

SIGNIFICANT OFFICER DECISIONS

16 FEBRUARY 2022 TO
15 MARCH 2022

DECISIONS

2022/01 – 2022/03

DATE OF PUBLICATION:

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DEADLINE FOR MEMBER CALL-IN:

5.00pm on 24th March 2022

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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 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 Observatory House, 25 Windsor Road on weekdays between 9.00 a.m. and 4.45 p.m. or democracy@slough.gov.uk

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

Ref	2022/01
Title of decision	A4 Bus Lane Trial
Date decision taken	15 th February 2022
Decision maker	Associate Director, Place Operations
Portfolio	Planning & Place
Details of decision taken	<p><u>Purpose of Significant Decision:</u></p> <ul style="list-style-type: none"> ○ To seek authorisation from the Executive Director of Place and Community and the Lead Member for Transport, Planning and Place to proceed through the legal process to enable the Experimental Traffic Regulation Orders relating to the A4 Bus Lane to be made permanent ○ To update the signs in order to permit vehicles with authorised green numbers plates to use the bus lane during operational hours. <p><u>Background:</u></p> <p>In May 2020, a significant decision report was approved to introduce an experimental bus and cycle lane. The implementation of Experimental Traffic Regulation Orders permitted trialling an A4 bus and cycle lane scheme in August 2020, between Dover Road and Uxbridge Road junctions and replaced an east and westbound traffic lane to provide 24-hour bus priority.</p> <p>The A4 bus and cycle lane scheme was introduced to ensure that any recovery would not be car led and supported local strategic objectives described in the Local Transport Plan, and other local strategies.</p> <p>Following introduction of the scheme a 6-month objection period was activated. Objections to the 24-hour bus lane scheme were submitted via a petition which received 5,272 signatures and triggered an Extraordinary Joint Meeting of the Overview & Scrutiny Committee and Neighbourhoods and Community Services Scrutiny Panel on 29 Oct 2020. Following presentations to, and recommendations by the Panel, the bus lane operating times and permissions to use the bus lane were revised. Changes to the experimental scheme thereby permitted:</p> <p style="padding-left: 40px;">Hackney carriages, e-scooters, motorbikes, private hire vehicles, any other authorised vehicles to use the bus lane on Monday to Friday and effected a change to a peak time only bus lane, operating between 07:00hrs – 10:00hrs and 15:00hrs – 19:00hrs only.</p> <p>The previous ETRO's were revoked and new ETRO's listed below came into operation on 4 Dec 2020 with the 6-month objection period that started from 4 Dec 2020 to 4 Jun 2021. The ETRO's</p>

objection period was further extended to 31 Aug 2021 due to the introduction of enforcement cameras along the route.

A report presented to the Place Scrutiny Panel on 1st December 2021. The report included consultation feedback from residents, statutory consultees, other stakeholders, and monitoring data

A Cabinet paper was presented to Cabinet on 17 January 2022 which required a decision from Cabinet Members to retain or remove the scheme to be made before the current ETROs expire on 28 Feb 2022. The ETROs for this scheme include:

- i. A4 Section 3 Cippenham Lane to Twinches Lane Order 57 of 2020
- ii. A4 Section 4 Twinches Lane to Farnham Road Order 58 of 2020
- iii. A4 Section 5 Farnham Road to High Streets Slough Order 59 of 2020
- iv. A4 Section 6 Wellington Street to Sussex Place Order 60 of 2020

Cabinet Decision:

On consideration of all matters set out in the Cabinet Report and appendices, the Cabinet Members approved the recommendation for the Bus Lane experimental traffic regulation orders (ETROs) to be made permanent, with associated enabling works.

Consultation:

After implementing the recommended changes as required by the Extraordinary Scrutiny Panel, another objection period was set between 4 Dec 2020 and 4 Jun 2021 via the Slough Citizen Space online portal.

<https://slough.citizenspace.com/transport/experimental-a4-bus-and-cycle-lanes>. The ETROs' objection period was further extended to 31 Aug 2021 due to the introduction of enforcement cameras along the route.

A total of 862 responses were received and analysed during this objection period, including 40 Stakeholder responses (all residing in Slough), which can be found in

<https://democracy.slough.gov.uk/ieDecisionDetails.aspx?AllId=44003>

The consultation responses were categorised into themes, and Officers' responses were tabled. The full consultation results and officer response can be found at:

<https://democracy.slough.gov.uk/ieDecisionDetails.aspx?AllId=44003>

Although low in numbers, other themes provided officers with insights into the impact of the experimental scheme more widely. Whilst these themes have not been tabled, officers have noted them as affecting journeys on the route. These ranged from an appreciation of including zero-emission and emergency vehicles in the lane, welcoming changes to how the lanes operate, suggestions to relax enforcement during bank holidays, and permitting HGV's multiple occupancy vehicles. Specifically, comments referred to

buses being too expensive to use, that public transport use encourages the spread of COVID-19 and a part-time bus lane is not ideal for buses as this impacts journey time.

Comments received from the Statutory consultees include road safety concerns such as confusing signage and road markings, a request to retain the bus lane as a 24-hour bus lane only, concerns about other vehicles using the bus lane during operational hours and welcoming of the opportunity for other vehicles to use the bus lanes during operational hours.

Financial Implications:

- i. Scheme cost breakdown to make the scheme permanent scheme are set out below:

Item	Costs
A road safety audit Stage 3 Audit undertaken for all six sections by an independent auditor to identify any potential hazards or road features that may affect the safety of all road users.	£6,000
Costs for the removal of the road markings for the cycle lane on the A4 junctions between Huntercombe Roundabout and Dover Road.	£30,000
The approximate total cost for additional works (revision to TRO, additional signage and meeting road safety report recommendations.	£32,000
Costs to update signs to include EV's along all bus lanes in the borough (optional)	£30,000
Approximate Total for all costs	£98,000

Costs will be met by the Integrated Transport Block Fund grant issued by the Department for Transport.

Decision:

- That the necessary Traffic Regulation Orders and Notices relating to the proposals proceed through the legal process in accordance with the Road Traffic Regulation Act 1984.
- That the signs to permit vehicles with authorised green numbers plates to use the bus lane during operational hours are updated.
- That the sign and road markings along the bus lane are revised in order to improved road safety along the route.
- That residents are informed of the Council's decision

Reasons for taking decision	As set out in the report above the Cabinet report.
Options considered	N/A
Details of any conflict of interest, disclosable pecuniary interest or non-statutory disclosable interest declared	None declared.
Reports considered	N/A

Ref	2022/02
Title of decision	A4 Safer Road Scheme
Date decision taken	15 th February 2022
Decision maker	Associate Director, Place Operations
Portfolio	Planning & Place
Details of decision taken	<p>Purpose of Significant Decision:</p> <ul style="list-style-type: none"> ● To seek approval to <ul style="list-style-type: none"> ○ To undertake a preliminary design and consultation for the A4 Safer Roads scheme. ○ Following the consultation exercise, designs are developed to detailed designs. ○ To include specific reference in the plans to the introduction of a consistent 30mph limit along the full stretch of the A4 between the western and eastern borough boundaries. ○ Rescind the various existing speed limit traffic regulation orders (TROs) for the extent of the scheme, and to replace with a single, consolidated TRO. <p>Background:</p> <p>The Secretary of State for Transport announced on 28th November 2016, a £3 billion roads investment package that also included a £1.3 billion new roads funding. £175 million of that funding was identified to target upgrading 50 of England's local 'A' road sections. The selection of the roads was based on the Road Safety Foundation's analysis of the country's major road network published on 14 November 2016 which highlighted where investment should be targeted.</p> <p>The fund is specifically targeted at regulating driver behaviour and delivering remedial road safety engineering interventions to reduce the number and severity of fatal and serious injury collisions to cover the 37 road sections assessed as being 'high-risk' and the 13 most risky 'medium-risk' road sections based on the Road Safety Foundation's analysis. The A4 from its western borough boundary at the Huntercombe junctions to its junction with J5 M4 was identified as a high-risk road that required interventions.</p> <p>In order receive the grant funding the identified local authorities including Slough were invited by the Department for Transport to submit a business case that demonstrated the safety interventions to be undertaken on the A4 section. The bid was an invitation only opportunity based on the</p>

Road Safety Foundation analysis that looked at the route and issues to be addressed. Slough submitted a bid with a cost benefit ratio (BCR) of 8.0 that estimated a fatal and serious injuries saving over a 20-year period of £18,367.082. Following successful submission of the bid in 2017, Slough Borough Council received £1.7m for the road safety interventions to be delivered within 2 years (2020-2021). Given the delay in receiving the fund (allocated to SBC from the DfT on 5 March 2021), the delivery dates of the scheme have now been revised by the DfT to complete the programme by March 2023.

To create a safer environment and reduce the exposure to hazards as identified by the International Road Assessment Programme (iRAP) Star Rating of the route, a review of the route was undertaken to identify and propose road safety measures that intend to reduce the risk of fatal and serious collisions occurring along the A4 section. The proposals include a 30mph speed limit along the extent of the A4, average speed or red-light camera system, resurfacing, improved pedestrian and cycle crossings and removal of roadside hazards by decluttering.

With specific reference to the proposed speed limit changes:

- The proposal entails applying a 30mph speed limit to the entire stretch of the A4 across the borough (from the junction with Huntercombe Lane North in the west to the end point on Colnbrook bypass in the east).
- The change is expected to lead to fewer injuries to vulnerable road users, especially pedestrians, and a reduction in road incidents involving turning and speeding traffic. Severity of any collisions is also expected to reduce in line with the reduction in speed.
- Consistency of speed limit is a key principle here. A consistent 30mph speed limit is expected to lead to safer, more predictable patterns of driver behaviour, and better overall decision making by drivers.
- The existing permanent traffic orders cover a range of speed limits. These TROs will be rescinded, with a new, single, permanent TRO raised to cover the full extent of the A4 included in this scheme, with a consistent 30mph speed limit applied.
- Enforcement of the speed limit will continue to be essential in order to maximise the benefits expected from this proposed change. The police will therefore be fully consulted at every stage in this process, with ongoing engagement post-implementation, within a partnership approach.
- Environmental benefits including improved air quality and reduced CO² emissions are also expected to be delivered with a consistent 30mph speed limit, through reduced congestion at signalised junctions

and more consistent traffic flow generally along the route.

Supporting local policies

The scheme aims to deliver the following priority outcomes of the Five-Year Plan 2020-2025 and the Infrastructure Projects Service Plan 2020-21.

- Outcome 1: Slough children will grow up to be happy, healthy, and successful
 - Improved safety on roads will provide a safer environment for Slough's children.
 - Reduced speeds along the A4 will result in safer journey that will improve access to education and training opportunities.
- Outcome 2: Our people will be healthier and manage their own care needs by
 - Increased cycling and walking, as a result of safer roads, will contribute to maintaining physical and mental health.
 - Increased travel by sustainable modes will mean reductions in car traffic and improve air quality and reduce particulate matter.
- Outcome 3: Slough will be an attractive place where people choose to live, work and stay by
 - Introducing measures that will reduce collisions involving vulnerable road users. A consistent 30mph speed limit is expected to lead to reduced congestion and more reliable journey time, with benefits in terms of commercial growth as well as social and environmental improvements.

Proposed works include:

- Undertake a borough wide consultation to understand perceptions of road safety and seek local contributions for improvements on the A4 (See Appendix 3 for draft survey)
- Undertake before and after traffic monitoring, with the temporary installation of automated traffic count detectors (ATCs), with particular reference to speed of vehicles, and additional ATCs to monitor cycle usage.
- Subsequent analyse of the ATC data collected, with a view to confirming the measures proposed in the scheme.
- Introducing a 30mph speed limit on the A4 from the western borough boundary at the Huntercombe junctions to the eastern borough boundary.

- Introduce average speed or red-light camera system along the A4 from the western borough boundary at the Huntercombe junctions to its junction with J5 M4.
- Undertake resurfacing along the A4 from the western borough boundary at the Huntercombe junctions to its junction with J5 M4.
- Undertake additional road safety interventions such as improving pedestrian and cycle facilities, removing and roadside hazards by undertaking a decluttering exercise.

Legal Implications

- The Permanent Traffic Regulation Orders and Notices will be made under the Road Traffic Regulation Act 1984 and all other enabling powers.
- Section 89 of the Road Traffic Regulation Act 1984 states that it is an offence to exceed the set speed limit.
- Section 95 A of the Highways Act 1980 gives a highways authority power to install equipment for detection of traffic offences on or near the highway.
- Section 20 of the Road Traffic Offenders Act 1988 allows evidence collected on camera to be used in proceedings for a speeding offence.

Financial Implications:

Capital fund from the Safer Roads Fund grant will be used to fund the scheme. There are no funding implications to the Council.

Capital Code: P238

Recommended Decision:

It is recommended that:

- A consultation pack be prepared for consultation and uploaded onto the Commonplace portal.
- The necessary Traffic Regulation Orders and Notices relating to the proposals proceed through the legal process in accordance with the Road Traffic Regulation Act 1984.
- Subject to there being no further objections to the proposals, that a detailed design be undertaken.
- Subject to there being no further objections to the proposals that the procurement of the enforcement cameras be procured.
- Following the installation of the 30mph speed limit, a monitoring exercise be undertaken after 3 months to monitor the success of the scheme.

Reasons for taking decision	As set out above.
Options considered	N/A
Details of any conflict of interest, disclosable pecuniary interest or non-statutory disclosable interest declared	None.
Reports considered	N/A

Ref	2022/03
Title of decision	Renaming of footpath adjacent Cocksherd Wood, Britwell, Slough
Date decision taken	10 th February 2022
Decision maker	Ketan Gandhi, Associate Director
Portfolio	Place & Community
Details of decision taken	To approve the proposed renaming of an adopted footpath adjacent to Cocksherd Wood to Evergreen Path.
Reasons for taking decision	A request made by Cllr Anderson to rename this footpath for ease of reference.
Options considered	<p>The suggestion of the name Evergreen was put forward by Cllr Anderson in recognition of the extensive work carried out by the Trust who assist with the upkeep of Cocksherd Woods. Highways were consulted and raised no objection. They advised the suffix name of Path was more suitable as this was in line with the names of similar footpaths within Britwell.</p> <p>Ward Councillor 14 day notification undertaken.</p>
Details of any conflict of interest, disclosable pecuniary interest or non-statutory disclosable interest declared	None.
Reports considered	Slough Borough Council's Street Naming & Numbering Guidance

Ref	2022/04
Title of decision	Notice of the Department for Transport's extension to the e-scooter trial duration to November 2022 and SBC's continued participation
Date decision taken	22 nd February 2022
Decision maker	Associate Director, Place Operations
Portfolio	Place & Community
Details of decision taken	<p>Purpose of Significant Decision:</p> <ul style="list-style-type: none"> • To seek approval to continue participation in the e-scooter trial extended to November 2022 by the DfT, or until the trial date end. • To seek approval to undertake an online consultation to enable continued understanding of the scheme's value. <p>Introduction</p> <p>A Significant Decision (SD) report was circulated in September 2021, which set out recommendations to extend the existing e-scooter trial to March 2022. However, since this SD was submitted, the DfT has requested that participating boroughs extend the trial date to November 2022. This is to enable the DfT to obtain the most comprehensive data to decide whether e-scooters should be legalised.</p> <p>Designed by the Department for Transport (DfT), the trials allowed local authorities to test e-scooter use. Initially expected to run for 12 months, the trial duration has been extended again. While Slough has enjoyed high ridership levels since the SBC scheme began in October 2020, the DfT's continued changes to the scope could negatively impact residents' perception of an otherwise successful rollout. Council officers have worked closely with the provider, Neuron Mobility and also Thames Valley Police to manage the direction of the trial and strengthen operational rules. The next phase of the trial will be in a true-test scenario particularly as people return to work after the pandemic lockdowns and usage increases due to seasonal changes.</p> <p>Background</p> <p>Nationwide trials were fast tracked by the DfT with boroughs invited to participate in the 12-month trial as a result of the Covid-19 pandemic response. SBC's e-scooter rental trial</p>

scheme was launched in October 2020, introduced to test the demand for a shared use, micro-mobility initiative in the borough. SBC has been participating in the initial 12-month e-scooter rental trial, in partnership with the sole operator Neuron Mobility.

From March 2021, the scheme was expanded to include Wexham, Britwell and Langley wards. An issue regarding the legality of this expansion was raised by the DfT and Officers were required to instruct Neuron Mobility to cease the trial in these areas. In addition, the size of the fleet had to be reduced to 250 e-scooters (from 300 e-scooters). The DfT acknowledged that the process undertaken by the council to expand the scheme was correct, however, the requirement to reduce the fleet to 300 vehicles was upheld.

A new VSO was issued to reflect these changes including the extension of the recently announced trial duration to March 2022. It was expected that after which time, participating boroughs would have the option of transitioning from a trial to a pilot scheme. However, subsequently this guidance from the DfT changed with the request to extend the trial period to November 2022.

The evidence contained within the previous SD (September 2021) demonstrated the strategic importance of shifting to alternative sustainable modes from private car use, considered essential in contributing to a reduction of transport emissions and traffic congestion. Sustainable modes can also improve health outcomes for individuals as they take up active travel.

SBC's scheme would have been running for 18 months in April 2022 and are able to continue with, or opt out of, the e-scooter trial. The officer recommendation in this report remains that SBC continues to participate in the e-scooter trial scheme for entire duration set out by the DfT for the following reasons:

- The use of rental e-scooters extends SBC's transport offer for short journeys, which remains critical as employees return to offices. The number of trips undertaken by users has been substantial. For example, there have been just over 96,000 trips made in the last 6 months (Aug 21 to Feb 22).
- Journey analysis indicates that many trips are made for North-South journeys, where mode choice and connectivity is not as strong for East-West journeys.
- Extending the trial, means that SBC will be able to

provide continuity of this convenient and green transport service should legislation be changed in the future, and which continues to support the Council's wider strategic objectives relating to Climate Change, decarbonisation and air quality.

- The borough's population is forecast to grow, and the arrival of the Elizabeth Line will continue to bring greater numbers of employees to key employment districts such as Segro. First mile/last mile journeys are important.
- SBC's continued input in the trial will allow data collection to help inform Central Government's future policy decisions.
- Officers have been able to test, review and evaluate the scheme's impact, at no cost to the Council other than staff time which is attributed to a revenue grant fund.

Supporting Local Policies

The scheme will help deliver the following key actions from the Five-Year Plan and the Major Infrastructure Projects Service Plan 2020-21.

- 1.2 Ensure a fit for business transport infrastructure – by reducing congestion and improving transport options for commuters.
- 1. 4. Build on success in making Slough safer - by incorporating road safety measures into all transport schemes delivered across the Council. Consideration of Covid-19 safety measures.
- 5.1 Enable children and young people to lead emotionally and physically healthy lives – by improving air quality through schemes that reduce congestion.

Financial Implications

An Emergency Active Travel Fund grant was provided to support introduction of measures to support sustainable travel modes. All measures described here are grant funded, with no additional revenue or capital cost to the Council.

Funding allocated through the EATF grant and Capability Fund supports the trial and covers officer time, preparation of the traffic order and infrastructure improvements such as geo-fencing areas and management of the scheme. Officers opted for the cost-neutral e-scooter rental model where the selected supplier attained their entire revenue source from the consumer.

Equalities Impact Assessment

Positive impacts were expected and have been seen in terms of primarily improvements to transport choice. An equalities impact assessment was not undertaken with the expectation that there would be no negative impacts for any specific group since e-scooters are only permissible on the carriageway, or on dedicated cycleways and cycle tracks.

Officers ensured that disabled people were fully considered in the planning and delivery of this trial through liaising with disability groups. Data collected so far from feedback from residents has however highlighted inconsiderate parking and riding on pavements by e-scooter users. As discussed under Responses to Safety Issues in the previous SD (September 2021), Slough has been working with the relevant partners to address these concerns and will continue to gather data and monitor the use of e-scooters on the footway. Officers are awaiting updated guidance from the DfT regarding dedicated parking bay rollout.

Neuron Mobility and Officers recognise that additional work with focus groups specifically in relation to disabilities is required. Input will be sought from vulnerable road users in particular.

Legal Implications

- The DfT made regulatory changes to allow rental scooters to be used on local roads, with scooters classified formally as vehicles which must meet requirements that are approved by the DfT. A Vehicle Special Order (VSO) was issued by the Secretary of State to enable Councils to undertake the trial. The VSO expires on 15th October 2021.
- A revised VSO, enabling the continuation of the trial to include the agreed geographical extent and deployment of 300 e-scooters has been agreed and allows the continuation of the scheme to 31 March 2022. Another VSO will be issued by the DfT to enable continuation of the trial up to November 2022.
- An Experimental Regulation Order was also advertised by the Council and expires in April 2022.
- A new ETRO, extending the scheme to the end of the trial period (currently November 2022) will be introduced and restricting use of e-scooters in defined

operational areas.

- The Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 provide the legislative context for the trials. Road traffic regulations contained within the Road Traffic Act 1988 have been amended to exempt e-scooters being used in a trial. The scheme is proposed with regulatory changes to the Traffic Signs Regulation and General Direction to enable e-scooters to use cycle lanes and highways. Changes will also ensure that the cycle symbol on signs will apply to e-scooters. These changes have remained in place for the 12-month trial period and have been extended until March 2022.
- Ensuring Slough's roads are safe continues to be a key local priority which is also determined by the Statutory Duty to promote road safety and to act to reduce the likelihood of road casualties occurring (Section 39, Road Traffic Act 1988). Any risks associated with e-scooters and road safety are offset by reducing the number of vehicles on the road, therefore reducing the risks posed by motor vehicles.
- The Network Management Duty requires local traffic authorities to manage their networks with a view to securing the movement of traffic on the authority's road network. In this instance, 'traffic' is explicitly defined as including pedestrians, cyclists and motorised vehicles.

Conclusion

With the support from the Department for Transport's EATF grant funding and in view of the benefits that have arisen from the participation of the e-scooter rental trial, including harnessing new technology, the e-scooter trial has offered an opportunity for the borough to explore micro-mobility options and understand patterns of use which can be benchmarked against other participating boroughs. Officers will continue to monitor the trial scheme and provide the DfT with data that will feed into the DfT's decision making process.

Recommended Decision

It is recommended that the following proposals are approved:

- That Members support the Council's continued participation of the rented e-scooter trial, in

	<p>partnership with Neuron Mobility, until November 2022.</p> <ul style="list-style-type: none"> • That SBC continues to gather data and regularly monitors the scheme to assess the impact of the trial in the borough, working with relevant partners where necessary. • Reviews are undertaken at the end of the trial. • A consultation exercise is undertaken to gather feedback from e-scooter users. • That SBC retain the option to opt out of the scheme at any time. • That SBC requests for a new VSO to be issued by the DfT.
Reasons for taking decision	As above.
Options considered	-
Details of any conflict of interest, disclosable pecuniary interest or non-statutory disclosable interest declared	None.
Reports considered	-

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>

None.