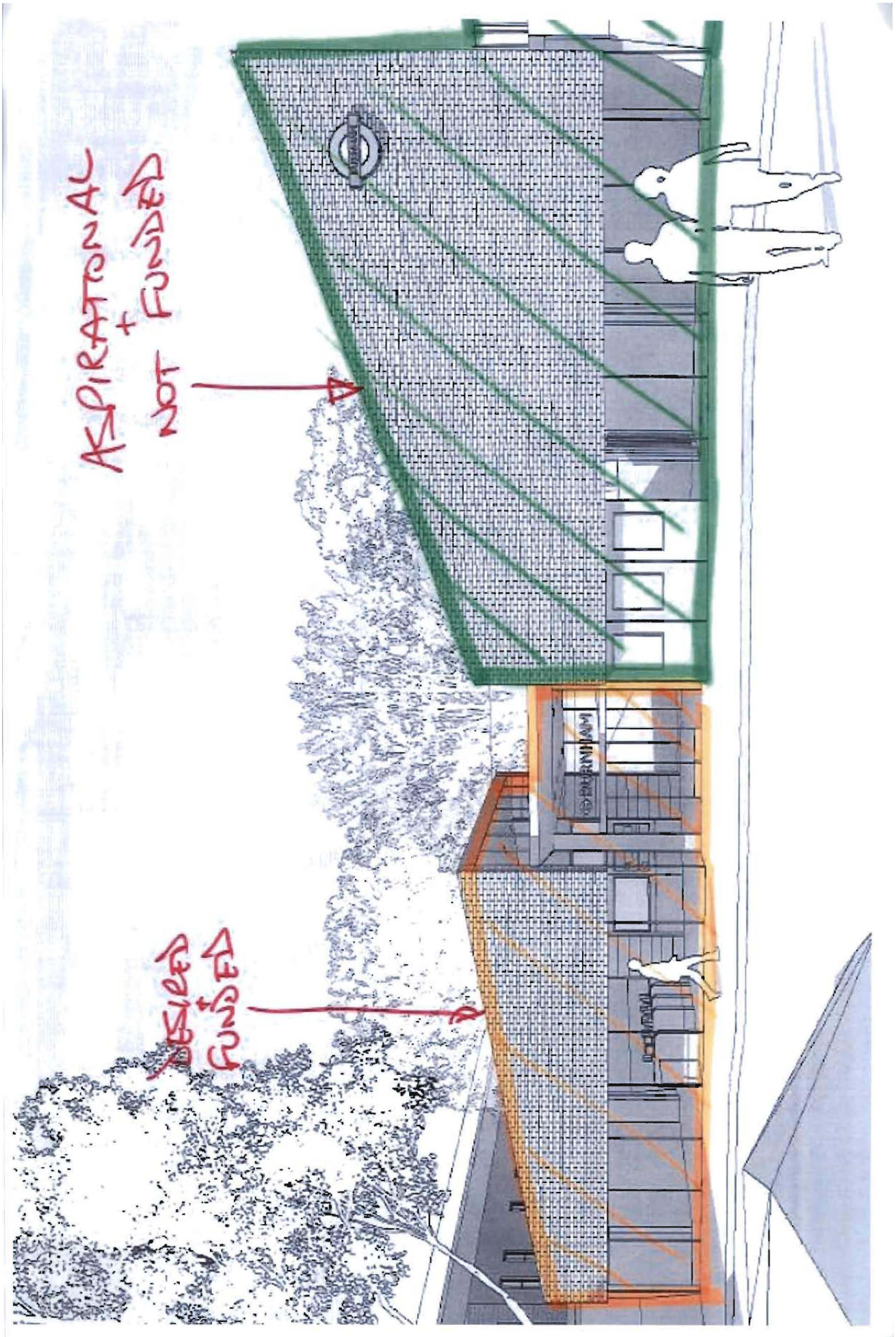
8. Additional No Waiting At Any Time restrictions are implemented on Burnham Lane.

Appendices

Appendix A – Rough sketch of new structures at Burnham Train Station

Appendix B – List of Statutory Consultees (contact details redacted)

Appendix A – Rough sketch of new structures at Burnham Train Station



Appendix B – List of Statutory Consultees (contact details redacted)

Arriva The Shires

Bear Buses

Carousel Buses

First Beeline Buses Ltd

Freight Transport Association

London United Busways

Reading Transport Limited

Red Line Buses

Road Haulage Association

Royal Berkshire Fire & Rescue Service

Royal Mail

SEGRO

Slough Chamber of Commerce

South Central Ambulance Service NHS Trust (Berkshire Division)

Thames Travel

Thames Valley Police

Transport For London (Bus Property Team NW)

Transport For London (London Buses)

UK Datapoint Limited

Thomas McGrory