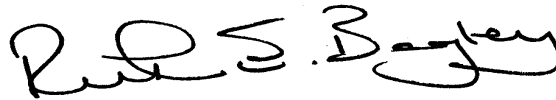


Date of issue: Tuesday, 14 May 2013

MEETING	LOCAL ACCESS FORUM
DATE AND TIME:	WEDNESDAY, 22ND MAY, 2013 AT 6.00 PM
VENUE:	TRAINING ROOM 1, THAMES VALLEY COMMUNITY CENTRE, THE GREEN, CHALVEY, SLOUGH, SL1 2SP
LOCAL ACCESS FORUM SECRETARY (for all enquiries)	JACQUI WHEELER, RIGHTS OF WAY OFFICER 01753 477479

NOTICE OF MEETING

You are requested to attend the above Meeting at the time and date indicated to deal with the business set out in the following agenda.



RUTH BAGLEY
Chief Executive

AGENDA

PART 1

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>TIME ALLOCATED</u>
1.	Apologies & Welcome		
2.	Declarations of Interest		(2 mins)

(Members are reminded of their duty to declare personal and prejudicial interests in matters coming before this meeting as set out in the local code of conduct)

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>TIME ALLOCATED</u>
3.	Minutes of the last meeting held on 21st January 2013	1 - 8	(5 mins)
4.	Matters Arising (other than those on the agenda)	9 - 12	(10 mins)
5.	Gating - Updates	13 - 20	(10 mins)
6.	Jubilee River - Environment Agency		(20 mins)
7.	Slough Arm of the Grand Union Canal - Tony Haines	21 - 34	(20 mins)
	Target: Decide on LAF actions to help improve the Slough Arm and access links to/from it		
8.	Transport / LSTF Schemes/Designs - Updates	35 - 40	(10 mins)
9.	Regional and National News	41 - 52	(10 mins)
	- Huddle – update - National Conference - Sheffield - Paths for Communities – updates - NE Access and Engagement Evidence Material		
10.	Any Other Business		
11.	Date of the next Meeting		

Thursday 26th September 2013

Press and Public

You are welcome to attend this meeting which is open to the press and public, as an observer. You will however be asked to leave before the Committee considers any items in the Part II agenda. Special facilities may be made available for disabled or non-English speaking persons. Please contact the Democratic Services Officer shown above for further details.

Local Access Forum – Meeting held on Monday, 21st January, 2013 at the Training Room 5, Chalvey Community Centre

Present:-

LAF Members

Ian Houghton, Local Access Forum (Vice-Chair)
Trevor Allen
David Munkley, Local Access Forum (Chair)
Toby Evans
Ken Wright

Observers

Officers, Slough Borough Council

Esther Deacon
Community Safety Project Officer
Jacqui Wheeler
Rights of Way Officer

103. Apologies and Welcome

Steve Roberts
Councillor Satpal Parmar
Tony Haines, The Friends of Slough Canal
Alex Deans, Head of Highways

104. Declarations of Interest

No declarations

105. Minutes of the last meeting held on 4th October 2012

The minutes of the last meeting held on 4th October 2012 were approved as a correct record.

106. Matters Arising (if not on agenda)

Ditton Park Cycle Path update – JW explained there has been no response to the joint LAF letter to CA Technologies and asked members how they want to proceed. She suggested a site visit would be useful to check if the promised

Local Access Forum - 21.01.13

surface repairs have been done. WS thought a site visit followed by a visit to CA Technologies offices to actually speak to someone would be effective.

JW offered to speak to planning enforcement at SBC and also to the LAF contact at Natural England to get advice on enforcement action for non-compliance with S106 agreements. However, it was noted that the route and therefore the agreement are with RBWM so JW agreed to contact Anthony Hurst RBWM and Peter Challis Sustrans for a joint approach.

There was general agreement that the matter should not be dropped and new ways to resolve the matter should be tried. WS suggested a meeting with RBWM LAF chair to keep them updated on this issue.

Resolved – JW to contact Angela Hennell at NE to get advice on how the LAF can deal with a cross boundary issue like this and arrange a meeting of DM with the RBWM LAF chair.

Update on BHS request for additional equestrian access along Jubilee River -

RBWM Rights of Way team have re-contacted Eton College as the previous contact had moved on. Changes in the route have also meant re-contacting the EA and tenant farmers to gain their approval again. Signs are still to be organised.

DM felt that the Jubilee River and all the issues pertaining to it ought to be looked at more closely by the LAF including; access problems, lighting, barriers, car park issues, recreational potential, promotion, management and water sports facilities. He proposed that it be placed on the agenda for the next meeting.

Some discussion about the suitability of the barriers along the Jubilee River took place with some members feeling that K barriers ought to replace the existing barriers. JW stated that the main cycle way along the Jubilee River in Slough has been re-surfaced since the summer.

Resolved – to keep this issue on the agenda for updates. That Jubilee River as a whole is placed on the next agenda.

107. LSTF (Local Sustainable Transport Fund)

JW tabled the drawings for two separate schemes provided by Viv Vallance;

Stoke Poges Lane Zebra crossing – members agreed with the proposals as shown on the drawings for this scheme.

Lansdowne Avenue experimental closure – various comments were made including;

Local Access Forum - 21.01.13

- Members expressed concern that the closure would cause even more pressure and congestion on the Stoke Poges lane/Bath Road junction.
- There were feelings that the closure was not necessary and that the use of Lansdowne Ave takes pressure off the Junction at Bath Rd/Stoke Poges Lane. It was felt that turning out of Lansdowne Avenue into the Bath Road is not dangerous as the phases at the junction allow sufficient time and space.
- Members asked to know the reasons behind the closure. What benefit is it felt closing the road will give.
- It was noted that the drawings don't appear to show sufficient space for vehicles to turn around at the closed end of Lansdowne Ave.
- WS suggested that a half closure of Lansdowne Ave as you turn left into Lansdowne off the Bath Road could be a better solution.
- Why can't barriers be put up as a less expensive way of testing the closure than actually constructing a temporary footway and associated works? This would allow the closure to be tested in a cheaper way. In conjunction with appropriate signage which makes the reason clear.
- It would benefit cyclists if there could be a dropped kerb all the way along the closed section at the Lansdowne Ave/Bath Road junction.

JW suggested that she would forward the minutes to the appropriate officers dealing with these schemes.

Chalvey Road Schemes -

JW tabled the feedback from the Traffic Engineer, Lynsey Brookfield about the changes to the Ragstone Road scheme. LAF comments about green surfacing on cycle lanes were understood, however, the Council has decided to trial a new green coloured tarmac that will be longer lasting and won't break up. The general consensus was that cycle lanes are marked out on the carriageway and do not require an additional colour. Members felt that marking cycle ways in green tarmac will further reduce the flexibility to adapt to changes and that it would create problems for utility companies when reinstating.

JW will find out why green is used in Slough, is it Council policy? Also why is it used in some places and not others, as members are aware that it is not used in adjoining towns? There was concern that it is not money well spent and perhaps the funding could be diverted to be of more benefit for cycling infrastructure or access elsewhere.

IH offered to measure the cycle lane at the island in Ragstone Road where the white line has been obscured, to make sure it's 1.5m as the feedback states.

Better Bus Farnham Road and Junction Improvement at Buckingham Ave/Farnham Road and Albert Street/Windsor Road junction -

JW tabled detailed design drawings for these schemes. There will be a new Bus Lane on the south end of Farnham Road and a pedestrian phased crossing at the Farnham Road Buckingham Ave junction. There are also to be pedestrian phased traffic lights at the Whitby Road/Farnham Road junction. The Albert Street/Windsor Road junction is to be improved with pedestrian phasing in preparation for the Windsor Road widening.

Initial comments are;

- At the Albert Rd/Windsor Road Junction - All the advanced cycle stop areas seem to have been removed from the junctions. IH was concerned that all cyclists are being directed to the shared used off carriageway facilities. He thought both facilities ought to remain to give cyclists choice.
- IH stated that Slough Council was criticised by Cycle England for not having sufficient cycle lanes on carriageway.
- Farnham Road - WS suggested it may be useful to have a drop off zone along the Farnham Road outside the Centre. People already use the bus lane to drop off anyway which blocks the bus/cycle lane. However, members considered there may be safety issues with this.
- Farnham Road/Whitby Rd junction - IH questioned why there is to be a grassed verge area at the junction with Whitby Road which has the effect of narrowing the useable cycle lane, creating a sharp corner and the grass still has to be maintained by the Council. If the Council wants to create off road cycle lanes then why not use all the space available.
- There were concerns that reducing the useable lanes width on Farnham Road for a Bus Lane will worsen the congestion.
- The plan showing the Three Tuns southbound on the Farnham Road seems to suggest that in the southbound direction there will only be one lane.

Heart of Slough –

A cycle about the Heart of Slough with LAF members and SBC Officers took place on 2nd November 2012. TE put together a google map record of the issues encountered. JW will send members the link to this and forward to relevant officers.

Resolved – Members agreed they would like clarification on the layout at the Three Tuns Junction and would like to invite an Officer from Transport along to the next meeting to explain and give updates on the schemes

Pavement Parking Trial –

TA updated members about a trial of pavement parking proposals due to take place in the Central ward. This will include two up two down parking on some roads and yellow lines on corners/junctions. Enforcement remains an issue; however, TA has been told that SBC will be getting a parking car. The public will be consulted after the trial. Members expressed concern that actions to deal with pavement parking ought to be targeted at the hotspot areas in the borough first rather than being rolled out uniformly. Members also requested that the LAF be consulted on the Pavement Parking Policy and updates be brought to the next meeting.

108. Gating - updates

Rossiter Close –

ED informed the meeting that the statutory Gating Order consultation had received various representations, including objections and 2 petitions; one petition for the gating and one against. The Gating Panel has reviewed the representations and no decision has been made yet as to whether to make the Gating Order. There will be a monitoring period with a Stryker camera currently set up in the alleyway, residents issued with incident diary sheets, regular attendance by police patrols and also by community wardens with the alley on their hotspot list. The Wardens will engage with residents by door knocking to gauge feelings about the alleyway.

There have been no recent reports as the main complainant has been away for the last month. The main objections are that the gating is unnecessary and the alternative route is unreasonably inconvenient. The Stryker camera will be in this location for the next few months and any reports from residents will be checked against the camera footage. The decision is on hold.

DM recalled the LAF's previous response including caveats about the youth service in the area near the alleyway and that the alleyway land be utilised in some way. WS confirmed that the youth bus which had been attending Kedermister Park weekly is due to be scrapped. Also, the space in the alley could not be used as it remains public highway and contains services under the surface.

Members were surprised at the distances involved in the alternative route and how significant this is for older residents.

ED reiterated that in the face of such strong opposition there is a need for the evidence coming in to be checked to make sure it is firm enough. The main evidence is of youths gathering, knocking on the walls, shouting, talking loudly. According to the police the gatherings usually happen when it's raining. Sound proofing was suggested again as a possible solution,

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however, this would probably not be funded by the Council. IH thought the problem was not unexpected behaviour.

DM felt it was negative to gate the alley and walk away without dealing with the underlying problems. ED explained that local residents had suggested a mosquito device and this proposal is being investigated. ED stated that the Gating Panel meets every month and evidence from the Stryker camera would be important in reaching a decision.

Members felt strongly that the LAF should make further representations as follows;

- emphasising their previous concerns and recommending additional resources are directed towards youth services.
- adding an expression of concern over the detour distances detrimental to local residents

Resolved - members agreed that the LAF would make further representations as above. JW to action.

Kendal Close Path -

ED explained the idea for a mural project on two walls, one running along the path and the other on land adjacent. The artist will be Spencer Lowe who undertook murals at Britwell and at the footpath leading to the Jubilee River near Chalvey Waste and Recycling centre. The project is likely to involve local young people and local secondary schools. There was a request to have the path gated, though the Gating Panel considered there was insufficient evidence of crime to justify this. Housing is looking at the possibility of lighting the footpath.

JW has heard from James Lazarus at CRT who says that a development scheme at the basin is being progressed, though; it appears to be some years off at present. He would not agree anything at this stage about public access crossing CRT land. So it is likely that Housing will be asked to dedicate the route as a public footpath anyway.

The mural project will go ahead if sufficient funding can be accessed and members agreed that the project has full LAF support.

KW mentioned the new path surfacing on the towpath on the south side of the canal saying it's better than it was and is improved for cycling though had not been done very well. JW said the works were done by hand due to accessibility issues and that they wanted to ensure the budget stretched as far as possible; she would go and check. Members also noted the difficulty for pedestrians and cyclists in accessing the car park area safely due to commercial vehicles using it.

Usage surveys –

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JW tabled the usage survey results for;

- FP57 – Glentworth Place to Tuns Ln
- Lerwick Drive to Mildenhall Road
- Birch Grove cut though

Resolved – updates on Rossiter Close and Kendal Close project to be brought to future meeting. Forward extract of minutes to Esther Deacon.

109. Cycle About Slough

This item was covered under item 94. Local Sustainable Transport Fund Designs (LSTF) above.

110. Regional and National Updates

There will be a National LAF conference in Sheffield on 27th February 2013. DM is checking his availability to attend. WS offered to attend if DM could not.

Huddle – JW asked members if they have been able to log onto Huddle yet. Members' responses were not clear.

111. Any Other Business

It was noted by TE that there doesn't appear to be any cycle parking at the **Chalvey Community Centre**.

Resolved - Members felt that this lack ought to be raised with the Centre to solve, JW to action.

WS explained about a problem with the **new Bus Station** in that disabled people cannot dismount from the bus if there is not a pier available. There is a separate drop off area where there is not enough width for the wheelchair to dismount and turn. Members felt this issue ought to be raised with the Council as it concerns the accessibility of a promoted green mode of transport.

Stoke Poges Lane Road Safety scheme - IH wanted confirmation that the safety audit recommendation about the kerblines which were moved out into the carriageway had been followed. JW would check the Council's response to the safety audit and check to see if the Council were obliged to adhere to recommendations.

A safety issue has been noted by TA about the disabled parking bay in **Chalvey Road West**. – There is insufficient space for a disabled person to

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exit their vehicle at this location. Members agreed to recommend that if the disabled parking bay is moved further along where the parking area is wider the problem would be solved. DM thought that disabled parking needs to be forethought rather than an afterthought.

WS expressed the desire for a disabled parking bay/s to be placed by the doctor's surgery in the Wexham area. WS agreed to forward the details of this request to JW who would send to the relevant officer.

112. Date of Next Meeting

Date of the next meeting is TBA.

(Note: The Meeting opened at 6.00 pm and closed at 8.20 pm)

LOCAL ACCESS FORUM REPORT – 22nd May 2013 – AGENDA ITEM 4

1. PURPOSE OF THE REPORT

To provide members with an update on progress made with contacting CA Technologies to discuss issues with the Ditton Park cycle path.

2.

Jacqui Wheeler (SBC RoW Officer), Anthony Hurst (RBWM RoW Officer) and Peter Challis (Sustrans) met up on 19th April 2013 to walk the route to check the condition and assess any progress by CA Technologies. The resulting photos showed no progress and all issues still outstanding.



Surface in disrepair across North Field due to no maintenance and vehicular damage



Drainage problem on southern end of path leading to Major's Farm Road gate

Signage stating incorrect opening and closing times not consistent with promoted times on signage leading to CA site or S106 agreement.

After looking at the path, the decision was taken to make a spontaneous visit to the CA Offices as suggested at the last LAF meeting. This resulted in a breakthrough meeting with the newly appointed Facilities Co-Ordinator, Lisa Gilbert. We explained

LOCAL ACCESS FORUM REPORT – 22nd May 2013 – AGENDA ITEM 4

all the issues as covered in the LAF's joint correspondence and emphasised the importance of the route to local residents. Lisa explained that she was aware of the path issues and that quotes were being awaited for repair works to the path. She promised to find out the extent of the works planned and further explained the difficulty in gaining expenditure approval, being an American company.

A few days later we received an invite to a further meeting at which the VP of Facilities, Jim Barry, would be present. As he was only in the country for a few days, this was a great opportunity, to meet with someone with the clout to authorise action and funding.

Notes from CA Technologies Meeting on 9th May 2013 –

The only people driving on the Northfield path are contractors employed to empty the dog bins. CA is looking at re-locating the dog bin so it is not necessary to drive on the path and damage it. Normal maintenance team uses lightweight buggy.

Tree stumps across the path near the gate – CA has been told these are to protect the roots of the ancient trees near the path. They do not obstruct the path significantly.

CA agreed to change the signage on the gates so that it reflects the summertime opening hours until 8pm and is in line with other external signage and public expectations.

It was made clear the main cause for concern was the surface condition both on the path across Northfield and at the southern entrance near Major's Farm Road.

Boggy area near gate at Majors Farm Road – a sealed surface was discussed as a possible solution with a surface dressing to give a more attractive appearance. Levels would need to be raised and the surface cambered.

Peter Challis stated he would like to see the whole route as a sealed surface with a surface dressing, pointing out that the higher initial cost would be outweighed by lower maintenance costs in the long term.

Jim Barry who could remember that CA hated the path initially crossing their land, could clearly see the benefits now particularly for schools kids going north south and vice versa. They were aware that problems with dog fighting, motorbikes and general vandalism could happen on any large site with such a large boundary and that the path being closed wouldn't prevent these things happening.

LOCAL ACCESS FORUM REPORT – 22nd May 2013 – AGENDA ITEM 4

LG agreed that AH, PC and JW would be informed by email of any planned closures with 21 days' notice and any emergency closures as soon as possible.

It was agreed that CA would draft an action plan for the path including repairs/improvements and long term vision, in the next three weeks with short term repairs being the priority on the boggy section and through Northfield. Jim Barry would look at the original specification and decide on the scope of works and costs involved.

CA queried the mineral extraction planning application at Riding Court Farm adjacent to their site.

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Date: Friday 19th April 2013

Department: Community Safety
Contact Name: Esther Deacon
Contact No: 01753 477355
Fax: 01753 478654
Email: Esther.Deacon@slough.gov.uk

Dear Consultee,

**Notice of Proposals – Slough Borough Council (Prescott Road) Gating Order 2013
(Section 129 Highways Act 1980)**

Slough Borough Council has received a number of reports regarding fly tipping in the middle section of Prescott Road and intends to make a Gating Order under Section 129 of the Highways Act 1980.

The above mentioned section of the road that has been prone to fly tipping is unregistered and is therefore not the responsibility of Slough Borough Council to keep and maintain. However, due to ongoing problems with fly-tipping at this location, the public health risk and the associated costs of rubbish removal, the Council proposes to apply for a Gating Order under Section 129 of the Highways Act 1980 to install fencing and a set of lockable gates at each end of the central section of roadway on Prescott Road in the locations shown on the enclosed map.

If a Gating Order is obtained the fencing and gates will prevent vehicular access to the middle section of Prescott Road. The gates will remain locked for 24 hours of the day except for access by emergency vehicles.

The alternative route for vehicles will be via Poyle Road and Blackthorne Road, Slough. Pedestrians will still have access to the whole of Prescott Road via a 1.2 metre space at the side of the fencing.

Slough Borough Council believes that a Gating Order, if obtained, will reduce the levels of fly tipping.

Please find enclosed the Notice of Proposals and a copy of the draft Order, which details the roadway affected, the identified alternative route and the effect that the Order will have. Please also find enclosed a map showing the intended location of the gates and fencing.

Any representation or objection to the Order must be made in writing and addressed to **Esther Deacon, Community Safety Team, Slough Borough Council, St Martin's Place, 51 Bath Road, Slough, Berkshire, SL1 3UF no later than Monday 20th May 2013**. Please state the grounds on which your representation or objection is made.

If no representations or objections are duly made Slough Borough Council will proceed to make the Order.

Yours faithfully,

A handwritten signature in black ink that reads "E. Deacon". The signature is written in a cursive style with a large, looped 'E' and 'D'.

Esther Deacon
Community Project Officer

SLOUGH BOROUGH COUNCIL

NOTICE OF PROPOSALS

SLOUGH BOROUGH COUNCIL (PRESCOTT ROAD) GATING ORDER 2013

NOTICE IS HEREBY GIVEN that the Slough Borough Council intends to make the above Gating Order under Section 129 of the Highways Act 1980 (hereinafter called “the Act”) and all other enabling powers.

The effect of the Order would be to –

Restrict vehicular access to the roadway situated in the central section of Prescott Road, Slough by the installation of fencing and a set of lockable gates at each end of the central section of roadway on Prescott Road. The gates shall remain locked for 24 hours of the day except for access by emergency vehicles.

Pedestrians will still have direct access to the whole of Prescott Road, Slough.

The alternative route for vehicles will be via Poyle Road and Blackthorne Road, Slough.

Responsibility for the maintenance of the fencing and gates and the keeping of the key will lie with Slough Borough Council, Slough, Berkshire, SL1 3UF.

Any representation or objection to the Order must be in writing and addressed to Esther Deacon, Community Safety Team, St Martin’s Place, 51 Bath Road, Slough, Berkshire, SL1 3UF not less than 28 days from the date of this Notice. Please state the grounds on which your representation or objection is made.

The proposed Order is shown in the schedule to this Notice.

A copy of the proposed Order and associated documents may be inspected at the following –

Main Reception, St Martin’s Place, 51 Bath Road, Slough, Berkshire, SL1 3UF
My Council, Landmark Place, High Street, Slough, Berkshire, SL1 1JL
Slough Library, High Street, Slough, Berkshire, SL1 1EA
Or alternatively on the Council’s website; www.slough.gov.uk

Dated: 19th April 2013

SCHEDULE

SLOUGH BOROUGH COUNCIL

SLOUGH BOROUGH COUNCIL (PRESCOTT ROAD) DRAFT GATING ORDER 2013 **HIGHWAYS ACT 1980**

Slough Borough Council in exercise of its powers under Section 129 of the Highways Act 1980 hereby makes the following Order:-

1. The Order shall come into operation on: --/--/2013 and may be cited as the Slough Borough Council (Prescott Road) Gating Order 2013.
2. No vehicle shall have access to the roadway situated in the central section of Prescott Road, Slough due to the installation of fencing and a set of lockable gates at each end of the central section of roadway on Prescott Road. The gates shall remain locked for 24 hours of the day except for access by emergency vehicles.
3. Pedestrians will still have direct access to the whole of Prescott Road.
4. The alternative route for vehicles will be via Poyle Road and Blackthorne Road, Slough.
5. The Council is satisfied that the conditions set out in Section 129A(3) of the Highways Act 1980 have been satisfied and that it is in all the circumstances expedient to make the Order for the purposes of reducing crime, anti-social behaviour or fly-tipping.
6. Responsibility for the maintenance of the fencing and gates and the keeping of the key will lie with Slough Borough Council, Community Safety Team, St. Martin's Place, Slough, Berkshire, SL1 3UF.

If any person desires to question the validity of this Order on the grounds that the Council has no power to make it or that any requirement of Part 8(A) of the Act has not been complied with in relation to the Order, he or she may apply to the High Court within six weeks from the date on which the Order is made.

The Common Seal of
SLOUGH BOROUGH COUNCIL
was hereunto affixed in the
presence of:-

Amardip Healy (Authorised Officer)
Head of Legal Services



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Date: Thursday 9th May 2013

Department: Community Safety
Contact Name: Esther Deacon
Contact No: 01753 477355
Fax: 01753 478654
Email: Esther.Deacon@slough.gov.uk

Local Access Forum (LAF) Chair
C/O Jacqui Wheeler, LAF Secretary
Slough Borough Council
St Martin's Place
51 Bath Road
Slough
SL1 3UF



Dear LAF Chair,

Notice of Proposals – Slough Borough Council (Rossiter Close) Gating Order 2012 (Section 129 Highways Act 1980)

Further to my letter dated 5th October 2012 regarding the above, I am writing to inform the LAF that the council has now carefully considered all of the representations / objections received during the consultation period and has decided **not to go** ahead with the Gating Order.

The council takes reports of anti-social behaviour very seriously and will continue to monitor any reports that are received. Police and warden patrols have increased and a temporary CCTV camera has been deployed. If reports of anti-social behaviour increase then the situation may be reviewed.

If you have any queries please do not hesitate to contact me.

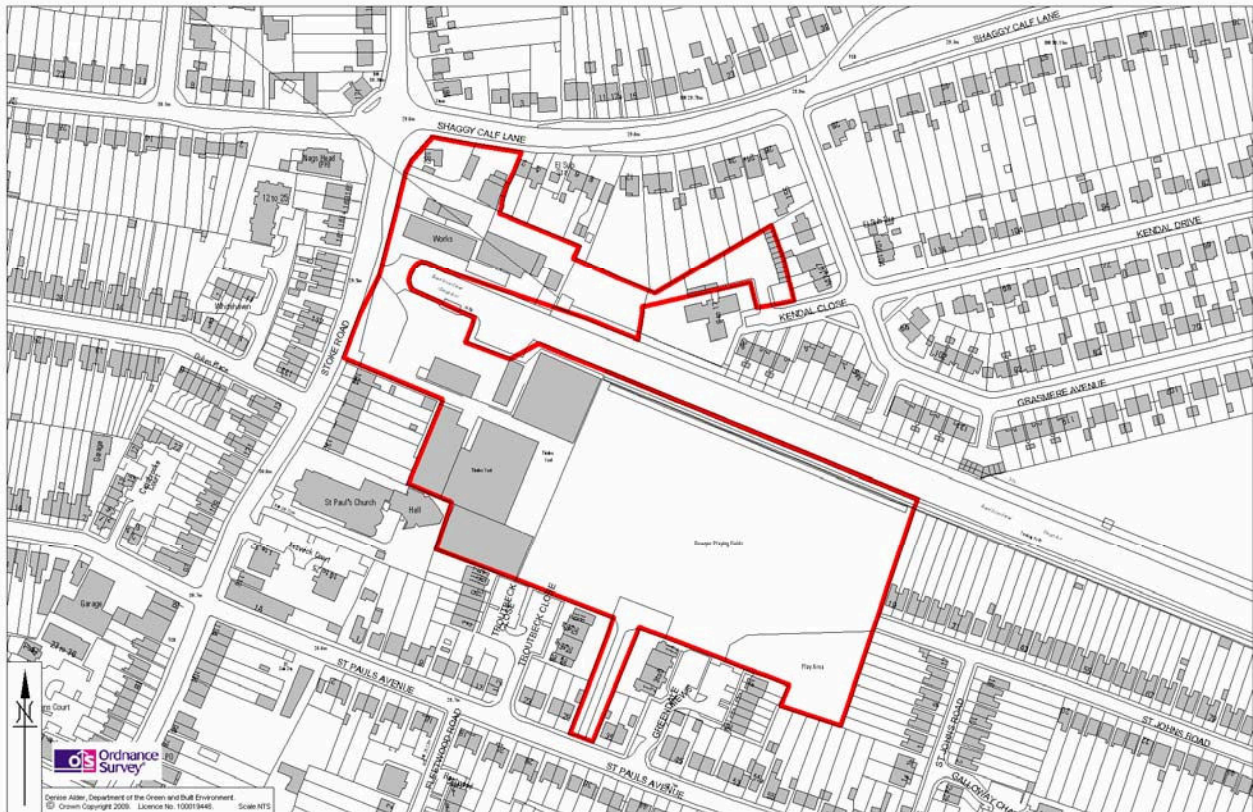
Yours faithfully,

E. Deacon

Esther Deacon
Community Project Officer

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Site Reference	SSA17	Ward	Central
Address	Slough Canal Basin, Stoke Road, Slough		
Area (hectares)	3.62	Grid Reference	498060, 180700
Proposed Use:	Mixed Use: residential, hotel, retail, business, public open space		



Relevant strategic Objective(s)	A B C D E G H K
Zoning	Flood zone: 1 (part) Public Open Space
Current use(s)	Mixed use: funeral parlour, two builder's yards with trade counter uses, Bowyer Playing field public open space
Reason(s) for Allocation	To ensure that this site is developed in a comprehensive way which maximises the attractiveness of the canal and the basin. To establish the principle of allowing residential development within the public open space.
Site Planning Requirements	<p>Redevelopment proposals should:</p> <ul style="list-style-type: none"> • Provide facilities that will attract visitors and form a focal point for users of the towpath and canal • Open up views from Stoke Road to the Canal Basin • Retain and enhance the winding hole and pedestrian and cycle access to the basin • Retain and take opportunities to enhance the nature conservation

Site Reference	SSA17	Ward	Central
Address	Slough Canal Basin, Stoke Road, Slough		
	<p style="text-align: center;">value of the canal</p> <ul style="list-style-type: none"> • Consider the provision of visitor moorings and the north side of the canal • Provide residential development • Enhance recreational facilities within the Bowyer Playing Fields 		
Background	<p>There have been long term proposals for the redevelopment of the Canal Basin which currently accommodates industrial uses which limit public use and reduce the attractiveness and the prominence of the basin from the Stoke Road.</p> <p>The provision of visitor moorings at the basin as well as residential moorings on the off side (north side) of the canal would be favourably considered.</p> <p>In addition to this, Local Plan Policy CG4 (Slough Arm of the Grand Union Canal) encourages the enhancement of the recreational value, access and landscape quality of the canal as a whole.</p> <p>The Core Strategy reiterates the need to further enhance and promote the Grand Union canal and the public rights of way network. It also supports the principle of extending the canal to link it with the river Thames provided it is technically feasible, economically viable and environmentally sustainable.</p> <p>It is therefore proposed that the area should be comprehensively redeveloped with a phased residential led mixed use development that will provide a new amenities and an active public realm area that will attract visitors to the canal. It is also intended to provide moorings and act as a destination for canal boats, thus increasing the use of the Slough Arm of the Grand Union Canal.</p> <p>The site is currently in multiple ownership and this issue will need to be resolved in order for development to go ahead.</p> <p>The Local Plan proposal related to land around the basin that was predominantly owned by British Waterways but leased to a number of businesses. Most of these leases are due to expire in the near future which will mean that British Waterways will control most of the land around the basin apart from that occupied by the Travis Perkins timber yard.</p> <p>The site has now been increased to include Council owned land to the north and the Bowyer Playing field to the south in order to create a larger area for comprehensive redevelopment.</p> <p>Proposals to develop part of Bowyer Playing Field need to be considered against Core Policy 2 (Green Belt and Open Spaces) which states that existing public open spaces will be preserved and enhanced but where, exceptionally, it is agreed that an open space may be lost, a new one or</p>		

Site Reference	SSA17	Ward	Central
Address	Slough Canal Basin, Stoke Road, Slough		
	<p>suitable compensatory provision will be required to be provided elsewhere.</p> <p>It is proposed that only a limited amount of the Bowyer Playing field will be developed adjacent to the canal in a manner which still preserves views to and from the open space. It is considered that the loss of some open space is acceptable, as an exception, on the basis that some new public areas will be created around the canal basin with hard and soft landscaping. There will also be compensatory improvements to the quality and facilities provided within the Bowyer Playing field including the provision of a multi use games area.</p> <p>The predominant use of the site will be residential. Although Core Policy 4 (Type of Housing) states that in the urban areas outside the town centre new residential development will predominantly consist of family housing and be at a density related to the surrounding area, it is considered that an exception can be made in this case.</p> <p>Any development with Bowyer Playing Fields needs to minimise the footprint and be elevated in order to create a presence and provide views over the canal. As a result it will not be possible to provide family housing in this location.</p> <p>Most of the rest of the site has an existing commercial value. There is a need to create an attractive location with high quality urban realm and its own distinct architectural identity. It is also important to maintain an open view of the canal from Stoke Road. As a result the residential development is likely to be at a comparatively high density and not particularly suited to providing very much family housing. In this respect, the Site Specific Allocation can therefore be treated as an exception to Core Policy 4 in accordance with Core Policy 1 (Spatial Strategy) because of the overall environmental, social, economic and community benefits that the proposed regeneration can provide. Provision will, however, have to be made for affordable housing in accordance with Core Policy 4 (Type of Housing).</p> <p>It is also proposed to include a combination of a hotel, retail, bar or commercial uses within the scheme in order to provide facilities that will attract visitors and form a focal point for users of the towpath and canal.</p> <p>Core Policy 6 (Retail, Leisure and Community Facilities) states that all major facilities should be located in the town centre. Any retail development within the scheme would be accepted provided it is of a small scale nature that is ancillary to the proposed development as a whole.</p> <p>The proposed hotel is supported on the basis that it would add to the overall viability and attractiveness of the proposed regeneration.</p> <p>A major constraint to the development of the northern side of the basin is the existing electricity pylon and power lines. This will limit the extent and nature</p>		

Site Reference	SSA17	Ward	Central
Address	Slough Canal Basin, Stoke Road, Slough		
	<p>of development that can take place. All proposals will have to comply with the relevant advice about the safety of building in close proximity to overhead power lines.</p> <p>The main vehicular access should be from Stoke Road located as far to the south as possible in order to avoid conflict with the Stoke Road/Shaggy Calf lane junction. A secondary access should be provided for any development off Kendal Close, and there should be no vehicular access from St. Paul's Avenue. The existing bus stop will need to be relocated in order to provide appropriate visibility. There should be attractive pedestrian routes through the site, and a permissive right of way along the south side of the canal must be retained with pedestrian access along the north side through to Kendal Close.</p> <p>Local Plan Policy CG3 (Redevelopment of Canal Basin) states: Proposals for the comprehensive redevelopment of the canal basin which incorporate uses such as restaurant or pub, as well as residential and appropriate open space, will be permitted provided they</p> <ul style="list-style-type: none"> a) form a focal point for users of the towpath and canal; b) retain and enhance the winding hole and pedestrian access to the basin; and c) do not compromise existing nature conservation value of the canal corridor. <p>This policy will be superseded following the adoption of this DPD.:</p>		

Figure SSA17-1 Indicative Masterplan for the Canal Basin



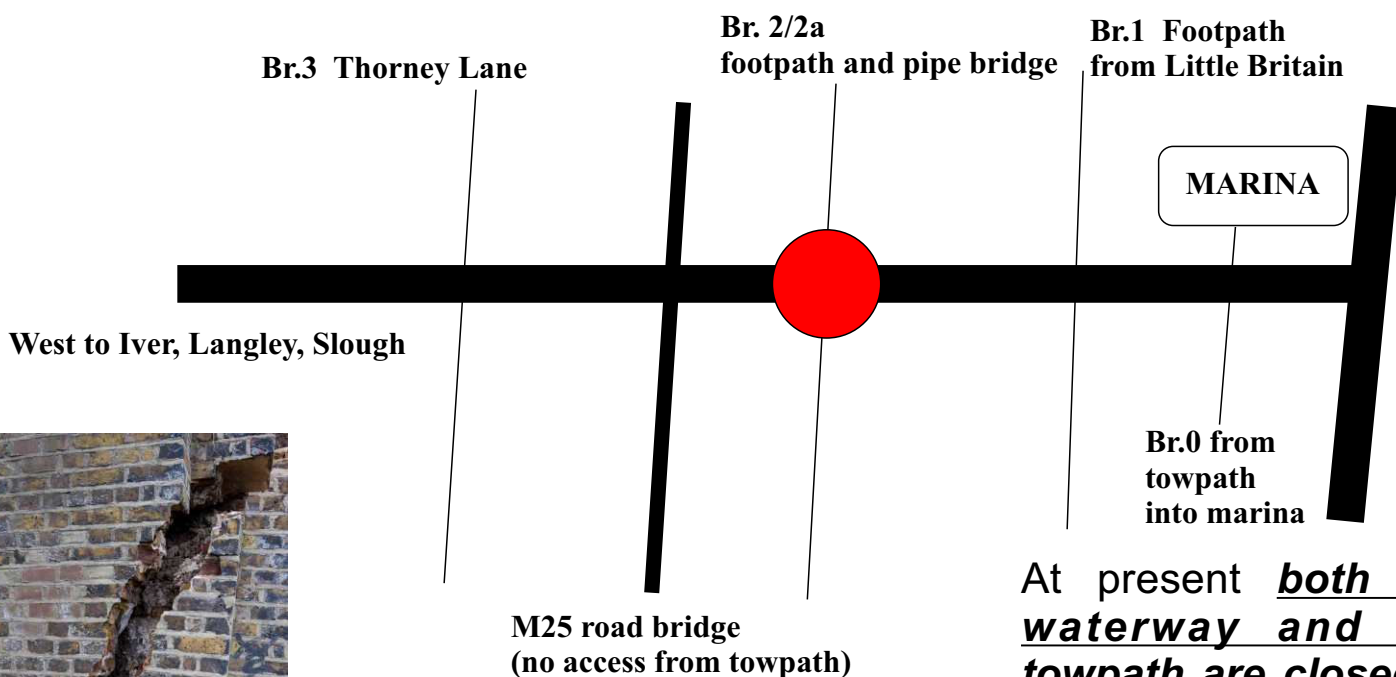
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Temporary closure of waterway and towpath

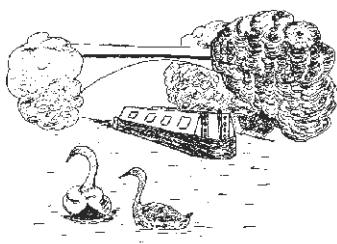
There is a serious structural fault with bridge 2a on the Slough arm which carries a footpath over the canal, between the M25 road crossing and the footbridge (no 1) from Little Britain. The problem bridge is located a short distance east of the M25.



The nearest access points to get on or off the towpath are bridge 3 Thorney Lane road bridge to the west, and bridge 1 Trout Lane footbridge to the east.



At present **both the waterway and the towpath are closed** at this point and it is not possible to pass. Assessment of the problem is ongoing but it is currently expected that the closure will remain in force for a week or two into May. Please check with the Canal and Rivers Trust for the most up to date information.



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CYCLING ABOUT SLOUGH

1. PURPOSE OF THE REPORT

Updates on ongoing specific issues and summary of feedback and decisions required on how to proceed.

Location	Description/ Issue	LAF consensus/action	Feedback rec'd	Outcomes/Updates
Borough wide	Pavement parking	Letter to police Minutes recommended SBC use new powers TA met with GR	Police response received; not helpful	PPF set up internally by SBC to put together policy and assess problem areas/hierarchy of actions. Updates – from TA and email from MM – safety audits just rec'd and being checked. If there are major findings, parts of the scheme may need re-designing. If not, schemes should be implemented in coming months. Definite date to follow.
Buckingham Ave/ Farnham Rd junction	No pedestrian phase on crossing	Request forwarded	Emails from Nick Healey and Viv Vallance	LSTF bid successful and this request will be implemented by council.
Shaggy Galf Lane/Wexham Rd Roundabout	Temporary roundabout (to become permanent). Lack of cycling facility into or off of the roundabout.	LAF concerns minuted and emailed to Nick Healey.	Permanent design takes into account LAF concerns. SBC asked for any further LAF comments on design on 24 th April 12	No further comments received from LAF on permanent design. New layout complete on the ground.
Heart of Slough	- Crossing by My Council - Brunel Way north side footway - street lighting columns on footway	Various correspondences. HoS Safety Audit report forwarded to members	Emails from Nick Healey/AD	Crossing by my Council - Changes to the sequencing of the lights at this crossing have been implemented and do seem to be alleviating situation. Audible beepers also installed.

LOCAL ACCESS FORUM REPORT – 22nd May 2013 – AGENDA ITEM ?

	- Audit of scheme from cycling/pedestrian perspective			HoS Cycle About – TE and IH, PC, AD, SD and JW attended on 1 st November 2012.
Church St to Windsor Rd (High Street)	Difficulties cycling in town centre – especially west end of High Street	contra-flow cycle lane requested – email to JC (Transport)	Email from Nick Healey	Transport response is that this is not feasible at the current time. Too complex an environment to allow contra-flow cycle lane. (see email 13 July 2012)
Primary Way/Footpath 33 Chalvey	Staggered barriers obstruct cycle way unnecessarily and cut through kerbing required on Primary way	Minuted	Problems LAF identified were picked up on safety audit	Exceptions report sent and awaiting response of programme of works from developer Works complete see attached photos.
Chalvey Roads Scheme	Permanent designs for Ledgers Road junction with Montem Lane, Ragstone Road etc	LAF comments on proposals sent onto relevant officers	Email from L Brookfield	Further feedback rec'd from Transport below.
Farnham Road Better Bus Scheme				

LAF Comments: about the Chalvey Roads Schemes and Ledgers Rd Zebra.

Ragstone Road:

- I agree that priority must be given back to traffic in Ragstone road over the side roads.
- I can see no reason for the one way direction to be changed on College Road & Martin Road, but have no objection to it
- Please do not paint the cycle lanes green. The painted surface is normally poor and soon degrades with large chunks of paint coming off. See photo
- Also there is a traffic island at the southern end of Ragstone road that reduces the width of the cycle lane (see photo), please can this be corrected.

Ledgers Road Zebra

Generally good - but the traffic island between the contra flow cycle lane and the motor traffic looks like it narrows the motor traffic lane a lot and will be a pinch point for cycles who a travelling in the same direction as the motor traffic.

Feedback from Lynsey Brookfield, Traffic Engineer, re; the Chalvey Roads Scheme

Thank you for your comments. I am pleased that there is general agreement to the changing of priorities on Ragstone Road and also that there are no major objections to the proposals for Martin Road and College Avenue. No final decisions have been made on either of those two issues yet but your comments will be considered.

With regard to the green surfacing on cycle lanes, I do understand your concerns about the maintenance of them. However, we are hoping to use a new type of surface that won't break up or cause maintenance problems in the future. Instead of it being painted on to the road surface, we would take up part of the road surface and relay it in a green coloured tarmac which is much longer lasting. It will shortly be trialled in Langley and if that is successful, we hope to use it in Chalvey as well.

LOCAL ACCESS FORUM REPORT – 22nd May 2013 – AGENDA ITEM ?

The island at the far end of Ragstone Road was installed at its minimum possible width of 1.5m. The cycle lane adjacent to the new island is 1.5m which is the standard width for a cycle lane and which is the same width as most of the cycle lanes in Chalvey. It is unfortunate that the construction of the island covered over some of the lining which makes it look narrower than it is and I will try to have this corrected as soon as possible. We cannot move the island due to the proximity of driveways.

Further feedback from SBC Traffic Engineer:

Yes, it is a policy to use the green cycle lanes in Slough and green surfacing is widely used across the country (e.g. Swindon, Newbury, York, Strathclyde, Oxford, Bristol and so on). I have attached a couple of photos to prove my point. It helps highlight the presence of the cycle lane to drivers and is generally well liked by cyclists and cycling interest groups. Local Transport Note 02/08 Cycle Infrastructure Design (attached) has a whole chapter on coloured surfacing (ch. 3.2) and recommends its use in contraflow cycle lanes. We wanted to use it in Chalvey because the contraflow lanes are a bit unusual in this area and anything to help them stand out is a good thing.



LOCAL ACCESS FORUM REPORT – 22nd May 2013 – AGENDA ITEM ?

Primary Way/Footpath 33 Chalvey

Recommendations of LAF and also picked up on Safety Audit have been implemented.



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Local Access Forum Survey March 2013 Results

This report summarises the results of a survey of Local Access Forum (LAF) Chairs and Secretaries which ran between 8th to 28th March 2013. A total of 78 responses were received (77 online, 1 emailed) and thanks to everyone who took the time to complete it. Natural England (NE) will use this information to help it to prioritise its support to LAFs.

Local support from Natural England

Do you know who your LAF local contact is in Natural England?			Response Percent	Response Total
1	Yes		88.41%	61
2	No		11.59%	8
			answered	69
			skipped	9

How would you rate the level of support from your LAF local contact?			Response Percent	Response Total
1	Very good		16.42%	11
2	Good		34.33%	23
3	Satisfactory		31.34%	21
4	Poor		13.43%	9
5	Very poor		4.48%	3
			answered	67
			skipped	11

Common comments and suggestions re local support

- More local communication with LAFs, Secretaries and Chairs.
- A local NE contact be accessible to provide support, help and advice.
- Promote LAFs locally to help attract new members.
- Provision of training (e.g. Monitor of Engagement with the Natural Environment (MENE)) for LAF members and council support.
- A joint memorandum of understanding between LAFs, Appointing Authorities (AA), NE and the Department for Environment, Food and Rural Affairs (Defra).

Local Access Forum Survey March 2013 Results

Regional support from Natural England

How would you rate the level of support from your LAF regional coordinator?

			Response Percent	Response Total
1	Very good		52.24%	35
2	Good		34.33%	23
3	Satisfactory		13.43%	9
4	Poor		0.00%	0
5	Very poor		0.00%	0
			answered	67
			skipped	11

Common comments and suggestions re regional support

- Renew the Regional Coordination (RC) budget for 2013/14 – RC role essential.
- As well as regional Chairs meetings, ask LAFs if regional Secretaries meetings, training events and/or conferences would also be useful.
- Attendance at some LAF meetings.

National support from Natural England

How would you rate the level of support from Natural England nationally?

			Response Percent	Response Total
1	Very good		7.25%	5
2	Good		28.99%	20
3	Satisfactory		49.28%	34
4	Poor		13.04%	9
5	Very poor		1.45%	1
			answered	69
			skipped	9






Common comments and suggestions re national support

- Quarterly 'update' newsletter.
- More communication from NE to LAFs.
- Conference in Sheffield was good and helpful – hold similar again this year.
- Promote national consultations to LAFs via Huddle.
- NE to provide a list of the variety of support provided for LAFs.
- Work on improving the national visibility of LAFs.
- Feedback on how annual reports have been used.
- LAF ideas taken to higher level and acted upon.

Local Access Forum Survey March 2013 Results

Other contributions to LAFs from Natural England

How would you rate the level of support and advice from Natural England teams?



			Response Percent	Response Total
1	Very good		5.88%	4
2	Good		33.82%	23
3	Satisfactory		41.18%	28
4	Poor		16.18%	11
5	Very poor		2.94%	2
			answered	68
			skipped	10

Common comments and suggestions re other Natural England support



- An organisational chart/map giving relevant NE contacts/teams in these areas.
- Newsletters from other NE teams on Huddle.

Defra guidance



Are you aware of the Defra guidance issued by the Secretary of State in 2007?

			Response Percent	Response Total
1	Yes		85.51%	59
2	No		14.49%	10
			answered	69
			skipped	9

Do you use it?

			Response Percent	Response Total
1	Yes		70.59%	48
2	No		29.41%	20
			answered	68
			skipped	10



Local Access Forum Survey March 2013 Results



Does it need to be revised?			Response Percent	Response Total
1	Yes (provide details below)		45.61%	26
2	No		54.39%	31
			answered	62
			skipped	16
Answers for: If you answered 'Yes', how should it be revised?			32 answers	

Common comments and suggestions re Defra guidance



- All sections should be checked to ensure up-to-date.
- Some LAFs are advising on matters that fall outside the originally envisaged remit. It might be worth issuing advice on this in the LAF handbook.

LAF handbook

Are you aware of the LAF handbook?			Response Percent	Response Total
1	Yes		94.20%	65
2	No		5.80%	4
			answered	69
			skipped	9

Do you use it?			Response Percent	Response Total
1	Yes		58.21%	39
2	No		41.79%	28
			answered	67
			skipped	11



Local Access Forum Survey March 2013 Results





Does it need to be revised?				
			Response Percent	Response Total
1	Yes (provide details below)		56.14%	32
2	No		43.86%	25
			answered	62
			skipped	16
Answers for: If you answered 'Yes' what do you feel is missing or needs to be improved in the current version?			40 answers	

Common comments and suggestions re LAF handbook

- Should be revised (shorter, punchier) and web based Wiki style that can be edited.
- Too large and should be discontinued. DEFRA guidance is more practical and should be the 'bible'.
- Produce version similar to Scottish LAF handbook.



Training

Does your appointing authority provide training for new LAF members?				
			Response Percent	Response Total
1	Yes		37.31%	25
2	No		62.69%	42
			answered	67
			skipped	11






If you answered 'Yes', how would you rate the training?				
			Response Percent	Response Total
1	Very good		8.70%	2
2	Good		43.48%	10
3	Satisfactory		43.48%	10
4	Poor		4.35%	1
5	Very poor		0.00%	0
			answered	23
			skipped	55

Local Access Forum Survey March 2013 Results

Do you think some form of training should be organised nationally (or regionally) for new LAF members?

			Response Percent	Response Total
1	Yes		82.09%	55
2	No		17.91%	12
			answered	67
			skipped	11

If you answered 'Yes', in what form would you like this training?






			Response Percent	Response Total
1	Booklet		52.46%	32
2	Website		62.30%	38
3	Job shadowing		4.92%	3
4	Mentoring		22.95%	14
5	Other, please specify:		45.90%	28
			answered	61
			skipped	17
Answers for: Other, please specify:			<i>28 answers</i>	

Common comments and suggestions re training

- Produce a new member training 'pack'.
- Update handbook to help new members.
- Training element at national conference.

Huddle

How would you rate Huddle for ease of use?

			Response Percent	Response Total
1	Very good		11.86%	7
2	Good		22.03%	13
3	Satisfactory		45.76%	27
4	Poor		16.95%	10
5	Very poor		3.39%	2
			answered	59
			skipped	19

Local Access Forum Survey March 2013 Results

How often do you use Huddle?

		Response Percent	Response Total
1	Daily	0.00%	0
2	Weekly	28.79%	19
3	Monthly	34.85%	23
4	Other, please specify:	36.36%	24
		answered	66
		skipped	12
Answers for: Other, please specify:		24 answers	

How do you feedback information from Huddle to your LAF?

		Response Percent	Response Total
1	Email	39.34%	24
2	At meetings	62.30%	38
3	Don't feedback	21.31%	13
4	Other, please specify:	18.03%	11
		answered	61
		skipped	17
Answers for: Other, please specify:		11 answers	

Do you feel confident to join in discussions or post comments?

		Response Percent	Response Total
1	Yes	67.24%	39
2	No	32.76%	19
		answered	58
		skipped	20






Do you feel confident to upload files or create / update Whiteboards?






		Response Percent	Response Total
1	Yes	50.00%	30
2	No	50.00%	30
		answered	60
		skipped	18





Local Access Forum Survey March 2013 Results

How useful do you find each section on the LAF Workspace?






	Very good	Good	Satisfactory	Poor	Very poor	Response Total
Overview / Calendar?	7.0% (3)	27.9% (12)	41.9% (18)	16.3% (7)	7.0% (3)	43
Whiteboards?	4.7% (2)	41.9% (18)	37.2% (16)	9.3% (4)	7.0% (3)	43
Tasks?	0.0% (0)	12.2% (5)	56.1% (23)	22.0% (9)	9.8% (4)	41
Discussions?	17.0% (8)	42.6% (20)	31.9% (15)	6.4% (3)	2.1% (1)	47
Files?	4.7% (2)	46.5% (20)	34.9% (15)	11.6% (5)	2.3% (1)	43
People?	4.8% (2)	47.6% (20)	31.0% (13)	14.3% (6)	2.4% (1)	42
					answered	47
					skipped	31






Overview / Calendar?			Percent	Total
1	Very good		6.98%	3
2	Good		27.91%	12
3	Satisfactory		41.86%	18
4	Poor		16.28%	7
5	Very poor		6.98%	3
			answered	47






Whiteboards?			Percent	Total
1	Very good		4.65%	2
2	Good		41.86%	18
3	Satisfactory		37.21%	16
4	Poor		9.30%	4
5	Very poor		6.98%	3
			answered	47

Tasks?			Percent	Total
1	Very good		0.00%	0
2	Good		12.20%	5
3	Satisfactory		56.10%	23
4	Poor		21.95%	9
5	Very poor		9.76%	4
			answered	47

Local Access Forum Survey March 2013 Results

Discussions?			Percent	Total
1	Very good		17.02%	8
2	Good		42.55%	20
3	Satisfactory		31.91%	15
4	Poor		6.38%	3
5	Very poor		2.13%	1
			answered	47

Files?			Percent	Total
1	Very good		4.65%	2
2	Good		46.51%	20
3	Satisfactory		34.88%	15
4	Poor		11.63%	5
5	Very poor		2.33%	1
			answered	47

People?			Percent	Total
1	Very good		4.76%	2
2	Good		47.62%	20
3	Satisfactory		30.95%	13
4	Poor		14.29%	6
5	Very poor		2.38%	1
			answered	47






Common comments and suggestions re Huddle

- Promote Huddle and its use more.
- More pictures, graphics and graphs.
- Promote code of conduct/good practice of Huddle use – link related items, more focussed discussion, how to use Huddle more effectively.
- A 'what's new' summary digest of key issues.
- Have an 'expert' available to comment on a specific topic for a short period.
- Promote Huddle guidance that email alerts can be turned off.
- Promote that Huddle is open to all LAF members.



Local Access Forum Survey March 2013 Results

Annual reporting process






How clear and easy to follow did you find the annual reporting process this year?

			Response Percent	Response Total
1	Very good		4.41%	3
2	Good		38.24%	26
3	Satisfactory		45.59%	31
4	Poor		10.29%	7
5	Very poor		1.47%	1
			answered	68
			skipped	10

Did you see a benefit from using the proforma?

			Response Percent	Response Total
1	Yes		60.29%	41
2	No		39.71%	27
			answered	68
			skipped	10

How did you rate this year's annual reporting process?

			Response Percent	Response Total
1	Very good		7.35%	5
2	Good		30.88%	21
3	Satisfactory		45.59%	31
4	Poor		14.71%	10
5	Very poor		1.47%	1
			answered	68
			skipped	10

Common comments and suggestions re annual reporting

- Better and quicker feedback on how the information has been used.
- Rename the proforma so it is not confused with LAFs Annual Reports for public consumption.
- Promote the importance of Annual Work Plans for LAFs.
- Revise the proforma but keep it as simple as possible.

Local Access Forum Survey March 2013 Results

Finally

Do you feel that you are fairly treated by Natural England?

		Response Percent	Response Total
1	Yes	92.19%	59
2	No	7.81%	5
		answered	64
		skipped	14

Common comments and suggestions re possible additional support for LAFs

- Help and encourage AAs to support their LAFs.
- Reintroduce the English Access Forum.

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