

SIGNIFICANT OFFICER DECISIONS

16 FEBRUARY TO
15 MARCH 2017

DECISIONS

08/17 – 08/17

DATE OF PUBLICATION:

16th March 2017

DEADLINE FOR MEMBER CALL-IN:

5.00pm on 23rd March 2017

CONTACT:

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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 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 submitting 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	08/17
Title of decision	Burnham Station Permanent Scheme
Date decision taken	25 th January 2017
Decision maker	Assistant Director – Assets, Infrastructure & Regeneration
Portfolio	Transport & Highways
Details of decision taken	See following page.
Reasons for taking decision	See following page.
Options considered	See following page.
Details of any conflict of interest, disclosable pecuniary interest or non-statutory disclosable interest declared	None
Reports considered	None

Regeneration, Housing and Resources

Significant Decision

Burnham Station Permanent Scheme

Prepared by: Rudo Beremauro, Engineer Integrated Transport Ext 5634

Purpose of Significant Decision:

- To seek approval to undertake construction works for the Burnham Station Public Realm permanent works.

Background:

As part of the experimental scheme for the Burnham Highway Improvement works, phase one was introduced between October 16th 2015 to February 15th 2016 and included a full closure of Station Road and a one way system on Burnham Lane between Buckingham Avenue and the south side of the railway bridge from northbound to southbound as well as a roundabout. On February 25th 2016, phase two of the scheme was introduced and this involved further temporary highway improvements including:

- opening of Station Road one way northbound from Stanhope Road to Burnham Lane;
- new directional and information signs;
- traffic signal works to improve the scheme;
- the narrowing of Station Road near the bridge to deter vehicles attempting to travel southbound under the bridge, and to assist pedestrians crossing.

Consultation:

The consultation for the Burnham Scheme commenced following the introduction of the experimental scheme in October 2015 and included stakeholder meetings, where the proposed permanent scheme was discussed along with feedback from the on-going consultation with residents. Additionally, leaflets with details of the proposed permanent scheme and an invitation to attend the drop in events in June 2016 were delivered to residents directly affected by the scheme. Information and plans were also posted on the Council's website and consultation portal Survey Monkey. *Please see Appendix 1.* Consultation with statutory stakeholders were also undertaken, with no objections being received.

The proposals for the new scheme are;

- Introducing shared space at the Burnham Station entrance and at its junction with Station Road.
- Undertaking junction improvement works including improved signal works and safer crossing facilities for vulnerable road users at Five Points junction, Station Road (Burnham) and the junction of Station Road with the A4.
- Introducing Zebra crossing facilities along Burnham Lane near the Burnham Station Triangle and another one on Burnham Lane near 66 – 68 Burnham Lane.
- Introducing a 20mph zone on Burnham Lane and Station Road.
- Relocating the existing cycle hire parking facilities and wayfinding totem to the station forecourt.

- Providing additional parking and drop off facilities at Burnham Station.

A summary of the responses for the proposed scheme is summarised below:

Q1 - Do you agree with the proposed 20mph zone to be introduced on Station Road and Burnham Lane?

Yes	93
No	60
No answer stated	1
Total	154

Q2a - Do you agree with the proposed locations for Zebra crossings on Burnham Lane? (Near Triangle)

Yes	109
No	41
No answer stated	4
Total	154

Q2b - Do you agree with the proposed locations for Zebra crossings on Burnham Lane? (Near 66-68 Burnham Lane)

Yes	106
No	42
No answer stated	6
Total	154

Q3 - Do you agree with traffic calming outside Burnham Station?

Yes	106
No	47
No answer stated	1
Total	154

Analysis of this consultation indicates that the majority of residents were in favour of the proposals and objections received were mainly centred on the 20mph. Comments and responses include the following:

- The 20mph will be pointless at rush hour and is not required for such a short distance.

SBC Response: The scheme is intended to improve station facilities at Burnham and enhance access to the station from the western part of the Borough, including Slough Trading Estate, and the neighbouring areas of South Buckinghamshire. The Burnham Station and Access Improvement scheme would provide an opportunity to relieve localised congestion through traffic management that encourages vehicles to use main routes and improve pedestrian and cycling access to and around the station, thereby encouraging more walking and cycling.

- 20mph zone hard to enforce and reject crossing by triangle (will cause more congestion).

SBC Response: 20mph zones are designed to be self-enforcing, so that the layout encourages good compliance without the need for frequent demands for police presence.

- Speed has never been an issue in this area so traffic calming measures are unnecessary and were they to be introduced would likely prove to be counterproductive.

SBC Response: Data obtained from the permanent surveys shows that the 85th percentile speed on Station road to be 32.9mph and on Burnham Lane/ Buckingham Avenue to be 32.1mph. In order to reduce speed at this location as well as safety for the increased pedestrian movements at this area, 20mph zone will be introduced around this area. Furthermore analysis of accident data (01/10/12- 30/09/2015) before the experimental scheme was introduced shows 13 accidents and 16 casualties with 3 of the casualties being pedestrians mainly around the triangle area. It is envisaged that the 20mph zone will reduce casualties as well as provide a safer walking and cycling route to and from the train station.

- Why are speed humps being considered? Injury to disabled people, damage to vehicles and impeding emergency services have resulted from their use. The gateway signs and road surface markings should indicate it sufficiently.

SBC Response: 20mph zones are designed to be self-enforcing, so that the layout encourages good compliance without the need for frequent demands for police presence. By doing this, vehicle speeds will be reduced in an area of high pedestrian use, making the area safer for vulnerable road users. Slough Borough Council acknowledges that some people will find going over traffic calming measures more uncomfortable than others, depending on the vehicle they are in and due to certain medical conditions. However, the council has always taken the view that road users should be able to get a reasonable level of comfort if they drive slowly enough over the measures, and the road safety advantages of traffic calming outweigh the dis-benefits. Furthermore in order to achieve the best balance possible between effectiveness at slowing traffic and minimising problems for road users and nearby residents, the speed cushions are designed in accordance with the guidelines set by the Department for Transport. The cushions are to be constructed at a maximum height of 75mm +/-5mm tolerance which is the recommended height to minimise discomfort to persons with pre-existing back conditions whilst maintaining effectiveness of the cushion

- Station Road will still have speeding issues even with 20mph signs going towards Burnham. Unless a speed camera is installed down the road before the bridge it will be pointless as road users just won't adhere to it.

SBC Response: 20mph zones are designed to be self-enforcing, so that the layout encourages good compliance without the need for frequent demands for police presence.

Supporting local policies

The scheme will help deliver the following key actions of the Five Year Outcomes which are also set out in the Transport and Highways Service Plan 2016/17.

- 1.2 *Ensure a fit for business transport infrastructure* by undertaking regeneration works at the train station and improving access and to and from the train station
- 1.5 *Agree a coordinated plan to maximise the benefits of Cross Rail and Western Rail Access to Heathrow* through delivering station improvements at Burnham Station.

- 3.1 *Define and establish the Centre of the Town as a destination* by providing sound and reliable multi-modal transport system and access to all key locations.
- 4.1 *Build on success in making Slough safer* by incorporating road safety schemes into the all engineering schemes delivered across the council.
- 5.4 *Ensure children and young people are emotionally and physically healthy* by improving air quality through delivering schemes that reduce congestion at peak times.

Legal Implications

The Permanent Orders and Notices will be made as follows:

- 20mph Zone Traffic Regulation Order: Section 84(1) and (2) of the Road Traffic Regulation Act 1984 and all other enabling powers.
- Zebra Crossing: Section 23 and 25 of the Road Traffic Regulation Act 1984.
- Raised Table: Section 90C of The Highways Act 1980.
- No Right Turn Order - Sections 1(1) and (2), 2(1) to (3), 3(2), 4 Part III of Schedule 9 of the Road Traffic Regulation Act 1984.

Financial Implications:

Slough has been awarded £2m by the Thames Valley Berkshire LEP towards the implementation of the scheme. Additional funds will be sourced from the Capital Programme (£100k) and from Section 106 funds. Network Rail and Rail for London will also provide an additional £4.124 million for the improvements for the Burnham Station and Access Improvements scheme.

Recommended Decision:

It is recommended that objections are set aside and;

- The experimental orders are made permanent.
- Construction works for the permanent scheme are undertaken as specified in drawing no 5147105-ATK-HGN-0050-DR-D-1001 and 02 Rev P03.
- Residents are informed of the decision.

Supporting Documents

1. Preliminary drawings of Burnham Station Highway Improvement works and Five Points junction works.
2. Consultation leaflet.
3. Comments from residents.
4. Accident Map

Approved:

Assistant Director (Assets,
Infrastructure and Regeneration)

Joe Carter

Date 25/1/17

Head of Transport and Highways

Savio DeCruz

Date 20/1/17

Transport Strategy & Integrated
Transport Team Leader

Masum Choudhury

Date 16/01/17

Project Manager

Rudo Beremauro

Date 16/01/17

Cc: Fiza Matloob Commissioner of Transport and Highways

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.