



Chair – Alan Wickens,

Submission by Langley St. Mary's Neighbourhood Action Group to the Scrutiny Committee

ref. Langley Village Traffic Scheme

Executive Summary

A traffic scheme has been introduced to Langley village centre. We consider this to be unwanted, and imposed against the stated will of residents, and therefore lacking in local democratic legitimacy. We also consider that the reasons for the scheme are insubstantive, and that the scheme displays a wholly inappropriate favouritism for certain minor stakeholder groups and prejudices against the majority residential council tax-paying community. The reduction in road capacity at the Harrow roundabout by 50% has led to enormous traffic queues at peak times, which was entirely foreseeable. In this paper we illustrate what has led us to these conclusions. It is the wish of the Langley St. Mary's Neighbourhood Action Group that this scheme be cancelled at the earliest opportunity.

This paper has been compiled by ordinary residents, working as unpaid volunteers when and where able in their spare time. We trust the committee will take a sympathetic view if it perceives any failings compared with submissions from council departments who can offer their own responses prepared as part of their normal working day and are paid to do so, in part by those same residents.

Background

The statement of reasons by Slough Borough Council in the Official Notice states the purposes of the current Langley village centre traffic scheme are to manage speeds, reduce the likelihood of serious accidents, improve the traffic flow through the Langley area and nearby roads, and assist pedestrian and cyclist movements. The council subsequently provided further commentary as follows:

'The Harrow Market area, as well as being on a commuter route for some, is a shopping and educational destination in its own right and as such is visited by thousands of people a week. The introduction of a 20mph zone will reduce vehicle speeds in an area of high pedestrian use, making the area safer for vulnerable road users. Narrowing the approach to the roundabout and therefore reducing entry speeds, makes the junction safer for cyclists as well as allowing cars to merge more smoothly. We anticipate that there will be no marked impact on journey time for through traffic.

Creating an area that is more pedestrian-friendly and more accessible to cyclists encourages visitors to make their journey on foot, by bus or by bicycle. The only sustainable solution to tackling congestion in the long term is to reduce car use. ‘

This scheme is to be funded in part from Department of Transport ‘Local Sustainable Transport (Green Transport) Fund and part from Section 106 contributions from local educational institutions.

The Dept. of Transport document states:

‘The purpose of the Fund is to enable the delivery by local transport authorities of sustainable transport solutions that support economic growth while reducing carbon. These solutions will be geared to supporting jobs and business through effectively tackling the problems of congestion, improving the reliability and predictability of journey times, enabling economic investment, revitalising town centres and enhancing access to employment. They should at the same time bring about changing patterns of travel behaviour and greater use of more sustainable transport modes and so deliver a reduction in carbon and other harmful emissions. The Fund also provides the opportunity to take an integrated approach to meeting local challenges and to delivering additional wider social, environmental, health and safety benefits for local communities.

It will be for local transport authorities, working in partnership with their communities, to identify the right solutions to meet the economic and environmental challenges faced in their areas’

The Council is obliged to both consult and agree to the formal adoption of this scheme with local residents and stakeholders.

The main stakeholders being:

- Thames Valley Police
- Fire Services
- First Bus Group
- Ward Councillors
- Langley Neighbourhood Groups/Forums
- Local businesses
- Schools
- Local Health practices (doctors, dentists, and chiropractor)

Response to the Statement of Reasons

The response and observations by Langley Neighbourhood Action Group to the Statement of Reasons is as follows:-

a) Manage speeds

The proportion of traffic that may be considered to be ‘high speed’ is infinitesimally small and confined to a few hot heads who are certainly not going to put off by a reduced speed limit. Furthermore, the speed at the Harrow market roundabout is self-regulating, as is the rest of the traffic scheme area at busy times, as the amount of congestion already caused by the existing road system frequently ensures vehicle speeds far below 20mph. Thames Valley Police have conducted speed reviews and have reported at a NAG meeting that speeds during a week day morning were in the range 16 – 22mph with a peak of 26mph. There is thus no case for ‘reducing vehicle speeds’ as there is no speed issue which needs to be

addressed. In a three year period the one and only accident attributable to speed involved a motor cyclist trying to evade a police car!

b) Reduce the likelihood of serious accidents

Our detailed analysis of the accidents in Langley village as provided by Thames Valley Police data, in the last three years, is summarised in Appendix 1

The main conclusions are:

- Council transport officials have disingenuously used an accident figure of 47 to justify the scheme but it transpires most of these are outside the scheme area. Accident levels in the scheme area are much lower, 14 in a 3 year period, and are reducing, with 3 accidents in 2012, none of which involved cyclists or pedestrians.
- There have been only two serious accidents in a three year period in the scheme area. One involved as above the motor cyclist trying to evade the Police, the other involved a vehicle shunt with most traffic being stationary.
- In the one accident causing a slight injury to a cyclist in a 3 year period, the causal factor was that the cyclist was drunk. This was also the only reported accident at the roundabout worst affected by the scheme in a three year period, and occurred in 2010.
- In three accidents involving pedestrians, they were found to be crossing a pedestrian crossing when the road traffic lights were on green

In the context of the main arterial roads of the neighbourhood serving a conurbation with a population of around 28,000, it could be argued these roads are in fact extremely safe.. Indeed, a neighbouring residential cul-de-sac with a tiny fraction of the road usage of the scheme area showed two serious accidents in the same period. There seems to be little relationship between the accident causes and the scheme measures.

c) Improve the traffic flow through the Langley area and nearby roads

Pictures appended show typically the congestion that both local residents and through traffic have to endure on a daily basis with the scheme in place. There is no doubt that the scheme has exacerbated these problems in direct contravention of the claimed scheme objectives.

Traffic queues can reach from Langley village centre to past St. Mary's road (to the west), Langley station (north) and Parlaunt Road (south) (Appendix 2)

Also appended (Appendix 3) are traffic comparison screenshots from Google Maps (traffic live data) which depict slow (orange) and stationary (red) traffic during typical rush hour periods in May 2013. These are then compared with historic data available on Google Maps on the same day and times.

It is further evident to many road users and residents, that there is a further increase in tailbacks in key residential roads such as Willoughby, Meadfield, and Spencer (Appendix 4). There is some evidence to suggest road users are now taking increasing risks to enter the main flows on Langley Road and the High Street after excessive queuing. Moreover, outlying roads outside the scheme area are now seeing new queues as some road users seek alternatives to carry out their necessary journeys. This is apparent at Parlaunt Road, Market Lane, and even outside the borough altogether at Mansion Lane in Iver (Appendix 5).

The overall impact of the scheme is apparent on all days of the week as Appendix 6 shows with virtual gridlock experienced on Monday 13th May 2013 compared with some slow moving traffic at the same day/time from Google historic records.

It is apparent that since this temporary traffic scheme has been installed, congestion has increased considerably and there is a little reported but noticeable incremental impact throughout the day; small queues where before there were none, larger queues where before there were small queues, and so on.

This increase in traffic queues and delays is an entirely foreseeable consequence of the scheme and was reported as such in advance. It follows straightforwardly from the reduction in lanes at each entry to the Harrow roundabout from two to one, in effect reducing the road capacity by 50%. (Appendix 7)

d) Assist pedestrian and cyclist movements

There is no evidence that these measures have or will make any significant impact in encouraging an increase in pedestrian or cyclist movements. Indeed this very objective shows a bizarre ignorance of the mass travel behaviour of populations. European Union statistics show that some 85% of journeys in the UK are by car and only 6% by bus and train. The council has separately estimated only 3% of journeys in Slough are by bicycle. How far are people expected to walk or cycle, in what weathers, and with what amount of luggage? The green cycle lanes newly installed are sporadic and consistently peter out, thus creating a confusing layout for motorists and cyclists alike. They also show ignorance of how local people actually use in practice the existing infrastructure, which in some cases is redundant (appendix 8) and could be reconfigured without inflicting the 50% reduction on roundabout capacity on the majority travelling public. The Harrow Market roundabout is already served by two traffic-light controlled pedestrian crossings.

It is widely held by local residents that the Langley village proposals owe a great deal to assertive representations by management of the new Langley Hall primary academy school which has, with total disregard for common sense, positioned itself on the corner of the busiest road junction in the neighbourhood and is now planning to convert the former Harrow pub into the school canteen. It is almost as if the school wishes to un-invent Langley village centre and re-create it as a part of the school premises, irrespective of the effect on residents. Yet it is surely informative that the school has a catchment area set at 3.25 miles radius. This does not suggest it expects many pupils and parents to walk or cycle, especially in all weathers. Traders report that the Harrow market car park is regularly filled with school parents sitting in their cars waiting for the end of school; this has the further effect of preventing other shoppers from parking, to the detriment of local shopkeepers. Overall it appears that the school is doing little to accept its own share of responsibilities to alleviate the congestion and disruption of its own making; rather it has imposed itself on the village and now expects others to react.

The traffic scheme invokes a permanent 20mph speed limit which we assert represents an unnecessary imposition on residents, not least since reports in the local press on May 17th

suggest the council is considering a wider use of 20mph limits outside schools, but only for start and finishing times.

Considering other local schools, there is a body of secondary school students who do cycle locally to Langley Academy or Langley Grammar School; but the normal route does not involve the roundabout but rather the Memorial park and school cyclists typically cross at the pedestrian crossing by the Rite Price grocers. Therefore the Harrow roundabout is essentially redundant for this purpose.

Finally, observation reveals very few pedestrians indeed cross on the immediate south side of the roundabout, not least as a pedestrian crossing is available a few yards further south. Taking all of the above, we conclude that the measures represent an over-reaction to perceived issues which do not obtain in practice, and which prioritise tiny minorities of stakeholders at the expense of the great majority of residents and commuters.

It is therefore the conclusion of the Langley St. Mary's Neighbourhood Action Group that the scheme deals ineffectively with the issues raised in the Statement of Reasons, even assuming that those reasons represent desirable outcomes over-riding all other concerns of residents. The safety arguments in particular appear to be unsupported by the evidence, which raises the issue of why and how they were decided upon in the first place.

Other Matters

The Mechanism of Consultation

It is understood that consultation letters were sent to residents along the whole of Langley Road and some adjacent roads such as Amanda Court. However only a tiny number of letters were sent to residents who have to use the scheme area to get into Slough; no or almost no residents were consulted East of the scheme area or in the adjacent Foxborough ward, many of whose residents live very close and are equally affected by the scheme. It seems very strange that Amanda Court residents, living almost one mile from the Harrow roundabout, were sent consultation letters but residents living just a few yards away, for example in Willoughby and Meadfield Road, were not, despite the obvious greater relevancy of the scheme to the latter group.

It is both the stated objective of the Council and purpose of the Local Sustainable Fund to work in partnership with communities and stakeholders in identifying the right solutions. From the list of stakeholders on page 1 and the consultation mechanism above, it is obvious that the most important stakeholder group, local residents, have been given a very low and insufficient priority, and not least when compared with the vested interests of Langley Hall Primary Academy. This is an unfair approach, in that it subordinates most Stakeholder interests for the benefit of a select few. No group consultations have been organised for residents. It is surely informative that the original Langley Road proposals in 2012 were overwhelmingly rejected, for example at an open meeting at Langley Academy school, and it is understood that some 200 consultation letters were returned with an

approx. 5 to 1 opposition rate (though we note the reluctance of council officials to reveal the actual numbers). Local opposition to the scheme is also clear from the local press (appendix 9)

We would deduce that the Police, Fire and Rescue, Ambulance, and First Bus Group will be frustrated and hampered by the increased congestion. Local Health practises are now having complaints that patients are late for appointments due to both the increased congestion and the worsening parking situation in Langley village. One trader has reported takings down by up to 15% as customers are now dissuaded from getting to his shop and even when they do there can be nowhere to park.

Conclusions

In reviewing the effects of the Langley village centre traffic scheme the Langley St. Mary's NAG has so far seen:

- increased congestion
- more unreliable journey times
- a clogged up village centre
- changes in travel behaviour only insofar as negatively impacting outlying areas
- increased carbon emissions as a result of slower/stationary traffic

Nor can we foresee any merit being derived for local businesses and jobs.

We note that the original proposal for a zebra crossing opposite the school has now sensibly been withheld. Further traffic congestion would have doubtless been created, and traffic travelling East along Langley Road would have been even more severely affected. It is already tailing back to St. Mary's Road at peak times. In any case, there is a perfectly adequate pedestrian crossing opposite East Berkshire College. It seems bizarre that the parents of the primary academy expect the entire resident population to be inconvenienced to in order to save them from a few seconds of extra walking to the existing pedestrian crossing.

Given the evidence and arguments above, we would strongly urge the Council to withdraw this ill-thought through scheme, which is based on a fundamentally false prospectus.

Alternative Recommendations

In view of the occasional accidents involving pedestrians who are shown by police records in all cases to be at fault, we would advocate compulsory road safety training in our primary schools, with additional refresher training sessions in secondary schools and for students at East Berks College.

We would also advocate that a better use could be made of redundant or rarely used pavements near the Harrow roundabout. These could be converted to permissive cycle use.

We also respectfully note some dual standards reference arguments about cyclist safety. Almost the whole of the A4 from the M4 junction 5 to Slough centre now has a dedicated and segregated cycle lane. Why therefore are cyclists not prohibited from cycling on the main carriageway? Surely compulsory use of segregated cycle lanes would provide an easy safety win for everyone.

APPENDICES 1-9

Appendix 1 – Safety data, 3 years of accidents in scheme area by cause and detail

ALL REPORTED ACCIDENTS IN LANGLEY TRAFFIC SCHEME AREA FOR 3 YEARS 2010-2012.							Police can report up to 4 causes from a defined list	
Date	Cause 1	Cause 2	Cause 3	Cause 4	Severity	Description	Location	
04/01/10	Failure to judge other person's path or speed	Slippery road (due to weather)			Slight	CAR1 TRAVELLING COLLIDED WITH REAR OF CAR2 WAITING TO TURN RIGHT.	LANGLEY HIGH STREET JUNCTION MEADFIELD RD, LANGLEY, SLOUGH	
23/02/10	Slippery road (due to weather)	Failure to judge other person's path or speed	sleet, snow, or fog	Loss of control	Serious	MOTORCYCLE TRAVELLING W GOT TOO CLOSE TO VEHICLE AHEAD, MOTORCYCLE BRAKED, LOST CONTROL & SKIDDED	LANGLEY RD APP 60M E J/W SPENCER RD LANGLEY	
25/05/10	Wrong use of pedestrian crossing facility	Failed to look properly	Other		Slight	CAR TRAVELLING OVER PEDESTRIAN CROSSING UNDER GREEN AUTOMATIC TRAFFIC SIGNAL HIT PEDESTRIAN CROSSING ROAD	B470 STATION RD O/S LANGLEY COLLEGE LANGLEY	
30/06/10	Failed to look properly	Failure to judge vehicle's path or speed	Careless/ reckless/ in a hurry		Slight	PEDESTRIAN CROSSING CARRIAGEWAY FROM DRIVERS OFFSIDE RAN TO CATCH PSV & COLLIDED WITH CAR	LANGLEY RD LANGLEY APPROX 50M W OF HIGH ST	
04/09/10	Impaired by alcohol				Slight	PEDALCYCLE CLIPPED BY CAR ON ROUNABOUT. CAR FAILED TO STOP, RIDER PEDALCYCLE IMPAIRED BY ALCOHOL	B470 LANGLEY RD JUNC HARROW MARKET RBT LANGLEY SLOUGH	
08/07/11	Travelling too fast for conditions	Failed to judge other person's path or speed	Aggressive driving	Other	Serious	MOTORCYCLE ACCELERATED FROM POLICE VEHICLE AND COLLIDED WITH 3RD VEHICLE	STATION RD J/W SCHOLARS WALK SLOUGH	
26/07/11	Driver using mobile phone	Careless/ reckless/ in a hurry	Failed to look properly		Slight	CAR2 BRAKED FOR ANIMAL (CAT) IN ROAD, CAR1 TRAVELLING BEHIND CAR2 FAILED TO BRAKE IN TIME & HIT REAR CAR2	LANGLEY RD APPROX 150M W B470 HIGH ST LANGLEY	
14/09/11	(Pedestrian) Careless/ Reckless/ In a hurry	Failed to look properly	Wrong use of pedestrian crossing		Slight	CAR TRAVELLING S OVER PEDESTRIAN CROSSING ON GREEN AUTOMATIC TRAFFIC SIGNAL HIT BY PEDESTRIAN RUNNING OVER CROSSING	B470 STATION RD 115M N LANGLEY RED LANGLEY	
17/10/11	Failed to look properly	Wrong use of pedestrian crossing facility			Slight	PEDESTRIAN CROSSING ROAD HAD CROSSED HALF WAY WHEN FOOT RUN OVER BY UNKNOWN CAR WHICH FAILED TO STOP	B470 STATION RD APPROX 40M N LANGLEY RD, LANGLEY SLOUGH	
07/11/11	Failed to look properly	Failed to look properly	Other		Slight	PEDESTRIAN STEPPED INTO ROAD FROM MIDDLE OF LARGE GROUP OF PEDESTRIANS INTO NEAR SIDE OF CAR, DRIVER STATES LIGHTS GREEN	B470 STATION RD APP 110M N RBT J/W LANGLEY RD SLOUGH	
01/12/11	Failed to look properly	Failure to judge other person's path or speed			Slight	CAR1 FAILED TO SEE CAR2 STOPPED TO LET TRAFFIC GO & COLLIDED WITH REAR OF CAR2	B470 HIGH STREET JCT HARROW MARKET CAR PARK, LANGLEY SLOUGH	
21/12/11	Junction overshoot	Disobeyed stop sign or give way or markings			Slight	CAR1 PULLED OUT OF JUNCTION & COLLIDED WITH CAR2. CAR1 FAILED TO STOP	B470 HIGH ST J/W MEADFIELD RD LANGLEY	
28/01/12	Impaired by alcohol				Slight	CAR1 TRAVELLING TOO FAST ON LEFTHAND BEND & COLLIDED WITH CAR2. CAR1 DRIVER INTOXICATED	LANGLEY RD O/S LANGLEY COLLEGE APROX 60M W STATION RD, LANGLEY SLOUGH	
29/06/12	Other				Serious	ALL VEHS TRAVELLING W TO E. CAR1 COLLIDED WITH REAR CAR2 PUSHING IT INTO HGV3. CAR2 & HGV3 WERE HELD UP BY VEHICLE WAITING TO TURN RIGHT CAR1 DRIVER STATES FOOT SLIPPED OFF BRAKE.	LANGLEY RD O/S 297 JCT SPENCER RD, SLOUGH	
06/12/12	Not coded	Not coded			Slight	LGV STATIC AT JUNCTION WAITING TO TURN RIGHT, TAXI WENT TO OVERTAKE LGV AS LGV TURNED RIGHT & COLLISION OCCURRED	B470 HIGH ST J/W MEADFIELD AVE LANGLEY SLOUGH	
			On the fringe and may be outside scheme area					
		Accidents by year						
	2010		5					
	2011		6					
	2012		3					

Appendix 2 – Examples of queues along Langley Road, Station Road, and the High Street after scheme introduction.

A typical queue along Langley Road at 5.30pm. The queue starts here, at the junction with St Mary's Road



.....and continues all the way along Langley Road.....



...all the way to the Harrow roundabout. The new green cycle lanes at the roundabout can be seen



Note the relative numbers of car users, pedestrians and cyclists (none). Photos taken around 5.30pm

On the same day just a few minutes later, here is the view along Station Road. The queue starts at the roundabout....



...and stretches back at least as far as Langley railway station. No cyclists or pedestrians are visible.



In this picture, taken at 3.50pm on May 7th, the queue from the Harrow roundabout stretched back down Langley Road to Amanda Court, over three quarters of a mile. Note that working vehicles, including for the disabled, are also caught up in the scheme's effects.



This picture taken at 8.40am on May 2nd, shows the queue as it appears from the traffic lights at the junction of Parlant Road and Langley High Street

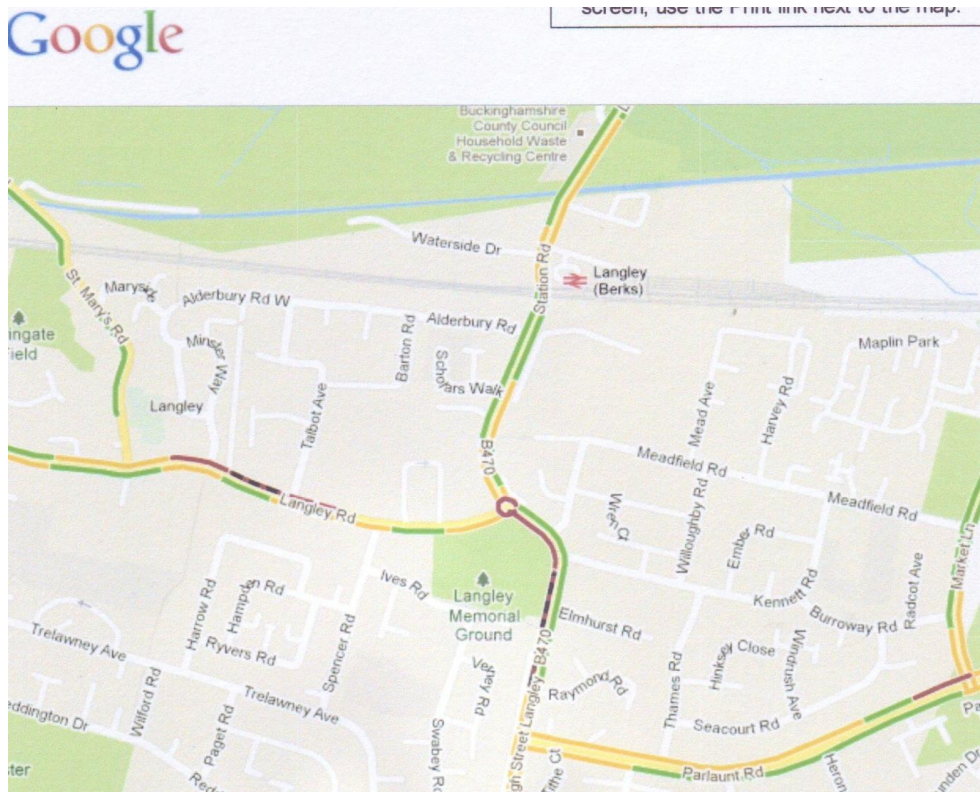


Appendix 3 – Google maps 10/05/13

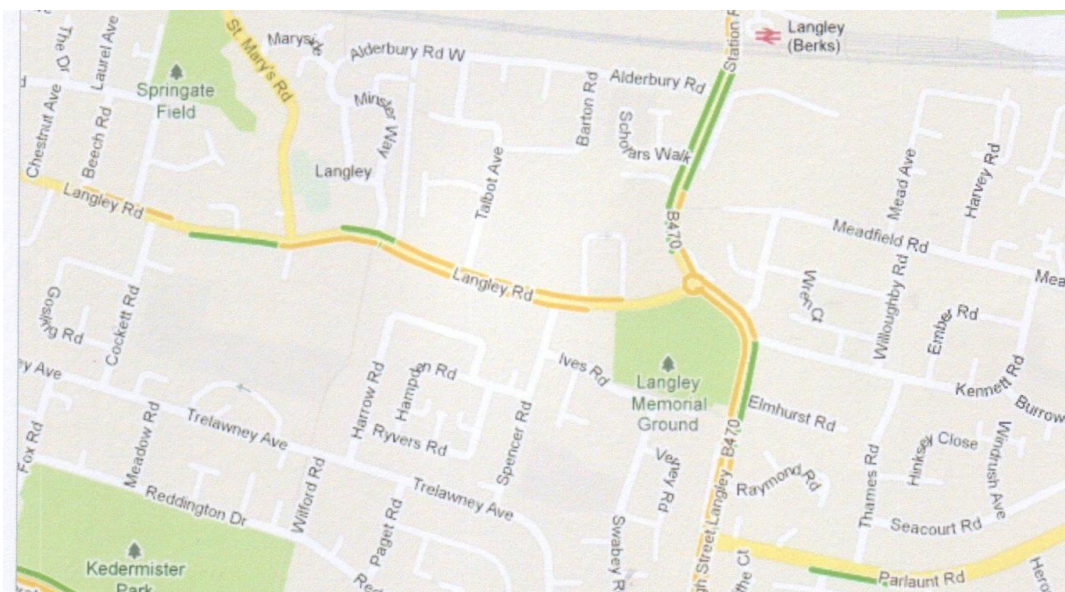
Google Map show real time traffic queue data, according to the following colour scheme



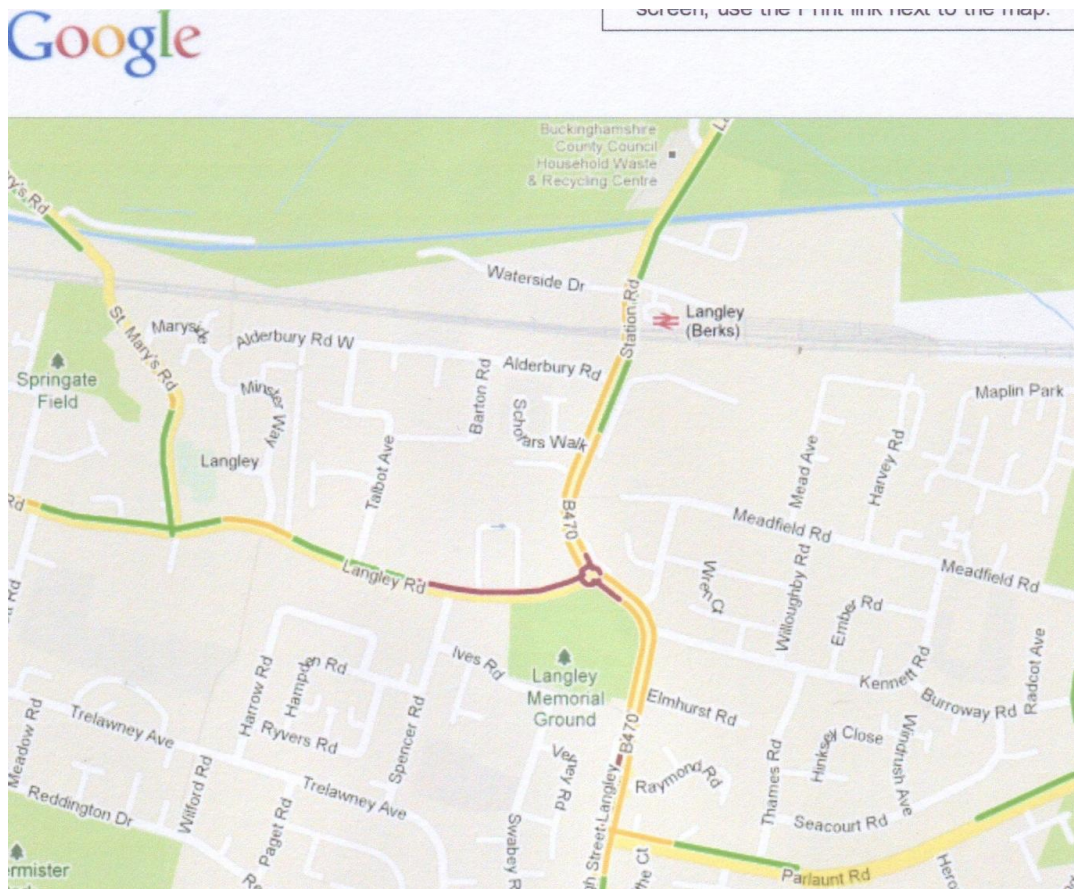
Google Maps – Live data Friday 10/05/13 at 8.45am. Huge queue on approach from the south



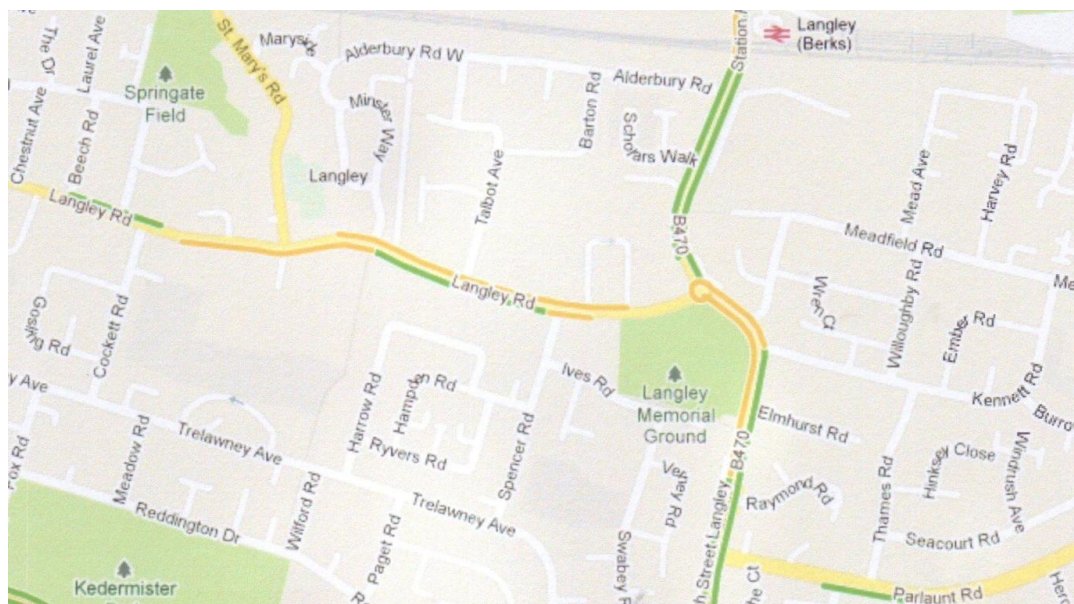
Historic data for Fridays at 8.45am



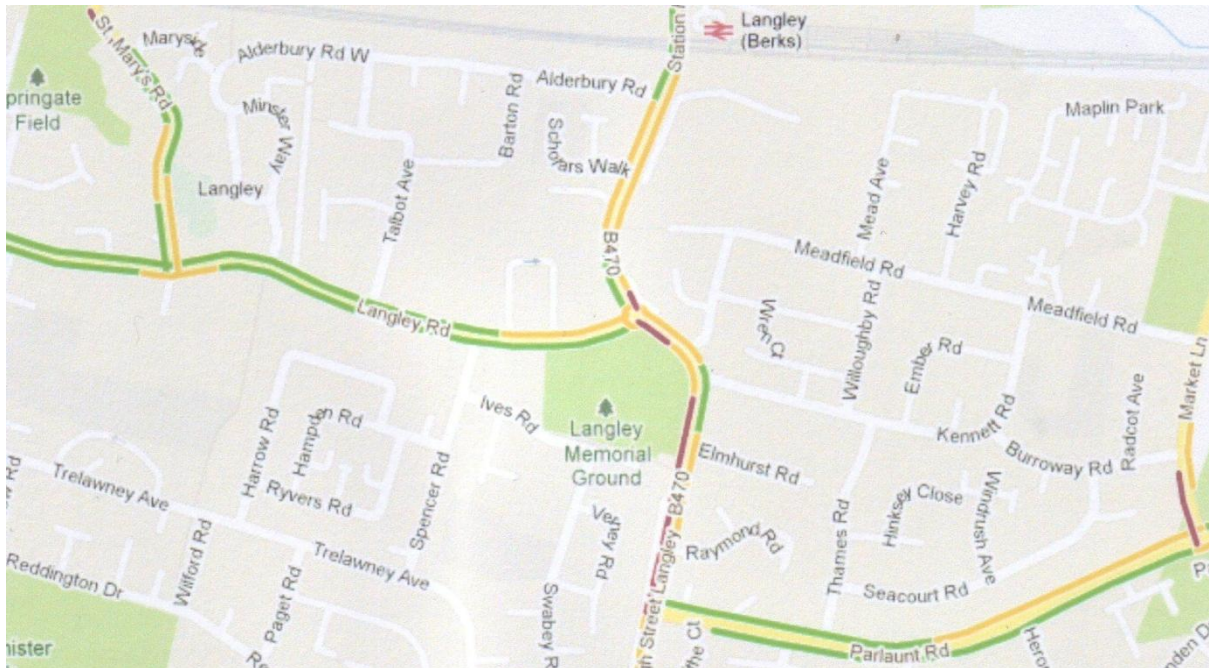
Google Maps – Live data Friday 10/5/13 at 3.45pm. Huge queues on all roundabout approaches



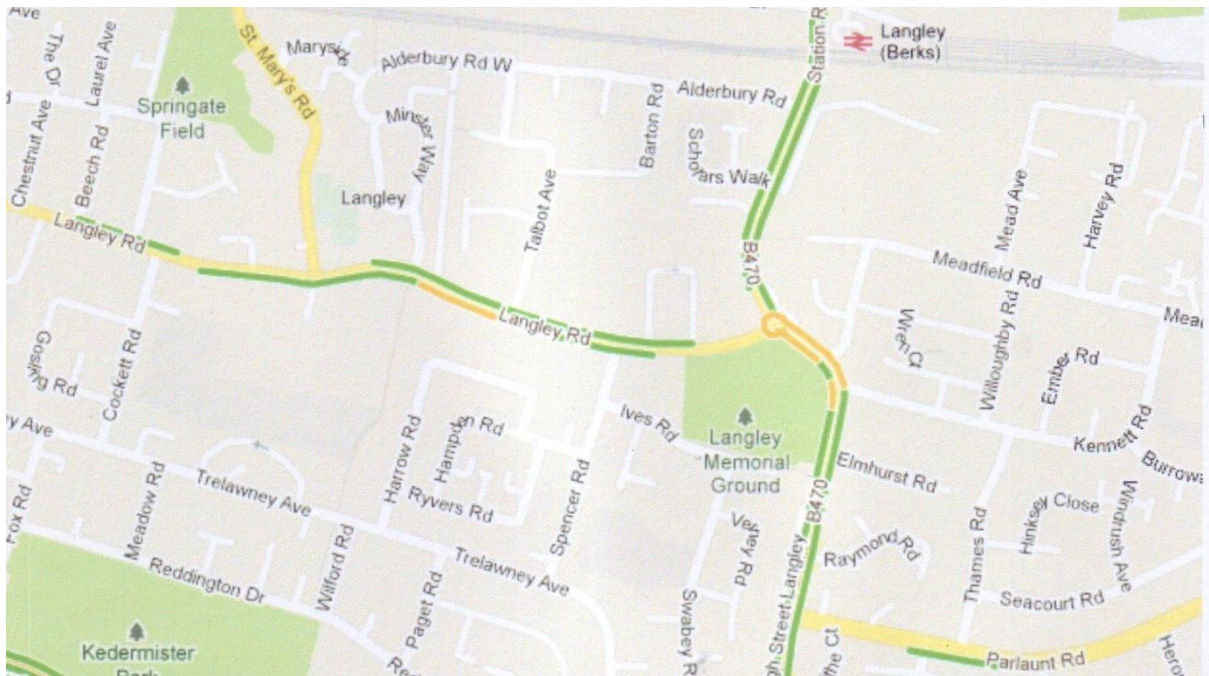
Historic data for Fridays at 3.45pm



Google Maps – Live data for Friday 10/05/13 at 6.45pm



Historic data for Fridays at 6.45pm



Appendix 4 – Scheme effects on adjacent roads

Queue of local residents trying to get out from Meadfield Road onto Langley High Street towards the Harrow roundabout around 8am



Queue of local residents trying to get out from Willoughby Road onto Langley High Street towards the Harrow roundabout around 8am



Appendix 5 – Photos of Parlaunt, Market Lane, and Iver on May 2nd, around 8.45 – 9am.

The scheme is affecting outlying roads. Here traffic is trying to turn out of Parlaunt Road but was prevented by the tailback from the Harrow roundabout, photo from 8.45am on May 2nd 2013 (see last photo in appendix 2)



Traffic is finding other ways around the new village centre gridlock. More traffic is using the route along Market Lane and Mansion Lane between Foxborough and Iver. The result is new and/or longer queues as here at the junction of Market Lane and Parlaunt Road, now stretching back to Meadfield Road



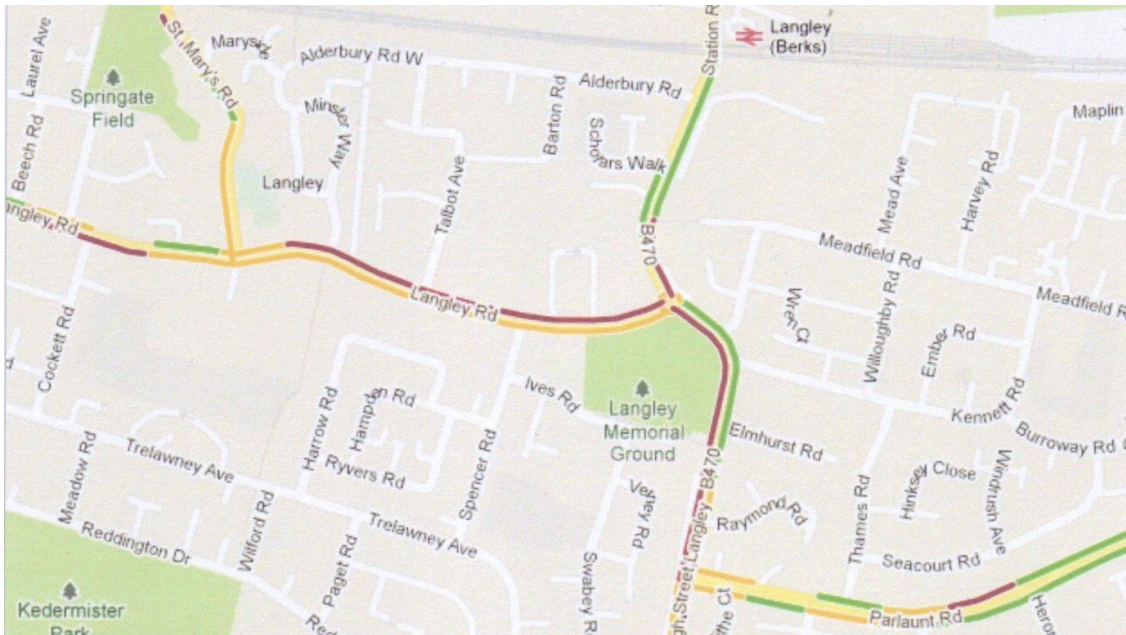
At the other end of this route, the queue to exit at the 'Kwikfit' junction in Iver is now enormous. The waiting time from this point for the one junction alone was 12 minutes.



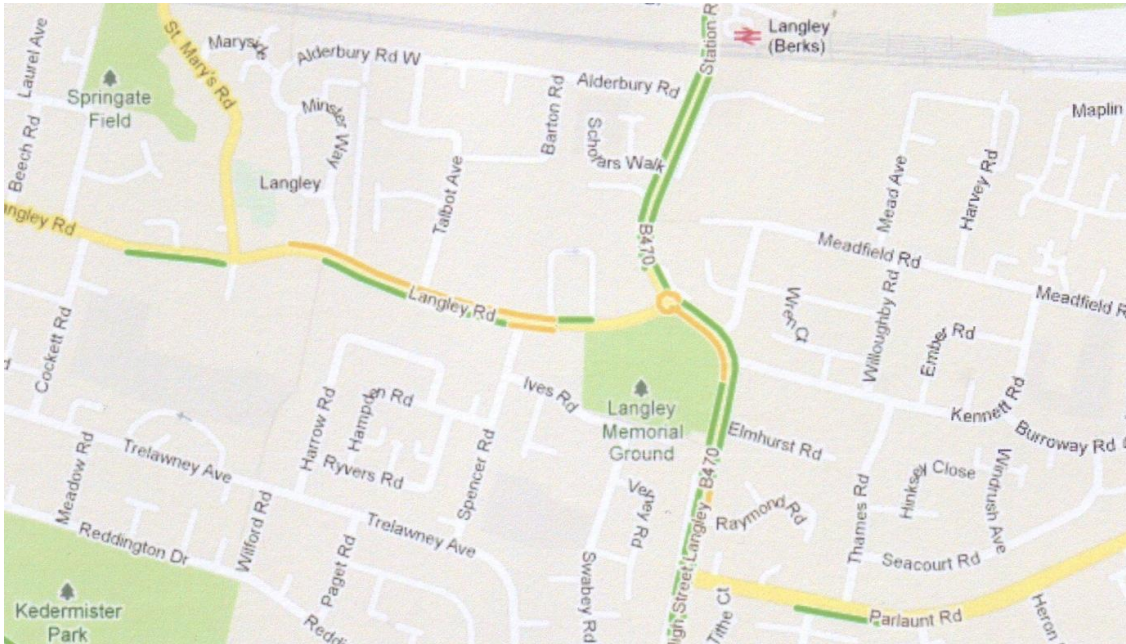
Note again the relative proportions of cars, cyclists and pedestrians in all preceding photographs.

Appendix 6 – Google maps 13/05

Google Maps – Live data for Monday 13/05/13 at 9am. Huge queues throughout the area.



Historic data for Mondays at 9am



Appendix 7 – Photos of roundabout before and after scheme introduction

Before – two lines of traffic can flow from Langley High Street



After – traffic is now limited to one lane only



Before – again, two lanes of traffic can flow, this time from Station Road



After – only one lane, causing traffic in this case to tail back to Langley station (see appendix 2)



The same is also true for the Langley Road entrance to the roundabout

Appendix 8 – Photo of redundant pavement

Unused, wide pavements at the Harrow Market roundabout could be used by cyclists instead of eating into the road space. Such segregation would surely be safer. Memorial Park side of roundabout shown



A similar situation holds on the Shops side of the roundabout. Almost all pedestrians use the shops precinct.



Note as before the relative proportions of cars, cyclists, and pedestrians

Appendix 9 – Selection of Press Clippings

Blind-sided by danger junction

I ATTENDED the Langley Neighbourhood Forum meeting when Hayley Fails and co. asked for the community's views about road safety in Langley. Our chief concerns were the St Mary's Road, and Middlegreen Road junctions with Langley Road. The 'planners' have ignored our concerns.

I watched a Royal Mail lorry trying to negotiate the roundabout in the village, the driver had to watch the rear of his vehicle to avoid the bollards. How could he possibly see anyone in front of him at the same time? An accident waiting to happen.

The council's desire to stop residents using their cars is 'pie in the sky'; most folks' main ambition is to own a car.

**E Jones
Langley**

More problems with 20mph limit

I HAVE to say that the new 20mph zone in Langley is something of a joke. The traffic is ridiculous.

To get to my home on the Orchard Residential Park after visiting my dad in Raymond Road, because on a number of occasions the cars are queuing way back up the road, I have to now go down Parlaunt Road, Market Lane and Mansion Lane.

Surely all this is doing is creating extra air pollution from petrol and diesel fumes, which cannot be very healthy for the children in the school?

I also notice that the mums are not teaching their children to use the right way to cross the road by using the zebra crossings, instead they cross right by the roundabout. I am surprised

**M STEVENS
Orchard Residential Park
Langley**

Deadline for submissions: 5pm Tuesdays

Improving facilities for a few cyclists

IN THE past few weeks you have published articles and letters regarding the proposed introduction of a traffic calming trial in Langley village, and in particular the astonishing proposal to reduce the traffic lanes at the Harrow Market roundabout from two to one, at a stroke reducing road capacity at this key arterial junction by 50 per cent and therefore doubling the peak time traffic queues.

This at a time when the council is known to be concerned about traffic congestion!

In last week's paper, one Hayley Fails, an unelected official, justified inflicting these proposals in part because of cyclists.

Just how many cyclists have readers seen on the roads during the cold, windy, snowy weather of the past week? I cycle sometimes, but truly the bias of the council officials in favour of certain preferred stakeholder groups is extraordinary.

Yet this is not quite the issue. To my certain knowledge, three local councillors for the Langley area, each representing a different mainstream party, have queried the traffic lane reduction, as have the Langley Neighbourhood Action Group and, as you reported last week, also the Langley Neighbourhood Forum.

This weight of local opinion seems pretty convincing yet appears to count for nothing when compared with an unelected, unaccountable official whose sole desire appears to be to justify and inflict a prejudiced set of proposals on the majority population. It speaks volumes that an open consultation meeting has not been called to deal with these proposals.

Does local democracy not mean anything?

Request for second consultation over roundabout 'ignored' say campaigners

CAMPAIGNERS who called for a second consultation over planned changes at Langley's Harrow Market roundabout have been left disappointed.

Sheila Papali, chairman of the Langley Neighbourhood Forum, said that the request had been 'ignored' and the red and white road blocks already installed.

She has written to Slough Borough Council this week saying: "To go ahead with present plans is to create huge traffic problems during peak hours, increased risk to cyclists and questionable benefit to pedestrians since the zebra crossing will be too close to the roundabout."

"If my assumptions are wrong then I will be only too pleased to have this explained but not with platitudes which fail to deal with the issues raised."

The changes will see a 20mph zone implemented, with lanes approaching the roundabout reduced from two to one.

The scheme will be introduced on a trial basis for a period of six to nine months.

ANGRY: Sheila Papali (centre) with other campaigners against the council's plans for the roundabout. Ref:116122-3

