

SIGNIFICANT OFFICER DECISIONS

16 APRIL TO
15 MAY 2017

DECISIONS

9/17 – 10/17

DATE OF PUBLICATION:

18th May 2017

DEADLINE FOR MEMBER CALL-IN:

5.00pm on 26th May 2017

CONTACT:

Nick Pontone

Senior Democratic Services Officer

01753 875120

SIGNIFICANT OFFICER DECISIONS

BACKGROUND

About this document

Slough Borough Council has a decision making process involving an Executive (Cabinet) and a Scrutiny Function. Part 3 of the Council's Constitution sets out the Responsibility for Functions and Scheme of Officer Delegation. This document lists the decisions taken by officers under this scheme during the period stated.

Distribution

The schedule is circulated monthly to all Members and published on the website. This document, and any reports relating to individual decisions, are published on the Council's website in accordance The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

Decisions included in the Schedule

The definition of the categories for 'Significant' Officer Decisions to be included in the Schedule are set out below:

1. Tenders/Contracts over £50,000 or 'sensitive' excluding individual social services care packages and school placements.
2. Exemptions to Competitive Tendering.
3. Redundancies/Early Retirements above 5 in Service area*
4. Decision to commence formal organisational restructuring/consultation.
5. Consultation responses other than technical responses where officers asked for Member views.
6. Write-off of individual debts between £5,000 and £15,000.
7. Decisions arising from external report on significant Health and Safety at Work Act risk.
8. Compulsory Purchase Orders.
9. Action with regard to Petitions in accordance with the Council's Petition Scheme
10. Any exceptions made to the Council's agreed tender procedure as set out in Financial Procedure Rules
11. Consultancies over £5,000 (excluding cover for established posts) or any consultancy/employment offered to former Senior Officers of the Council of 3rd tier and above.
12. Other decisions such as those with political, media or industrial relations implications that Directors consider Members should be aware of.
13. Appointments to casual vacancies on committees, sub committees, Panels, Working Parties and outside bodies
14. Specific decisions that have been delegated to a particular officer by resolution at a Cabinet meeting to be taken following consultation with the relevant Commissioner

*Decisions taken on the Redundancy/Early Retirement of a senior level officer to be reported to Group Leaders, Cabinet and Employment and Appeals Committee.

Call-in

Any Member of the Council may call-in an officer decision specified in this Schedule by following the procedure set out in paragraph 21 of Part 4.5 of the Council's Constitution. Member call-ins must be submitted in writing to the Head of Democratic Services and state the reasons why the request to have the matter considered by Scrutiny has been made. The call-in must be received within five working days of delivery of the publication of the decision (by 5.00pm). Members call-ins of officer decisions will be submitted to the next Overview & Scrutiny Committee for consideration and dealt with in the same way as other post decision call-ins.

Exempt information

Any supporting reports considered by the decision-maker will be published on the website in a separate appendix, unless they contain exempt information under Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 (as amended) and that the public interest in withholding the information outweighs the public interest in disclosing it.

Further information

The schedule will be published monthly. A copy can be obtained from Democratic Services at St Martin's Place, 51 Bath Road on weekdays between 9.00 a.m. and 4.45 p.m. or Tel: (01753) 875120, email: nicholas.pontone@slough.gov.uk.

A copy will be published on Slough Borough Council's Website: www.slough.gov.uk

Ref	9/17
Title of decision	Poyle Road width restriction
Date decision taken	6 th April 2017
Decision maker	Joe Carter, Assistant Director – Assets, Infrastructure and Regeneration
Portfolio	Planning & Transport
Details of decision taken	Further public consultation exercise to be carried out with residents and businesses to consider three scheme options
Reasons for taking decision	Scheme needed wider consideration of options following first public consultation (Autumn 2016)
Options considered	Further options for the design of the scheme have been incorporated into the decision to go to another public consultation. There are now three options for consideration in the next round of public consultation. 'Do nothing' is not an option.
Details of any conflict of interest, disclosable pecuniary interest or non-statutory disclosable interest declared	None
Reports considered	Significant Decision report – Poyle Road bus gate and width restriction

Assets, Infrastructure & Regeneration

Significant Decision

Poyle Road bus gate and width restriction - scheme consultation

Prepared by: Laura Wells, Managing Consultant – Transport Planning and Rudo Beremauro, Engineer – Integrated Transport.

Purpose of Significant Decision: To present the results of the consultation and to seek approval to undertake further consultation to present alternative design options for the scheme.

Background

For a number of years Colnbrook with Poyle Parish Council have raised with Slough Borough Council (SBC) issues associated with HGV movements on Poyle Road and Bath Road Colnbrook. The main *traffic-related* issues are the perceived speed and volume of HGVs passing through the residential area along Bath Road (approximately between Poyle Road and Bath Road (Elbow Meadow) to the east).

In terms of the wider background, there has been increased vehicle movement and volume in the area in recent years due to a shift in the type of businesses located in the area – for example from largely office-based to largely warehousing / freight-based businesses. The area's proximity to Heathrow Airport has made the area attractive to these types of industrial activities. Furthermore, with Terminal 5 being only a mile away from the Poyle Industrial Estate, it is an attractive area for businesses. The adopted Local Development Framework (LDF) for Slough (2006 - 2026) identified that despite congestion and poor environment, it provides vital services for Heathrow Terminal 5. With continued investment in Heathrow including potential for a third runway, the Poyle area is likely to experience ongoing links with Heathrow and is likely to result in increased vehicle movements between the trading estate and Heathrow.

As part of the continued growth as well as change of uses associated with the trading estate, in May 2015 the DHL site on Horton Road received planning permission. A planning obligation for this site was for HGVs associated with the site to be subject to a routing plan (meaning they can only turn left out of the site towards M25 Junction 14 and cannot use Poyle Road / Bath Road as a route), and a £75,000 contribution towards the narrowing of Poyle Road. The contribution for the Poyle Road narrowing was to ensure that the issues associated with HGVs on the Poyle Road / Bath Road route (due to the intensification of the industrial estates in the area) were not exacerbated further following the DHL site completion.

In Autumn 2016 officers took forward the scheme via an initial proposal for a Bus Gate and Width Restriction at the northern end of Poyle Road, near the Punch Bowl pub. Designs for this are included in Appendix A. The proposal was as follows:

- Introduction of a bus gate in the middle of the carriageway, with traffic islands to denote the bus route and assist pedestrians crossing the road. Buses would be able to use this lane in one direction at a time (with only two buses per hour passing through this area, conflict between buses in different directions was not deemed to be an issue);
- Normal carriageway lanes in place either side of the bus lane, allowing regular traffic to use this route but not HGVs;
- Introduction of signage and road markings to alert drivers to the new restrictions; and
- Introduction of CCTV in order to enforce the new restrictions.

This option was taken forward to a public consultation which initially took place from Wednesday 21 September 2016 to Wednesday 12 October 2016 and was then extended until Friday 18 November 2016 due to some respondents noting that they did not receive the initial letter drop (the letter drop was repeated for the extended consultation period).

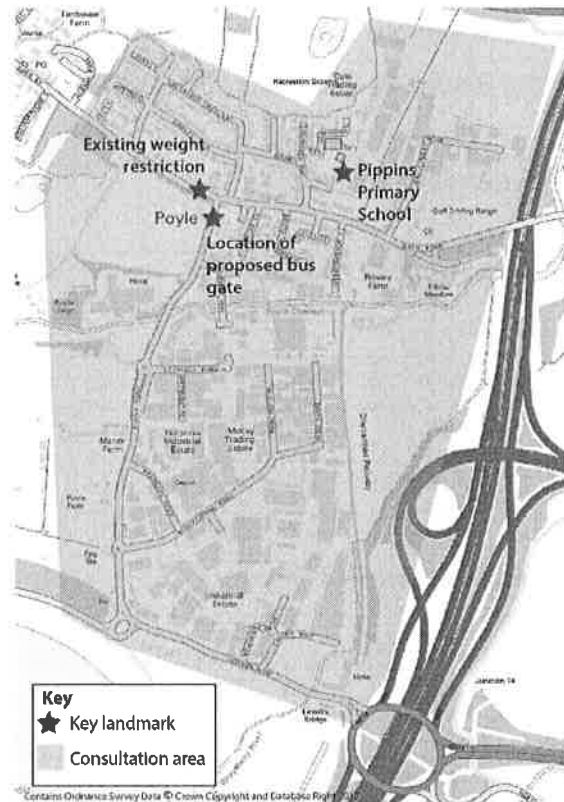
The consultation was publicised through the following channels:

- Letter drop (x2 occasions to 1,200 properties) to all businesses and residents on the following main roads (and sub-roads from these roads) - Horton Road, Poyle Road and Bath Road (up to Coleridge Crescent to the west) (see Figure 1 for consultation area);
- Email to all ward members and local contacts;
- Press release via SBC's communications team;
- Publicity via social media;
- Information on SBC's website at: www.slough.gov.uk/poyleroad; and
- A drop-in event held at Colnbrook Village Hall on Tuesday 15 November 2016 12.00 – 15.00.

As well as the public consultation, Automatic Traffic Counts (ATCs) were placed at key locations to determine traffic speed and volume data for the area. The results of both, as well as a summary of the findings and recommendations for next steps, are presented below.

Consultation summary

Figure 1: Map of the consultation area



A total of 1,200 business and residential properties were consulted during this exercise, and a total of 199 responses were received during the consultation (150 via email and 49 via post). This represents an approximate response rate of 17% which is deemed good and representative. Feedback was also received at the drop-in event where attendees were able to review the proposals with officers and were then asked to submit their responses via email / post. Approximately 50 people attended the drop-in event, the majority of which were from local businesses, and the remainder were residents or local stakeholders.

The nature of respondents in the consultation were as follows:

Table 1: Type of respondent and number of responses:

Type of respondent	Number of responses	Percentage of responses
Resident	31	15.5%
Business	153	77%
Local group / parish council / other organisation	15	7.5%
TOTAL	199	100%

Respondents were asked to write in with their feedback on the scheme (either via post or to TfS@slough.gov.uk), and there was no formal survey to complete on the proposals. The written responses from stakeholders have therefore been categorised qualitatively into broad support and also into the nature of the content of the feedback. The results are presented below:

Table 2: Stakeholder support for the proposed scheme:

For / Against scheme	Number of respondents	Percentage of respondents
For	32	16%
Against	163	82%
Unspecified	4	2%
Total	199	100%

Figure 2: Stakeholder support for the proposed scheme:

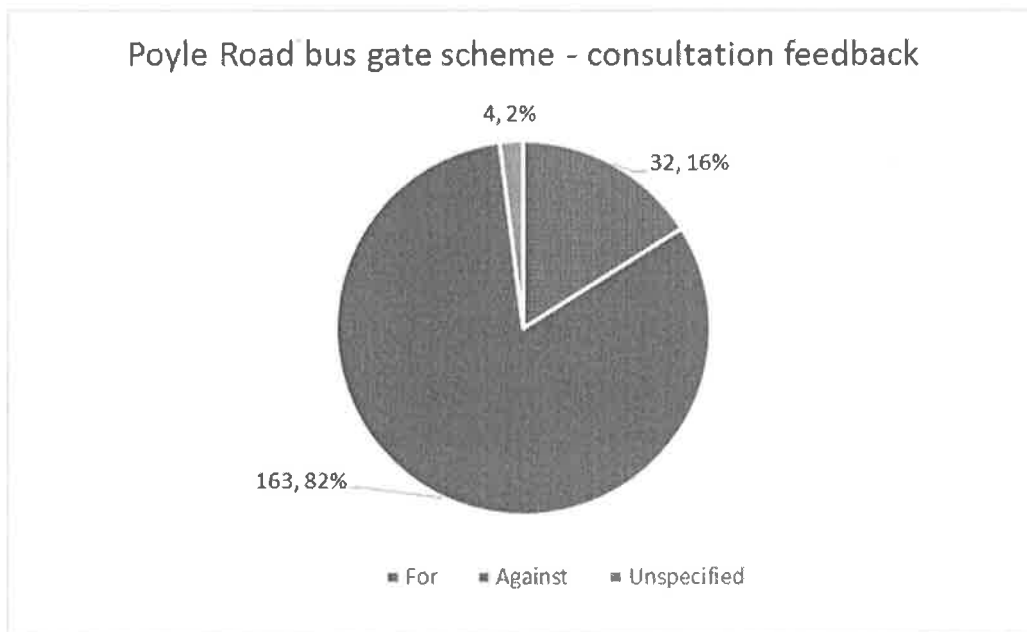


Table 3 highlights the type of respondents support of the proposed scheme, to illustrate both businesses and residents' feedback. Figure 3 shows businesses support for the scheme which is 100% 'against', whilst Figure 4 shows residents support, which is 84% 'for' and 13% 'against'.

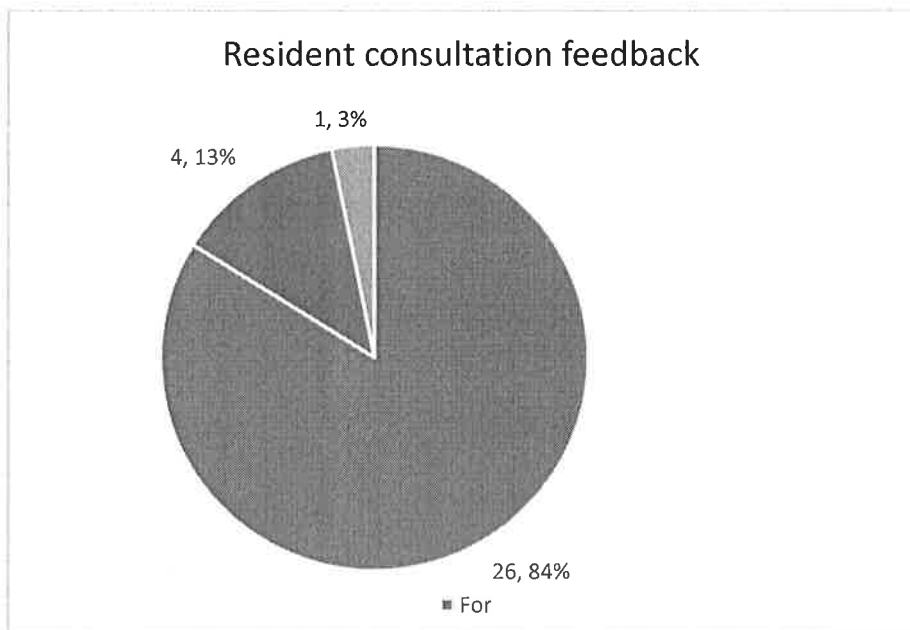
Table 3: Type of respondent and support for the proposed scheme

Type of respondent	For	Against	No comment/ Scheme enquiry	Total
Business	0	153	0	153
Resident	26	4	1	31
Local group / parish council / other organisation	6	6	3	15
Total	32	163	4	199

Figure 3: Business support for the proposed scheme



Figure 4: Resident support for the proposed scheme



Delving further into the nature of the responses provides detail on the reasons behind these views, summarised in Table 4 – presented by number of responses per issue – high to low.

Table 4: Qualitative analysis of respondent feedback

Categorised comment	Number of responses	Positive / negative towards scheme?
Scheme will result in lengthier journeys, more congestion and emissions	156	Negative
Scheme will make local businesses lose customers and lose profits / importance of keeping businesses in the area / the scheme would restrict growth in this key employment area	137	Negative
Scheme will cause increased traffic at Horton Road / M25 Junction and Poyle and other motorway junctions	137	Negative
Concerns about increase in traffic in the area from DHL site	122	Negative
Will improve / conserve Colnbrook Village / general support	31	Positive
Not notified of proposals / consultation not adequate	30	Negative
Inefficient to have one route for Poyle access	18	Negative
Will not improve Colnbrook village or surrounding area (including increase of traffic from diversions)	15	Negative
Suggestions of new schemes (signage, inform businesses of alternate routes, crossings, traffic calming measures in village, yellow lines)	15	Negative
Issues around HGVs not being able to turn around upon reaching proposed restriction	13	Negative
Requires effective enforcement and restrictions / enquiry of how enforcement will be carried out	12	Neutral
Wider traffic impacts e.g. Junction 13 / Wraysbury / Horton backlog impacts	11	Negative
Also need to consider road safety / pollution / quality in Colnbrook Village itself	11	Neutral
Scheme is a waste of money / unjustified	6	Negative
Improves road safety in the area	5	Positive

Responses from other consultees:

Neighbouring boroughs / councils:

- **Wraysbury Parish Council** objected as they feel the scheme will reroute and increase traffic at the already busy M25 Junction 14 Horton Road, especially with DHL movements. They are worried that traffic will seek alternative routes on their residential roads. Also, they note concerns of cars not being able to pass the width restriction.
- **Horton Parish Council** are concerned that the scheme will increase traffic movements on Stanwell Road, through Horton Village to access Datchet or the M4 and Colnbrook by-pass, with increased traffic pressures from DHL and M25 proposed roadworks. The proposal will increase traffic through Horton which is a small village not suitable for many HGV movements. They were also unhappy with the consultation process.
- **Colnbrook with Poyle Parish Council (CPPC)** are in favour of the bus gate as they are concerned with the level of urban decay, destruction of conservation areas by traffic and opening of the DHL site. In their response CPPC noted that at a recent Village Forum (1st October 2016), Colnbrook residents were in favour of the scheme and CPPC were going to confirm this with the council in due course.
- **Surrey County Council** did not object but stated to only be responsible a very short (under 100 metres) stretch of Horton Road between Wraysbury River and HE boundary at Junction 14.

Heathrow Airport Limited:

- **Heathrow Airport Ltd** were supportive of the proposed scheme. They support the objective of the project; to ensure that HGVs use the most appropriate routes and to remove them from residential areas. The airport look forward to continuing work with Slough Borough Council for addressing transport matters affecting local communities around Heathrow.

Emergency Services / Freight Associations:

- The **Freight Transport Association (FTA)** state that the restriction will cause significant operational difficulties for businesses and increased congestion. The scheme will damage the livelihood of local businesses, hauliers and operators. They are concerned how HGVs will act if they miss the signage, that detour routes will increase emissions, local residents need HGVs for their local services and that should an incident close the motorway then Horton Road and surrounding area will be brought to a standstill. There were concerns of the consultation process and that FTA members did not receive information or have enough time to respond.
- The **Road Haulage Association** states less costly and obtrusive methods are a better option (such as a review of road signs, better signed HGV routes, use of yellow lines). They expressed concerns of HGVs turning around at the restriction or attempting to pass by anyway, the need for fair enforcement between UK and non-UK vehicles, economic growth restrictions and a lack of alternative routes into the area.

Highways England:

- Highways England Area 3 team responded stating they have no comments on the proposals.
- Highways England London Orbital team responded, stating that the proposals may increase HGV traffic at M25 J14 which is over capacity at peak hours.

Several businesses also commissioned third party written reports / letters to the council on the scheme, of which the comments have been categorised to illustrate the volume of companies noting the same comments. These have been drawn up in Table 5, with an officer response addressing the comments.

Table 5: Business / companies comments and concerns of the proposed scheme

Comment	Number of companies raising this	Officer response
Scheme will increase journey time and distances of HGVs	5	Horton Road is better suited to HGV movement than Bath Road / Poyle Road and that is why the scheme aimed to divert large vehicle journeys via this route.
Detrimental effect on local businesses / clients	5	The scheme is designed to ensure there is limited impact to local businesses because they are a key part to the local economy and employment. The scheme has had to balance the needs of residents as well as businesses.
Increased congestion at the M25 / Junction 14, with small incidences impacting businesses further	5	HGVs travelling via the M25 Junction 14 would increase but this route is better suited to HGV movement overall.
No technical purpose / justification for the scheme	4	In May 2015 the DHL site on Horton Road received planning permission and a planning obligation for this site was for HGVs associated with the site to be subject to a routing plan (meaning they can only turn left out of the site towards M25 Junction 14 and cannot use Poyle Road / Bath Road as a route), as well as a £75,000 contribution towards the narrowing of Poyle Road. The contribution for the Poyle Road narrowing was to ensure that the issues associated with HGVs on this route (due to the intensification of the industrial estates in the area) were not exacerbated further following the DHL site completion.
Road dangers / Road Safety Analysis conducted – including criticism of signage	3	A review of traffic data has been conducted and future options for the scheme have been designed with this in mind. Any option will incorporate the wider considerations of the scheme as well as industry standards for design and signage.
Disappointed in consultation process	3	Consultation letters were delivered twice to all residential and business properties in the

		consultation area (see Figure 1). Additional consultation on a further two options will be commissioned, ensuring all stakeholders are aware of the proposals, giving an additional opportunity for those who wish to respond on the future direction of the scheme.
Scheme will not improve environment	2	The scheme aims to reduce the HGV movement within the more residential areas and therefore, improving the environment in this area.
Relocation of businesses on Poyle Central / the area will lose attractiveness to businesses	2	Businesses have been and will be consulted, to ensure any proposed design suitably meets business requirements as they are a core part of the local economy.
Draw upon SBC documents, some of which state the importance of the site for the local economy	2	The site is important for the local economy and any proposed designs will ensure the site remains attractive for businesses, with such good proximity to Heathrow, while balancing the needs of residents.
Farm / heavy machinery unable to pass through width restrictors and therefore damaging business	1	The scheme offers an alternative route via Horton Road for larger vehicles and is not completely cutting off access.
The scheme will force routes via the old village and worsen the initial problem	1	HGVs are already restricted through the old village through a weight restriction which is enforced by the police.

Data summary (Automatic Traffic Counts (ATCs)):

Along with the public consultation, speed and volume traffic data from temporary ATCs was recorded from 06/12/16 to 12/12/16, to establish the current traffic flows and the potential impact the width restriction scheme would have on the surrounding traffic network.

The temporary ATCs were placed on the following locations:

- Bath Road, east of Gallymead Road;
- Poyle Road, south of proposed width restriction (near Punch Bowl pub);
- Poyle Road, south of its junction with Colindale Road and roundabout; and
- Horton Road, east of the DHL site.

The data reviewed from the ATCs shows the following:

Table 6: Summary of ATC volume and speed data

Location of ATC	Traffic volumes (both directions)	Traffic speeds (both directions)
Bath Road, east of Gallymead Road	Average weekday flows of 11,065 vehicles were recorded, however only 3.5 % (387) of these flows were found to be HGVs.	Current speed limit of 60mph applies (though the location of the ATC was only just into the 60mph area – from a 30mph area). The data shows the daily average speed to be 34.3mph, with 85%ile speed to be 39.6mph.
Poyle Road, south of proposed width restriction	Average weekday flows of 10,559 vehicles were recorded, however only 2.2 % (236) of these flows were found to be HGVs. The difference between this figure and the figure for the ATC at Bath Road (east of Gallymead Road) above shows that 151 HGVs (387 minus 236) are travelling only along Bath Road and not continuing to Poyle Road. This suggests that HGVs accessing businesses along Bath Road (e.g. hotel) and Gallymead Road businesses, are <i>predominantly</i> using Bath Road to enter / exit the area rather than travelling to M25 Junction 14 via Poyle Road.	This section has a speed limit of 30mph. The data shows the daily average speed to be 27.8mph, with 85%ile speed to be 31.7mph.
Poyle Road, south of its junction with Colindale Road and roundabout	Average weekday flows of 11,777 vehicles were recorded, however only 4.4 % (520) of these flows were found to be HGVs.	This section has a speed limit of 30mph. The data shows the daily average speed to be 28.7mph, with 85%ile speed to be 33mph
Horton Road, east of the DHL site	Average weekday flows of 20,008 vehicles were recorded, however only 4.4 % (886) of these flows were found to be HGVs.	This section has a speed limit of 30mph. The data shows the daily average speed to be 26.4mph, with 85%ile speed to be 31.2mph

The data shows that almost double the amount of traffic is using Horton Road as opposed to the northern section of Poyle Road at the location of the proposed width restriction. Additionally, the percentage figures for HGV traffic show that double the percentage of HGVs are using Horton Road as opposed to the Poyle Road northern section (with four times as many HGVs using the Horton Road route than the northern end of Poyle Road, when using the absolute figures).

The ATC data shows that majority of the HGVs entering and exiting the industrial area were using Horton Road compared to Bath Road as shown in the table below.

Table 7: Summary of ATC data for Horton Road / Poyle Road northern section

ATC location	Eastbound (Horton Road) / Northbound (Poyle Road)		Westbound (Horton Road) / Southbound (Poyle Road)	
	Total weekday average	HGV proportion	Total weekday average	HGV proportion
Horton Road, east of the DHL site	9,780	4.4% (430)	10,228	4.5% (456)
Poyle Road, south of proposed width restriction	5,439	2.0% (107)	5,120	2.5% (129)

Next steps

Having reviewed the stakeholder feedback and considered the traffic data for the area, SBC have come up with **additional scheme options for consideration**. We feel that these options offer further benefits to businesses and residents and therefore we must now consult on these in order to establish the preference of stakeholders. 'Do nothing' is not an option. Due to the issue of HGV movement in the area increasing, a contribution was sought from the DHL site for mitigation against further exacerbation of this issue. This noted that a road narrowing would be put in place.

There are now an additional two options going forward, meaning there are now three potential scheme options, which are:

Table 7: Scheme options

Option	Notes
Option 1 – Width restriction on the corner of Bath Road / Poyle Road (previously consulted on)	This is the scheme which was previously consulted on in Autumn 2016 and discussed in the early section of this report
Option 2 – Southbound width restriction on Poyle Road (south of Mathisen Way)	This option would involve the removal of the layby south of Mathisen Way, which would be replaced with a bus lane southbound, plus a southbound width restriction on carriageway for HGVs, and an unrestricted northbound carriageway lane.
Option 3 – Northbound width restriction on Poyle Road (south of Mathisen Way)	This option would also involve the removal of the layby south of Mathisen Way. The road would then be reconfigured to allow a northbound width restriction on the carriageway bus lane northbound, and an unrestricted southbound carriageway

Scheme drawings are provided in Appendix A for reference.

Table 8 below draws upon the potential pros and cons of the options of each of the proposed schemes.

Table 8: Pros and Cons of the three proposed options for the scheme

	Pros	Cons
Option 1 - Width restriction on the corner of Bath Road / Poyle Road (previously consulted on)	<ul style="list-style-type: none"> • Buses can safely pass through 'bus gate' in the centre of the highway • Restricts HGV movement north of Poyle Road and reduces HGVs along the Bath Road 	<ul style="list-style-type: none"> • Limited areas for turning around if HGVs miss the signs warning of the width restriction • HGVs only have one way in and out of the industrial estate, via Horton Road and M25 Junction 14
Option 2 - Southbound width restriction on Poyle Road (south of Mathisen Way)	<ul style="list-style-type: none"> • HGVs are able to turn around in Mathisen Way if warning signs have been missed and they are unaware of the restriction • Southbound bus stop / bus gate is in the layby area, ensuring general traffic flow is not impeded • Reduces volume of HGV traffic along Bath Road (westbound) near residential areas • Allows businesses access out of the industrial estate to the north, which was cited by some businesses in the consultation as important for ensuring access to Heathrow on time • Allows greater flexibility to businesses in terms of routes <i>out of</i> the estate (Poyle Road northbound) • Alignment of the scheme works well with the bus lane using the space where the existing layby is located • Removal of layby would assist with addressing some of the wider HGV-related issues in the area • This location allows additional space for the scheme, meaning 	<ul style="list-style-type: none"> • Only restricts southbound HGV traffic • All HGV traffic from Mathisen Way will be <i>exiting</i> the industrial estate via Bath Road •

	<p>buses do not have to share the same lane in both directions (as was the case for Option 1)</p>	
<p>Option 3 -- Northbound width restriction Poyle Road (south of Mathisen Way)</p>	<ul style="list-style-type: none"> • Allows HGV traffic from Bath Road to travel southbound on Poyle Road • HGVs are able to turn around at the roundabout of Poyle Road / Colndale Road / Hilton Way, ensuring they do not travel up to the width restriction • Reduces volume of HGV traffic travelling along Bath Road (eastbound), near residential areas • Allows greater flexibility to businesses in terms of routes <i>into</i> the estate • Removal of layby would assist with addressing some of the wider HGV-related issues in the area • This location allows additional space for the scheme, meaning buses do not have to share the same lane in both directions (as was the case for Option 1) • Businesses located in Mathisen Way would only be able to <i>enter</i> via Bath Road 	<ul style="list-style-type: none"> • Only restricts northbound HGV traffic • HGV drivers may miss the signage and continue up beyond the Colndale Road roundabout and have nowhere to turn round • All HGV traffic from Mathisen Way will be <i>entering</i> the industrial estate via Bath Road

The changes to the traffic flows on the network have been analysed for each of the above options:

Changes to traffic for Option 1 (Width restriction on the corner of Bath Road / Poyle Road (previously consulted on)):

Option 1 would result in up to 107 fewer HGVs (weekday average) travelling along the Poyle Road, north of Mathisen Way (northbound), which currently accounts for 2% of total traffic. This will also result in a reduction of vehicles travelling eastbound along Bath Road – though those serving Bath Road / Gallymead Road etc from the east would continue to do so. The daily average of HGVs travelling along Bath Road in an eastbound direction is currently 191 vehicles, meaning the daily average would decrease to around 84 under this option. The 84 displaced HGVs would need to use the Horton Road route.

Option 1 would result in up to 129 fewer HGVs (weekday average) travelling along Poyle Road, north of Mathisen Way (southbound), which accounts for 2.5% of total traffic. The daily average of HGVs travelling along Bath Road in a westbound direction is currently 196 vehicles, meaning the daily average would decrease to around 67 under this option. These 67 HGVs would have to enter the estate via Horton Road.

Changes to traffic for Option 2 (Southbound width restriction on Poyle Road (south of Mathisen Way)):

Option 2 could result in up to 129 fewer HGV's (weekday average) travelling along the Bath Road and Poyle Road, north of Mathisen Way (southbound), which accounts for 2.5% of total traffic. The majority of these 129 HGV vehicles would have to enter the estate via Horton Road. However, some of these 129 HGV vehicles will enter the northern part of the estate via Mathisen Way and therefore still use the Bath Road under this option.

The daily average of HGVs travelling along Bath Road in a westbound direction is currently 196 vehicles, meaning the daily average should decrease to around 67. Due to Mathisen Way being a cul-de-sac it means that from Poyle Industrial Estate only those businesses based on Mathisen Way itself would be using Bath Road and Poyle Road southbound (as other HGVs would not be able to pass south of Mathisen Way). Under this option all HGVs from businesses based in Mathisen Way would have to use the Bath Road route to *exit* the estate.

Changes to traffic for Option 3 (Northbound width restriction on Poyle Road (south of Mathisen Way)):

Option 3 could result in up to 107 fewer HGVs (weekday average) travelling along the Poyle Road, north of Mathisen Way (northbound) and Bath Road, which accounts for 2% of total traffic. This will also result in a reduction of vehicles travelling eastbound along Bath Road. The daily average of HGVs travelling along Bath Road in an eastbound direction is currently 191 vehicles, meaning the daily average should decrease

to around 84. Under this option all HGVs from businesses based in Mathisen Way would have to use the Bath Road to *enter* the estate.

Summary – consultation feedback and next steps

The consultation feedback shows that overall the scheme in its current form is not well-received by the majority of respondents (mainly businesses but also some residents) due to a number of issues including the view that the scheme will result in increased traffic in the area (in particular at M25 Junction 14), and longer journeys for key business freight routes to Heathrow Airport.

Those who did favour the scheme were largely residents (84% of residents were in favour of the scheme), as well as Colnbrook with Poyle Parish Council & Heathrow Airport Limited, and those who are opposed to the scheme were in the majority local businesses (100% of businesses that responded were opposed to the scheme) or landowners and also a few residents. Key landlords and businesses in the area commissioned various reports to highlight perceived scheme inadequacies. Several neighbouring boroughs / councils were also against the scheme, as well as other statutory stakeholders e.g. the Freight Transport Association.

The data from the ATCs shows that in terms of volume, the volume of HGVs travelling through the northern section of Poyle Road (in the location of the proposed width restriction) was comparatively low at 2.2% of all traffic (compared to HGVs making up 4.4% of all traffic on Horton Road, and in numbers of vehicles it is four times the volume). The traffic volume data shows that the majority of HGVs are accessing the industrial area via Horton Road currently, and that the volume of HGVs using the Poyle Road route may be less than anecdotally reported / anticipated. It is evident that whilst Horton Road appears to be the primary route used by HGVs to access the industrial area, Poyle Road also has a function as a secondary route.

With this in mind, we have recommended that the scheme is consulted on again, with **an additional two options presented to stakeholders** as well as the original option. We feel that the two new proposed options for the scheme offer benefits to residents and businesses alike and seek to better address the issues. Please note 'do nothing' is not an option for this scheme.

Supporting Documents:

- (i) Appendix A – Scheme designs for Options 1, 2 and 3

Financial Implications

The costs of the scheme will be funded from the Section 106 contribution of £75,000 from the DHL site on Horton Road.

Recommended Decision

It is recommended that a further public consultation exercise is carried out with residents and businesses to gather views on which of the three scheme options (outlined in this report) is preferred.

Approved:

Joe Carter
Assistant Director – Assets,
Infrastructure and Regeneration

Date 25/4/17

Savio DeCruz
Head of Transport and Highways

Date 06/04/17

Rudo Beremauro
Project Manager

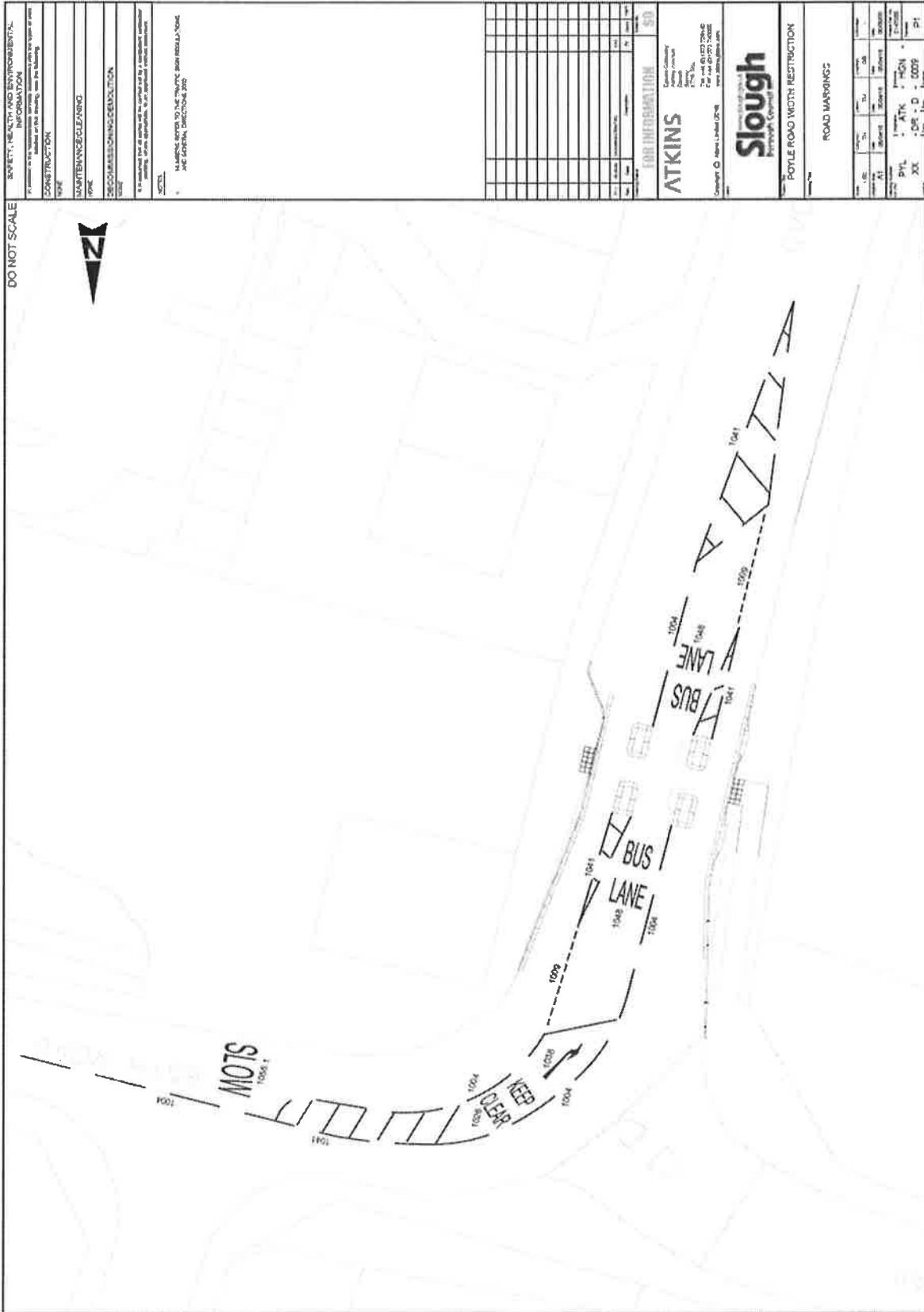
Date 05/04/17



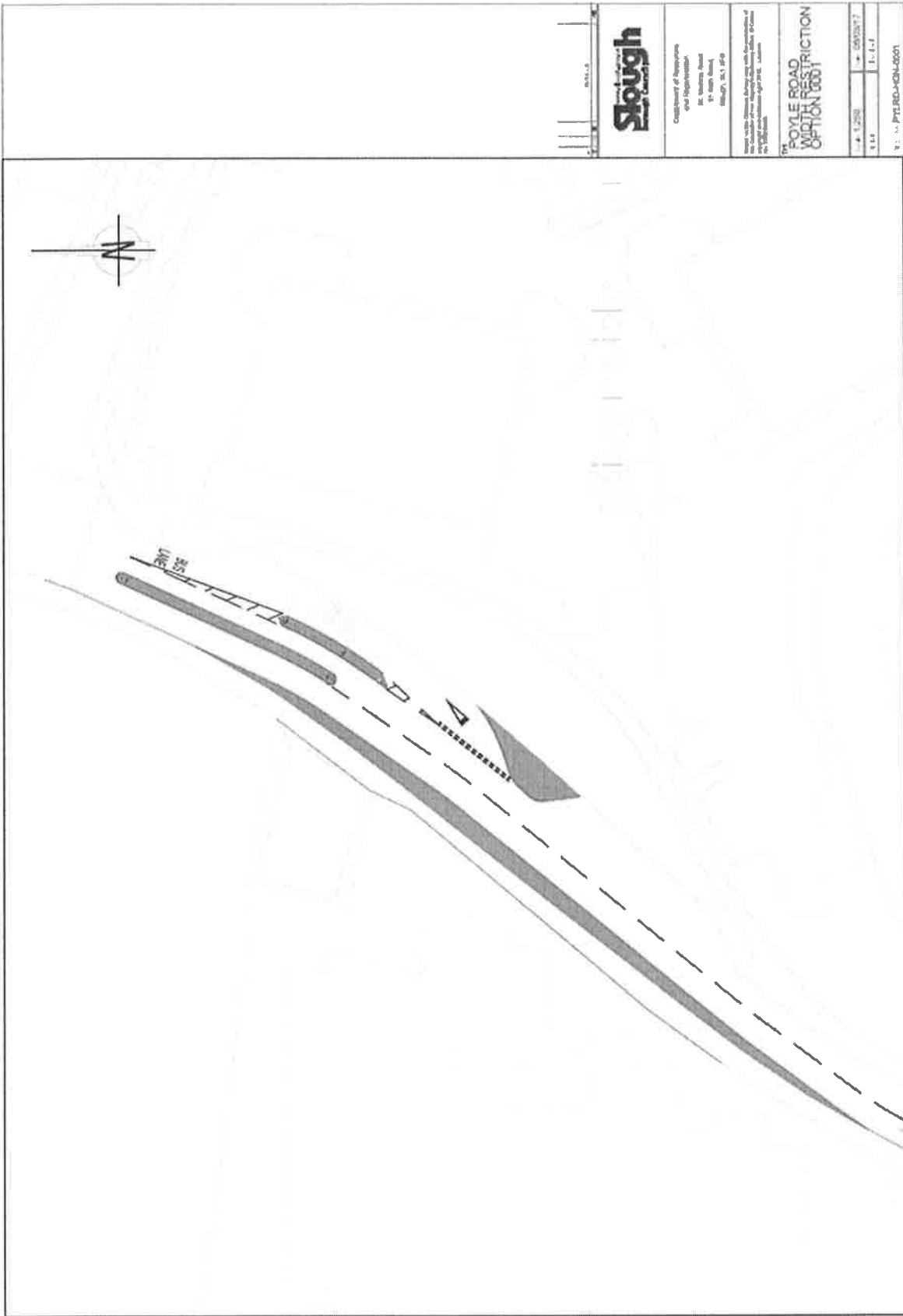
Cc: Fiza Matloob Commissioner of Transport and Highways

Appendix A – Scheme designs for Options 1, 2 and 3

Option 1: (Width restriction on the corner of Bath Road / Poyle Road (previously consulted on)):



Option 2 (Southbound width restriction on Poyle Road (south of Mathisen Way)):



Scale: 1" = 100'

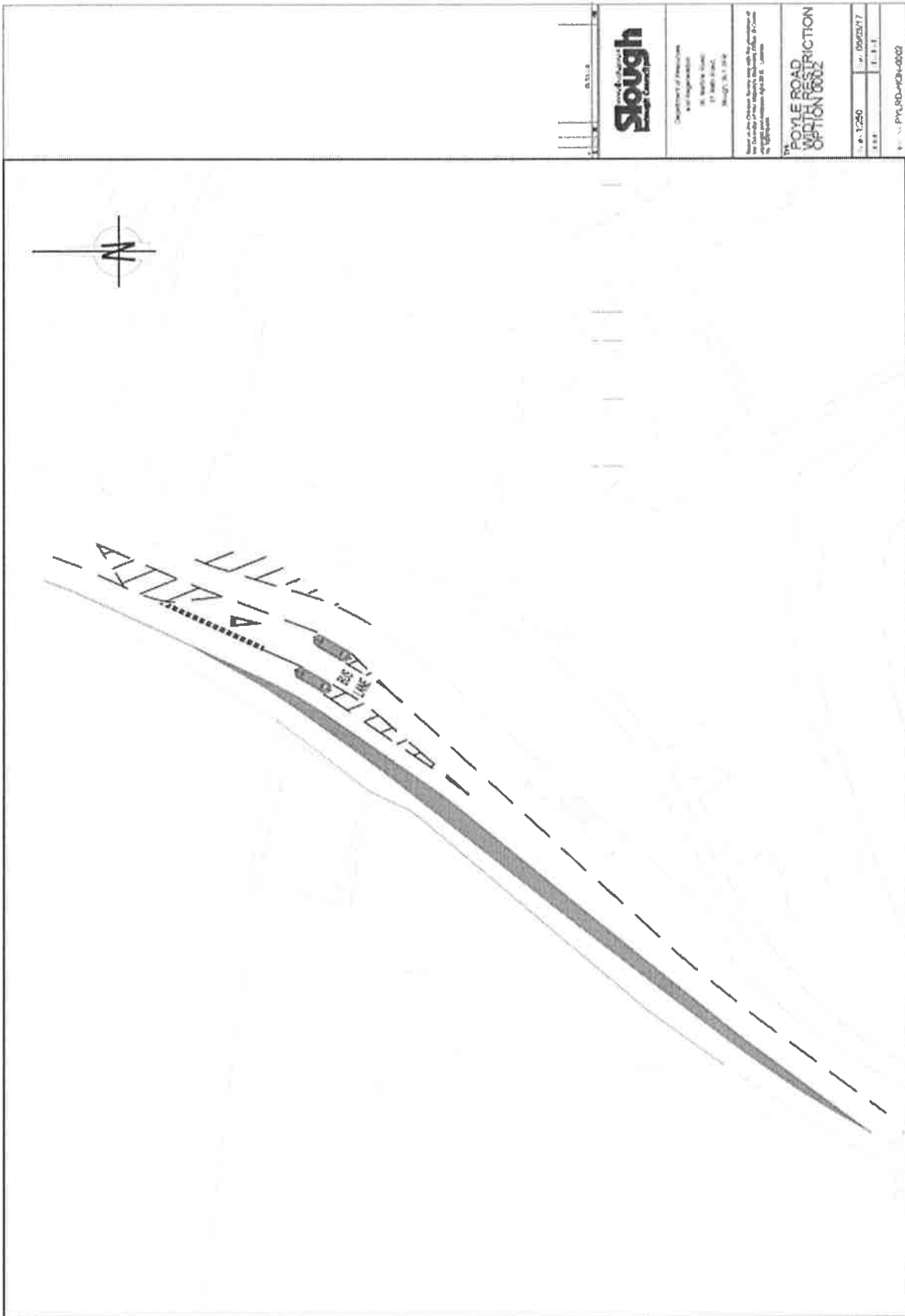
Slough
City of Slough
Department of Transportation
101 Mathisen Road
PO Box 1000
Slough, CA 95069

Project: Poyle Road
Width Restriction
Option 001

Project No.	17-0001
Revision No.	1-1-1

Project Name: POYLE ROAD WIDTH RESTRICTION OPTION 001

Option 3 (Northbound width restriction on Poyle Road (south of Mathisen Way))



Ref	10/17
Title of decision	Pavement Parking Policy
Date decision taken	26 th April 2017
Decision maker	Joe Carter, Assistant Director – Assets, Infrastructure and Regeneration
Portfolio	Planning & Transport
Details of decision taken	Approve the process for introducing Pavement Parking ban or bays in the Borough
Reasons for taking decision	The holistic approach undertaken as part of the Experimental Pavement Parking scheme on ward by ward basis did not effectively address the existing pavement parking problems in a timely and effective manner.
Options considered	To Introduce a pavement parking ban or bays in the borough based on the criteria set out in the Pavement Parking SD Signed April 2017- Section 5
Details of any conflict of interest, disclosable pecuniary interest or non-statutory disclosable interest declared	None.
Reports considered	<p>Significant Decision report – Pavement Parking Policy</p> <p>Supporting Legislations and Policies:</p> <ul style="list-style-type: none"> • Road Traffic Regulation Act 1984 • Transport and Highways Service Plan 2016/17

Regeneration, Housing and Resources

SIGNIFICANT DECISION 1

Pavement Parking Policy

Prepared by: Kam Hothi – Team Leader – Parking Tel: 01753 787899

1. Purpose of Report

- 1.1. To consider the proposed delivery for prohibiting parking on the pavement in problematic areas in the Borough under legislation governing obstruction and dangerous parking and designating limited areas of 'no pavement parking' through a Permanent or Experimental Traffic Regulation Order (TRO);
- 1.2. To activate the existing Pavement Parking Ban Traffic Regulation Order in localised areas by introducing signage and lining.
- 1.3. To approve the criteria used to introduce permanent pavement parking restrictions in the borough.

2. Background

- 2.1. Following the Experimental Pavement Parking scheme it was identified that the holistic approach of delivering the Pavement Parking scheme on a ward by ward basis did not effectively address the existing pavement parking problems in a timely and effective manner. This resulted in restrictions being implemented in roads with no problems and objections being received from residents which then caused further delays in rolling out this project. Members asked officers to review the policy with a view to implementing pavement parking on the worst affected streets. The policy now takes into account the new criteria as detailed in section 4.

3. Supporting Policies and Legislation

- 3.1. The scheme will deliver the following key actions of the Five Year Outcomes that are set out in the Transport and Highways Service Plan 2016/17.
 - Ensure *a fit for business transport infrastructure* by continuing to implement the Pavement Parking Policy. We will always ban parking at, or close to, junctions through the introduction of yellow lines as a matter of course to both improve road safety and ensure compliance with Highway Code guidelines so road user safety is our primary concern. We will also seek to ban parking on bends where forward visibility (the ability of drivers to see around the bend) is

compromised. However, these measures will also have a secondary benefit by allowing free flowing traffic on the network.

- *Define and establish the Centre of the Town as a destination* by providing a sound and reliable multi modal transport system and access to all key locations. The pavement parking scheme will also provide safer passage for pedestrians and vulnerable road users.
- *Build on success in making Slough safer* by incorporating road safety schemes into the all engineering schemes delivered across the Council. Cars parked on the pavement can cause a particular problem for people in wheelchairs or with visual impairments and those with pushchairs. Inconsiderate parking on pavements can stop disabled users from gaining access to services and can put them at great risk if they have to resort to using the road to navigate around parked cars.

3.2 Legislation

- The process to ban pavement parking in areas where there are currently no yellow lines requires the introduction of a Traffic Regulation Order (TRO) and the placing of signs in order to enable enforcement under the Road Traffic Regulation Act which, in turn, enables us to issue a parking ticket (Penalty Charge Notice) via our Civil Enforcement Officers. The existing blanket pavement parking ban was introduced in September 25th , 2015 and is known as the SLOUGH BOROUGH COUNCIL (PROHIBITION OF FOOTWAY PARKING) ORDER 2015 (ORDER 35 of 2015) ("Order"). This has been introduced under Sections 1 and 9 of the Road Traffic Regulation Act 1984 and regulation 23 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and any other enabling powers.
- The existing TRO prohibits verge and pavement parking but this has not been implemented throughout the Borough. The powers under the TRO could be a reasonable adjustment in relation to particular problem areas, however consideration needs to be given as to the most appropriate and effective means available to the Council as Highway Authority of removing or lessening the disadvantage.
- Currently enforcement of pavement parking is possible in areas subject to waiting restrictions as the restriction is effective from the centre of the road to the highway boundary, thereby including any pavement or verge next to the road.

4. Proposals

4.1. To introduce the permanent pavement parking scheme in order to curb existing pavement parking in problematic areas around the Borough.

4.2. To investigate the following physical measures as a first course of action prior to a Pavement Parking scheme being introduced:

- Bollards or other street furniture (guardrails, sign posts, litter bins etc.)
- High (or double height) kerbs
- Planting (including raised planters)
- Formalised on-street parking: On streets where drivers tend to park partly on the pavement along both sides of the road, it may be better to provide properly marked out spaces on one side only. If the marked out spaces are provided in short lengths along alternate sides of the road they can form a chicane and have the effect of reducing traffic speeds, these bays will be enforced through a traffic order.
- Formalised "off road" parking where footways and/or verges are wide enough to accommodate it.
- To introduce parking bays on the footways when minimum gap of 1.2 metres must be left on the pavement for wheel chair users and pedestrians to pass the vehicle. However the mobility guidelines permit a width of 1.5metres.
- One way systems to cater for roads with a width of 5 metres or less.
- Introduce other traffic measures.

5. Criteria

5.1. In order to ensure clear access on the highway and safety for pedestrians, the Pavement Parking ban will be introduced on the following roads;

- School access areas
- [Priority will be given to]: Traffic Sensitive Streets as shown in the Slough Borough Council Local Street Gazetteer Appendix 1, however each street will be assessed individually.
- Streets that have been requested by Emergency services that include Fire, Ambulance and the Police, Bus companies and Refuse Collection and any other public service vehicle.

5.2. Other streets not mentioned above will be assessed through the following process:

- The scheme is supported by the ward.
- Officer to identify if there are no existing waiting restrictions or such plans under consideration.

- Officer will inspect the area and undertake a day and night time survey to identify any damage to footways or verges caused by parked cars.
- To identify where there are problems with existing waiting restrictions with short term loading/unloading leading to vehicles subsequently parking on the pavement.
- To identify that legitimate on street parking will not result in the obstruction of traffic (i.e. where there is an ideal carriageway width of 7.3m [recommended DfT guidelines] and no less than 7m).
- Members will be advised whether implementation of the Pavement Parking ban in that area is the correct solution.
- If a problem has been identified then a design will be introduced and a 4 week consultation is held with residents of the affected streets.
- Subject to the consultation outcome, within a minimum period of 12 weeks following consultation, signs will be erected and enforcement will commence, under the Pavement Parking Project Order (This means that Councils Civil Enforcement Officers are then empowered to issue penalty charge notices to vehicles parked on pavements, adopted footways and footpaths, kerbs and grass verges (up to the private property boundary).
- Please note from the date of the request all pre-consultation work can take up to 6 months before we consider whether to take it forward to design stage.

6. Recommendations

6.1. Approve the process for introducing Pavement Parking ban or bays in the Borough

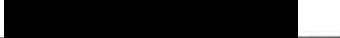
Approved:

Project Manager



Date: 28/3/17

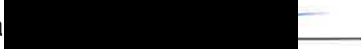
Head of Transport and Highways



Date: 24/3/17

Assistant Director

(Assets, Infrastructure & Regeneration)



Date: 26/4/17

Appendix 1 Traffic Sensitive Streets as shown in the Slough Borough Council Local Street Gazetteer

TRAFFIC SENSITIVE STREETS

Current list as at 22nd December 2015
 Already designated as traffic sensitive. All shown on SBC's Local Street Gazetteer.

Street	Criteria				
	Proposed times	Proposed times	Frequent bus route	Winter Maintenance	Proximity to critical junction
Albert Street	AM peak	PM peak	Y	Y	Y
Alpha Street North	AM peak	PM peak	Y	Y	
Bath Road (A4)	AM peak	PM peak	Y	Y	Y
Buckingham Avenue	AM peak	PM peak	Y	Y	Y
Burnham Lane	AM peak	PM peak	Y	Y	Y
Chalvey Road East	AM peak	PM peak		Y	Y
Chalvey Road West	AM peak	PM peak		Y	Y
Church Street	AM peak	PM peak	Y	Y	
Cippenham Lane	AM peak	PM peak		Y	Y
Colnbrook bypass (A4T)	AM peak	PM peak	Y	Y	Y
Elliman Avenue	AM peak	PM peak	Y	Y	
Farnham Road	AM peak	PM peak	Y	Y	Y
Herschel Street	AM peak	PM peak	Y	Y	
High Street (Langley)	AM peak	PM peak	Y	Y	Y
Horton Road (Poyle)	AM peak	PM peak	Y	Y	Y
London Road	AM peak	PM peak	Y	Y	Y
Mere Road	AM peak	PM peak		Y	Y
Oatlands Drive	AM peak	PM peak	Y	Y	
Park Street / Old Bath Road	AM peak	PM peak		Y	
Poyle Road	AM peak	PM peak	Y	Y	Y
Ragstone Road	AM peak	PM peak		Y	Y
Sheffield Road	AM peak	PM peak	Y	Y	Y
Station Road (Burnham)	AM peak	PM peak		Y	Y
Station Road (Langley)	AM peak	PM peak		Y	
Stoke Poges Lane	AM peak	PM peak		Y	Y
Stoke Road	AM peak	PM peak	Y	Y	Y
Sussex Place	AM peak	PM peak	Y	Y	Y
Tuns Lane	AM peak	PM peak	Y	Y	Y

Criteria

Frequent bus route	At least 8 buses per hour in both directions
Winter Maintenance	Included in winter maintenance programme
Proximity to critical junction	Within 100m of a critical, signalized junction or a critical gyratory/roundabout system
Traffic flow per lane	Traffic flow > 500 per hour per lane, disregarding bus or cycle lanes
Single c/w traffic flow	Single c/w 2-way road, <6.5m wide, total flow >= 600 per hour
HGV traffic flow	>25% of traffic flow in both directions is HGVs
Pedestrian flow	At least 1300 people per hour per metre width of footway
Congestion charge	Within congested area
Tourist route	Tourist route or where national / local events take place.

Taken from section 16, Street Works statutory instrument No. 1951 (2007)

Notes

'Peak hours' means from 07:30 to 09:30 and from 15:30 to 19:00
 For winter maintenance, 'P' = 'Primary route', 'S' = 'Secondary route'

Proposed list - new designations

The following additional streets are considered to be traffic sensitive (having met at least one of the statutory criteria for this designation)

New Streets in BLUE

Street	Proposed days	Proposed times	Proposed times	Frequent bus route	Winter Maintenance	Proximity to critical junction	Traffic flow per lane	Single c/w traffic flow
1 Albert Street	Mon-Fri	AM peak	PM peak	Y	P	Y		
2 Alpha Street North	Mon-Fri	AM peak	PM peak	Y	P			
3 Ajax Avenue	Mon-Fri	AM peak	PM peak		N			
4 Bath Road (A4)	Mon-Fri	06:00	20:00	Y	P	Y	Y	
4 Bath Road (A4)	Sat-Sun	10:00	16:00	Y	P	Y	Y	
5 Bedford Avenue	Mon-Fri	AM peak	PM peak		N			
6 Belgrave Road	Mon-Fri	AM peak	PM peak		N			
7 Bestobell Road	Mon-Fri	06:00	20:00		S			Y
8 Blackthorne Road	Mon-Fri	06:00	20:00		P			Y

21	Colnbrook bypass (A4T)	Sat-Sun	10:00	16:00	Y	P	Y	Y	
22	Common Road	Mon-Fri	AM peak	PM peak		S			
23	Cumberland Avenue	Mon-Fri	AM peak	PM peak		P			
24	Datchet Road	Mon-Fri	06:00	20:00			Y		Y
25	Derwent Drive	Mon-Fri	AM peak	PM peak		S			
26	Ditton Road	Mon-Fri	AM peak	PM peak		P			
27	Doddsfield Road	Mon-Fri	AM peak	PM peak		P			
28	Dover Road	Mon-Fri	06:00	20:00		P			Y
29	Edinburgh Avenue	Mon-Fri	AM peak	PM peak		P			
30	Elliman Avenue	Mon-Fri	AM peak	PM peak	Y	P			
31	Elmshott Lane	Mon-Fri	AM peak	PM peak		P			
32	Essex Avenue	Mon-Fri	AM peak	PM peak		S			
33	Fairlie Road	Mon-Fri	06:00	20:00		P			Y
34	Farnham Lane	Mon-Fri	AM peak	PM peak		S			
35	Farnham Road	Mon-Fri	06:00	20:00	Y	P	Y	Y	
35	Farnham Road	Sat-Sun	10:00	16:00	Y	P	Y	Y	
36	Haymill Road	Mon-Fri	AM peak	PM peak		S			
37	Herschel Street	Mon-Fri	AM peak	PM peak	Y	P			
38	High Street	Mon-Fri	AM peak	PM peak	Y	P			
39	High Street Chalvey	Mon-Fri	AM peak	PM peak		P			
40	High Street Colnbrook	Mon-Fri	AM peak	PM peak		P			
41	High Street Langley	Mon-Fri	AM peak	PM peak	Y	P	Y		
42	High Street West	Mon-Fri	AM peak	PM peak	Y	P			
43	Horton Road (Colnbrook)	Mon-Fri	AM peak	PM peak		P			
44	Horton Road (Poyle)	Mon-Fri	AM peak	PM peak	Y	P	Y		
45	Huntercombe Lane North	Mon-Fri	AM peak	PM peak		P			
46	Huntercombe Lane South	Mon-Fri	AM peak	PM peak		P			
47	Keel Drive	Mon-Fri	AM peak	PM peak		P			
48	Knolton Way	Mon-Fri	AM peak	PM peak		S			
49	Langley Road	Mon-Fri	AM peak	PM peak	Y	P			
50	Lascelles Road	Mon-Fri	AM peak	PM peak		P			
51	Ledgers Road	Mon-Fri	AM peak	PM peak		P			
52	Leigh Road	Mon-Fri	06:00	20:00		P			Y
53	Liverpool Road	Mon-Fri	AM peak	PM peak		S			
54	London Road	Mon-Fri	06:00	20:00	Y	P	Y	Y	Y
54	London Road	Sat-Sun	10:00	16:00	Y	P	Y	Y	Y

68	Oatlands Drive	Mon-Fri	AM peak	PM peak	Y	P				
69	Park Street / Old Bath Road	Mon-Fri	AM peak	PM peak		P				
70	Parlaunt Road	Mon-Fri	AM peak	PM peak		P				
71	Poyle Road	Mon-Fri	AM peak	PM peak	Y	P	Y			
72	Priority Road	Mon-Fri	AM peak	PM peak		P				
73	Ragstone Road	Mon-Fri	AM peak	PM peak		P	Y			
74	Richards Way	Mon-Fri	AM peak	PM peak		S				
75	Shaggy Calf Lane	Mon-Fri	AM peak	PM peak		P				
76	Sheffield Road	Mon-Fri	AM peak	PM peak	Y					
77	Slough Road	Mon-Fri	AM peak	PM peak						Y
78	Spring Lane	Mon-Fri	AM peak	PM peak		P				
79	St Andrews Way	Mon-Fri	AM peak	PM peak		P				
80	St Marys Road	Mon-Fri	AM peak	PM peak		P				Y
81	Stanwell Road	Mon-Fri	AM peak	PM peak		P				
82	Station Road (Burnham)	Mon-Fri	AM peak	PM peak			Y			
83	Station Road (Langley)	Mon-Fri	06:00	20:00		P				Y
84	Stirling Road	Mon-Fri	AM peak	PM peak		P				
85	Stoke Poges Lane	Mon-Fri	06:00	20:00		P	Y			Y
86	Stoke Road	Mon-Fri	AM peak	PM peak	Y	P	Y			
87	Sussex Place	Mon-Fri	06:00	20:00	Y	P	Y		Y	
88	Sutton Lane	Mon-Fri	AM peak	PM peak		P				
89	Tamar Way	Mon-Fri	AM peak	PM peak		S				
90	Telford Drive	Mon-Fri	AM peak	PM peak		P				
91	The Frith	Mon-Fri	AM peak	PM peak		S				
92	Trelawney Avenue	Mon-Fri	AM peak	PM peak		P				
93	Tuns Lane	Mon-Fri	06:00	20:00	Y	P	Y		Y	
94	Twinches Lane	Mon-Fri	AM peak	PM peak	Y	P	Y		Y	
95	Upton Court Road	Mon-Fri	06:00	20:00		P				Y
96	Uxbridge Road	Mon-Fri	06:00	20:00	Y	P	Y		Y	
96	Uxbridge Road	Sat-Sun	10:00	16:00	Y	P	Y		Y	
97	Villiers Road	Mon-Fri	AM peak	PM peak		S				
98	Wellington Street	Mon-Fri	AM peak	PM peak	Y	P	Y		Y	
98	Wellington Street	Sat-Sun	10:00	16:00	Y	P	Y		Y	
99	Wentworth Avenue	Mon-Fri	AM peak	PM peak		P				
100	Wexham Park Lane	Mon-Fri	AM peak	PM peak		P				

Petitions

In accordance with the Council's Petition Scheme and the schedule of Significant Officer Decisions please find below a list of petitions submitted to the Council and a summary the response provided. Further details of the petitions can be found on Slough's website: <http://www.slough.gov.uk/moderngov/mgePetitionListDisplay.aspx?bcr=1>

17-05 – Opposition to Introduce Resident Parking on King Edward Street

This petition was received on 5th April, 2017.

We the undersigned local residents of King Edward Street affected by the recently submitted petition to "Introduce Resident Parking Only" wish to register our opposition to this proposal.

There is neither the wish nor the need to move from free parking to permits of £25 per year (P1 Vehicle) plus the cost of visitor permits. The initial petition in support of permits on the street did not seek to consult or make all the residents of King Edward Street aware of their proposal. No consideration has been made in regards to how this proposal will (in principle) be policed or what benefits it will bring to the residents. If any such proposal is made in the future, we would insist on full consultation and in ensuring that the interests of majority of residents living on King Edward street are protected in any future decision.

This petition was responded to by the Team Leader, Parking Services on 18th April 2017

Thank you for the submission of the above petition on 5th April 2017.

The Council also received a petition in favour of the introduction of residents permit parking on King Edward Street. In order to get the most accurate picture of resident opinion, we compared individual addresses rather than the number of signatures, as both petitions contain multiple signatures from each property. The results are inconclusive; therefore we will be undertaking some further investigation and consulting with the Ward Councillors to make a decision on how best to proceed.

No timescales have been set for this project at present, and residents are welcome to contact Councillors for updates, contact details for them can be found at www.slough.gov.uk

17-06 – Kings Road Residential Parking Only

This petition was received on 27th April, 2017.

We, the residents of Kings Road Slough SL1 wish to apply for Residential Parking Only on our street. The road has become very busy with people parking their cars here while shopping in town leaving their cars for a whole day going to work or dumping their cars for weeks while going on holiday. It is a small cul-de-sac road and parking in the evening is also almost impossible residents coming late from work have nowhere to park often from as early as 6pm people who have their own driveways have them blocked by other cars without any consideration. There is a big development currently being built on Windsor Road with no parking provided for many of the future home owners this is also going to impact on us in the near future if no action is taken.

Therefore we, the residents, of this quiet and friendly road strongly believe that we would benefit from having the residential parking.

Many thanks for taking all this into consideration.

This petition was responded to by the Team Leader, Parking Services on 3rd May 2017

I am writing in response to your petition dated 27th April, 2017 in which you have requested residents parking on Kings Road.

This has been added to a current scheme for the area which our engineers are already working on and we hope to have the designs ready for publication by the summer. We will write to all affected residents with details of the proposal and an opportunity to comment on our designs so please look out for this.

17-07 –Martin Road Residents Parking Only

This petition was received on 2nd May, 2017.

We, the residents of Martin Road hereby notify the Council that we would like the resident permit scheme.

We have had continuous parking issues on this road. Non-road residents and Chalvey residents living on The Crescent, park here making it difficult for Martin Road residents to find parking. Also all the businesses on Chalvey Road East use this road for all day parking especially the mechanic garage.

Many occasions the only place to park is on yellow lines and restricted parking areas resulting in parking fines. It is very stressful to not be able to find parking after work especially late in the evening. We have also noticed a few trades' people who park their vans on this road as well as shoppers parking all day and go to the High Street.

We have obtained signatures of residents from Martin Road who agree with this parking permit petition.

This petition was responded to by the Team Leader, Parking Services on 11th May 2017

I am writing in response to your petition dated 2nd May 2017 in which you have requested residents parking on Martin Road.

This has been added to a current scheme for the area which our engineers are already working on and we hope to have the designs ready for publication by the summer. We will write to all affected residents with details of the proposal and an opportunity to comment on our designs so please look out for this.