

SIGNIFICANT OFFICER DECISIONS

16 MAY 2020 TO
15 JULY 2020

DECISIONS

2021/01 – 2021/07

DATE OF PUBLICATION:

24th July 2020

DEADLINE FOR MEMBER CALL-IN:

5.00pm on 31st July 2020

CONTACT:

Nick Pontone
Senior Democratic Services Officer
01753 875120
Nicholas.Pontone@slough.gov.uk

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 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	2021/01
Title of decision	Significant Decisions taken under urgency provisions in response to the Covid-19 Pandemic
Date decision taken	19 th March 2020 to July 2020
Decision maker	Gold and Silver Command
Portfolio	All
Details of decision taken	<p>Under the Council's Constitution, the Chief Executive has delegated power to act in case of emergency and urgency authority to exercise all council side functions. Additionally, under the constitution, all matters not specifically reserved are deemed to be within the delegated authority of the Chief Executive and Directors for all purposes which fall within their directorate or budget area or area of responsibility to which they may be nominated from time to time.</p> <p>A major incident was declared on 19th March to respond to the Covid-19 pandemic and a Gold and Silver command structure was established to enable significant decisions to be taken urgently. Schedules of such decisions have been ratified by Council on 21st May and 21st July and by Cabinet on 18th May, 15th June and 13th July in relation to Executive functions.</p> <p>The following schedules set out the decisions taken since 19th March 2020.</p>
Reasons for taking decision	To respond effectively to the range of issues arising from the Covid-19 pandemic.
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

Summary of significant decisions taken by Silver

Decision Required	Outcome	Date of decision	Decision made by	Target Date	Status
To consider the administrative arrangements for key working accommodation	That Coronavirus Operations Centre maintain a list of accommodation for key workers	23/03/20	SILVER	24/03/20	Closed
Opening of public buildings	Agreed to close all public buildings such as libraries, 'Front of House' buildings such as The Curve and Landmark Place from 12pm on 23rd March	23/03/20	SILVER	23/03/20	Closed
Opening of parks and allotments	Agreed to all parks and allotments open. Clear signage on any restrictions to be put up.	23/03/20	SILVER	23/03/20	Closed
Arrangements for IT kit to support critical services and remote working	That an audit be carried out urgently to collate and prioritise IT requests for critical services	23/03/20	SILVER	24/03/20	Closed
Communications and press releases	All press releases to be sent to Members first, then public, then staff.	23/03/20	SILVER	23/03/20	Closed
To review the opening hours of SMP and OH	Agreed to reduce the opening hours of St Martin's Place and Observatory House to 7am to 7pm	23/03/20	SILVER	24/03/20	Closed
Opening of play areas and outside gyms	Play areas and outside gyms were now closed and signage to be put up by the end of the day	24/03/20	SILVER	24/03/20	Closed
Review of critical services	Critical services agreed and to be reviewed weekly	24/03/20	SILVER	24/03/20	Closed
To consider whether the freeze SBC recruitment	Agreed to pause recruitment, with focus on recruiting for critical services	24/03/20	SILVER	24/03/20	Closed
To agree a strategy for suppliers to SBC	Draft letter agreed on SBCs approach to its suppliers during current situation	25/03/20	SILVER	25/03/20	Closed
Hospital discharge	Agreed that Slough be the lead on hospital discharges from WPH	25/03/20	SILVER	25/03/20	Closed
Protocol for front of house access at The Curve for residents accessign registrars service	Agreed relevant staff to review the protocol to ensure security and safety of staff	26/03/20	SILVER	26/03/20	Closed

To decide the allocation of £3.5m government funding provided for Slough	Agreed to allocate as follows: £2.5m Adult Social Care, £0.5m childrens social care, £0.2m homelessness and £0.3m other pressures	26/03/20	SILVER	26/03/20	Closed
To review the approach to parking enforcement	Recommendation of Service Lead to relax routine parking enforcement agreed. Targetted approach to be taken to enforcement.	27/03/20	SILVER	27/03/20	Closed
Concessionary travel	Agreed recommendation to continue to pay operators according to 2019 outturns	27/03/20	SILVER	27/03/20	Closed
To consider how to work with partners to address concerns about potential rise in domestic violence	Agreed that SBC lead a task group with SCST, TVP and SBC	30/03/20	SILVER	27/03/20	Closed
Regulatory Services Storage	Option 1 of the paper to Silver agreed to provide appropriate mortuary capacity.	31/03/20	SILVER	31/03/20	Closed
Crematorium fees	Option 2 of the paper agreed to adjust fees in line with Chiltern average for a period of 3 months	31/03/20	SILVER	31/03/20	Closed
To consider most appropriate method to secure food supplies for community response	Option 4 agreed to request supplies from local business with Option 1 (purchase supplies) if required.	02/04/20	SILVER	02/04/20	Closed
To agree a robust plan to ensure crisis management planning and transition to recovery	Option 1 to create a single plan to align SBCs forward planning for 3,6 and 12 weeks and subsequent recovery.	07/04/20	SILVER	07/04/20	Closed
To agree to close HWRC for the time being to prevent non-essential journeys	Option 1 agreed to close Chalvey Household Waste Recycling Centre to prevent unnecessary journeys	07/04/20	SILVER	07/04/20	Closed
To agree on cancellation of future performances at The Curve to 31.8.20	Option 1 – agreed the request to cancel / postpone shows up to the end of July and restricted number of events through the school summer holidays.	08/04/20	SILVER	08/04/20	Closed
To agree whether SBC would take lead role for Berkshire authorities on administering national testing programme	Agreed that SBC lead on behalf on the Thames Valley Local Resilience Forum	14/04/20	SILVER	14/04/20	Closed
To review weekend opening of customer call centre.	Agreed to open over weekend of 18/19 April with reduced hours/staff. Then to review w/c 20th April.	15/04/20	SILVER	15/04/20	Closed
To decide whether to establish Testing Task Group.	Agreed to set up a new Testing Task Group. Lead Officers for the group were also agreed.	15/04/20	SILVER	15/04/20	Closed
To agree that the Customer Call Centre remains open at the weekend as stats for w/e 18/4 19/4 were very low	Agreed that the call centre can now close at the weekends	20/04/20	SILVER	20/04/20	Closed

To agree whether Slough opens its cemetery to the public inline with recent guidelines	Agreed as long as social distancing guidelines carried out and posters put up around grounds. Lismore Gate to be used for access	20/04/20	SILVER	20/04/20	Closed
To consider the SBC COVID-19 Risk Register	Risk Register approved, subject to amendments agreed at Silver. To be reviewed by Silver every two weeks and to the Risk & Audit Board.	21/04/20	SILVER	21/04/20	Closed
To review the Cem & Crem paper re numbers of mourners attending ceremonies in the chapel	Agreed that would go with Option 2, 3, and 4 so maximum of 10 mourners plus options to offer larger service later or ask to go to bigger venue.	24/04/20	SILVER	24/04/20	Closed
To review the paper on whether to reopen the Household Waste Recycling Centre	Agreed to go with Option 3 to reopen the HWRC by appointment only and also to extend offer of bulky waste to black bags as well	24/04/20	SILVER	24/04/20	Closed
To review the draft Covid testing report	Report agreed with a few amendments such as a flow chart and will now be included on the main weekly dashboard	24/04/20	SILVER	24/04/20	Open
Painting on roads re NHS	Agreed that the painting sourced on the roads around Slough can continue	24/04/20	SILVER	24/04/20	Closed
To review and agree the final PPE paper by Alan Sinclair	Paper agreed and new Task group for PPE to be established rather than it being a part of ASC group. Agreed that Slough will buy PPE for SCST and lay out of Covid money. An SLA will be put together with this agreement.	24/04/20	SILVER	24/04/20	Open
To agree if Slough would participate with a mobile military testing site and what site it should be on	Agreed Slough would participate and the relevant directors to decide on where site should be.	28/04/20	SILVER	28/04/20	Open

Summary of significant decisions taken by Silver

Decisions taken since 29th April 2020

Decision Required	Outcome	Date of decision	Decision made by	Target Date	Status
To agree to reduce hours in the Community Hub	Agreed that the community response hub will stop Sunday operations from week commencing 4th May 2020 and Cease Saturday operations from week commencing 11th May 2020 and Community response call centre moving to a week day service which will be available 9am – 4pm	05/05/20	SILVER	05/05/20	Closed
To agree if HWRC should open immediately	Agreed that the HWRC should open with Option 3 once Leader and Lead member are aware and further clarity on discretionary challenge at the tip.	06/05/20	SILVER	06/05/20	Closed
To agree which option to go with for Temporary Place of Rest costs	Agreed to go with Option 2 that all costs are split across all Berkshire LA's and that Wexham is the TPOR site.	06/05/20	SILVER	06/05/20	Open
To agree who will lead the PPE task group from now on	Agreed Fin Garvey to be new project lead with Stuart Aislebie assisting	07/05/20	Stephen Gibson	07/05/20	Closed
To agree approach to most appropriate way for staff to return to work based on a managed approach	Agreed to go with Option 2 of report to Set up a management team to over see the easing of lockdown measures across the council and specifically the management of staff returning to normal functions in accordance with government advice and health, safety and wellbeing and Public Health Guidance. This function will now form part of the recovery group to oversee and comms to go out to staff re returning to work.	07/05/20	SILVER	07/05/20	Open

To agree provision of PPE for SBC staff returning to work	Agreed that PPE for staff returning to work at Council premises be sourced through existing route but stock should be managed and distributed separately from that used for frontline services.	12/05/20	SILVER	12/05/20	Open
To agree approach for Council Tax reminder	Agreed to go with a soft option with a gentle reminder and emphasise that help is out there should residents be struggling financially. Work toward a single view in the future to chase for council tax/business rates and rent.	15/05/20	SILVER	15/05/20	Open
To decide on Reopening of Tennis courts	Agreed to go with Option 2 to open up all tennis facilities across the borough for use by residents and members of Salt Hill	15/05/20	SILVER	15/05/20	Closed
To decide the local implementation of test and trace	Agreed that Stephen Gibson be the SBC Lead Director and Fin Garvey be the project lead. The task group to evolve from the existing testing group and include Public Health and HR. Detailed Plan to be prepared.	19/05/20	SILVER	22/05/20	Open
To agree the data management system to be used for Shielded residents	Option 3 of paper agreed to procure the Community Helper system (Civica) which was free for 6 months. Options for medium/long term to be developed.	19/05/20	SILVER	19/05/20	Closed
To decide the approach to social distancing advice in the town centre and open spaces	Option 2 of paper agreed that a task group sponsored by Richard West and including relevant Service Leads and key officers work together to coordinate activity. Any significant activity in terms of financial costs or risks e.g. SBC staff enforcing social distancing to be escalated. JW to lead discussions with partners on medium term approach.	19/05/20	SILVER	19/05/20	Open
To consider the proposed Blue Jeans Configuration and Deployment	Agreed to move to a new licensing model with Blue Jeans and enter into a new contract for a year.	19/05/20	SILVER	29/05/20	Closed

To consider SBC approach to PPE/face coverings at OH for staff	After a detailed discussion a decision made that SBC would not be providing PPE currently as feel that the 2m social distancing guidelines can be met. However this will be reviewed in line with any new guidance and once staff start returning to the building. If staff want to wear their own masks then that is their choice. PPE will however be purchased in case any new decision is made to provide this to staff in the future.	22/05/20	SILVER	22/05/20	Closed
To consider if we need to keep military planner Steve McGuinness	Agreed to keep and Alison to complete all necessary forms	22/05/20	SILVER	22/05/20	Closed
To consider a report from the public health team on advice to residents on the use of face coverings in uncontrolled public spaces	Recommended Option 3 agreed to 'Watch and Wait' based on monitoring Covid-19 case numbers and emerging data from the Biosecurity Centre. In the meantime, liaise with other nationally to understand good practice and follow Government guidance. Proactively explore channels to produce or acquire face coverings to accepted specification and volume.	29/05/20	SILVER	09/05/20	Open
To agree the support to implement the agreed Local Authority Discretionary Funding for Business Scheme to commence on 1st June 2020	Recommended Option 1 agreed that the scheme be led and administered by the economic development team, and that support be sourced from other departments subject to the process for this being agreed with HR.	29/05/20	SILVER	01/06/20	Closed
To agree the Care Home Support Plan for Slough	Care Home Support Plan and template agreed and the substantial work put in by staff be recognised.	29/05/20	SILVER	29/05/20	Closed

Summary of significant decisions taken by Silver

APPENDIX A

Decisions taken since 5th June

Decision Required	Outcome	Date of decision	Decision made by	Target Date	Status
To agree to reopen birth registrations service at TheCurve	Option 2 agreed to reopen 8/6/20 but may a flexible plan in future	02/06/20	SILVER	02/06/20	Closed
To agree the process for Internal Building Occupiers/Services to re-open their respective services.	Agreed Option 1 – Implement a Compliance Check through the Workplace Safety Group. Programme of building re-opening to be approved by Silver w/c 8th June, noting the decision already taken to reopen registrars services in The Curve.	05/06/20	SILVER	09/06/20	Open
To agree the frequency of ASC provider updates	Agreed that reports be made to Silver by exception in future.	05/06/20	SILVER	05/06/20	Closed
To consider the reopening of the Cycle Hire scheme	Agreed to refer to the Workplace Safety Group to review compliance in line with process agreed for building / service reopening.	09/06/20	SILVER	12/06/20	Open
To consider reopening of buildings	Agreed to go with Option 1 - To approve the list of the re-opening of buildings as received, and give authority to the Workplace Safety Group to approve the dates for re-opening once all measures have been met	12/06/20	SILVER	12/06/20	Closed
Agree interim local outbreak plan	Interim plan agreed with a few discussed amendmnets and adding SCST to membership	12/06/20	SILVER	12/06/20	Open

To decide restart of parking enforcement and reopening of multi-story car parks	Agreed to resume parking enforcement from 17th June with warnings for the first week then full enforcement; following completion of Workplace Safety Group form to open Hatfield car park on 22nd June with standard changes; restart charges for Herschel car park from 22nd June (SBC staff for 1st September); and continue with online payments only for fines with Parking Shop to remain closed.	16/06/20	SILVER	22/06/20	Closed
To decide on To revert to the usual hours of the concessionary travel scheme for buses with effect from 22 June.	Agreed with Option 1 to Revert to statutory minimum concessionary travel scheme from week commencing 22 June 2020.	19/06/20	SILVER	19/06/20	Closed
To decide whether to reopen Slough Cycle Hire	Agreed with Option 1 - reopen Slough Cycle Hire as offers a lower risk alternative to travel on public transport.	19/06/20	SILVER	19/06/20	Closed
This report seeks approval from Silver to delegate authority for the Interim Director of Regeneration to enter into a 6 month lease agreement with the DHSC to open a hybrid Testing Centre at the former Montem Leisure Centre.	Agreed with option 1 Delegate authority to the Interim Director of Regeneration to enter into a 6 month agreement with the DHSC to lease the former Montem Leisure Centre car park to accommodate a temporary walk-in and drive-through testing centre at a "peppercorn rent".	19/06/20	SILVER	19/06/20	Open
To consider request to hold necessary events and meetings at Observatory House.	Agreed, subject to compliance with Workplace Safety Group advice.	23/06/20	SILVER	23/06/20	
Agree lessons learned propositions	Agreed emerging themes and initial propositions. Agreed that a discussion to be had at SLT 7/7 to complete	26/06/20	SILVER	26/06/20	Closed
Decision to be made regarding the opening of a large meeting room to allow specific investigations and interviews to recommence.	Agreed to go with Option 2 and reopen a large meeting room on ground floor to hold the investigations interviews and relocate the PPE store elsewhere	26/06/20	SILVER	26/06/20	Closed

To agree to recommence court bubbles in a room at OH	Agreed in principal that SBC will support if can	26/06/20	SILVER	26/06/20	Open
Agree reopening of buildings proposal	Agreed schedule of reopening buildings presented by JC/WPSG	26/06/20	SILVER	26/06/20	Closed
To agree if OH maintains social distancing of 2 metres or reduces to 1 metres plus	Guidance was considered and decision made to maintain social distancing at OH at 2 metres	26/06/20	SILVER	26/06/20	Closed

Ref	2021/02
Title of decision	Appointment to the Overview & Scrutiny Committee
Date decision taken	11 th June 2020
Decision maker	Service Lead Governance
Portfolio	Finance & Strategy
Details of decision taken	That Councillor Mohammad be appointed to the Overview & Scrutiny Committee in accordance with Council Procedure Rules Part 4.1 Paragraph 1.2 (vi) of the Council's Constitution.
Reasons for taking decision	To fill the vacancy arising from Councillor Sarfraz's maternity leave.
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	2021/03
Title of decision	Speed management approach and traffic calming scheme prioritisation
Date decision taken	7 th May 2020
Decision maker	Service Lead, Major Infrastructure Projects
Portfolio	Sustainable Transport & Environmental Services
Details of decision taken	<p>Background:</p> <p>SBC's transport team receives many requests from residents to review speeds and to improve local road safety. The existing process for responding to individual requests is resource intensive, applied on a case by case basis and does not prioritise funding according to need but rather, is driven by the timing of when the issue was raised.</p> <p>To establish a fair, evidence led programme an improved approach has been designed which will identify and treat those sites/routes that have a higher incidence of accidents and where initial investigations indicate speeding. By methodically evaluating available data - the new approach will score and rank sites, selecting areas to take forward for engineering interventions in the following year, funding permitting.</p> <p>It should be noted that, where appropriate, a range of road safety interventions will continue to be offered to residents who have requested traffic calming. Where existing speed and accident data does not demonstrate the need for a physical traffic calming measure, alternative educational and/or enforcement measures will be proposed.</p> <p>The revised approach once agreed, will be made available online.</p> <p>Supporting Local Policies</p> <p>The scheme will help deliver the following key actions from the Five Year Plan and the Infrastructure Projects Service Plan 2020-21.</p> <p>1.2 Ensure a fit for business transport infrastructure – by reducing congestion and making journey times more reliable and safer.</p> <p>1. 4. Build on success in making Slough safer - by incorporating road safety measures into all engineering schemes delivered across the Council.</p> <p>5.1 Enable children and young people to lead emotionally and physically healthy lives – by improving air quality</p>

through schemes that reduce congestion and improve safety at key locations

Financial Implications

The cost of undertaking quarterly Automated Traffic Counts, implementation of any speed management measures and traffic orders is covered by the Council's capital funding programme under the Local Transport Plan allocation. The implementation of future integrated transport schemes remains dependent on continued capital funding.

Equalities Impact Assessment

An equalities impact assessment has not been undertaken. However, the expectation is that there will be no negative impacts for any specific group. Positive impacts are expected in terms of reduced congestion and safer journeys. Although motorists and commuters do not count as protected groups in EIA terms, improved safety will be of benefit to all groups.

Legal Implications

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).

Conclusion

The Transport Strategy team has determined that:

The speed management approach and road safety programme must remain evidence led. The proposed process for dealing with residents' requests is set out in Appendix 1.

- The number of areas/schemes taken forward for further investigation or shortlisted for prioritisation and implementation will be dependent on continued funding, the extent of the proposed scheme and whether there are efficiencies to be made through the extension of planned works such as major schemes.
- Consideration of budgetary constraints and appropriateness of the desired measure may mean that is not always feasible to introduce changes to speed limits or to introduce engineered measures. The Council already offer a range of educational and enforcement measures which may be better suited to address a perceived or actual issue.

Decision

- That the proposed improvements to the existing speed management approach and road safety schemes prioritisation list is agreed.
- That the process detailed in Appendix 1 is agreed and be made available to residents to view online alongside information on areas where speed data has been requested and collated but which does not qualify to be taken forward to the prioritisation stage. Information on educational and enforcement measures will also be included with clear advice how these may be accessed.
- To carry out a borough wide speed assessment in quarter three each year to include areas that may evidence a speed issue but where a complaint has not been received. Any area that warrants further investigation will be reviewed using the same prioritisation criteria as set out in Appendix 1.

Appendix 1

Process for reviewing speed and accident data

Speed and accident data management investigation will include the following three stage process:

If a resident has requested traffic calming or identified a speed concern

Stage 1:

Initial desktop research on speed/accident data

- Evaluation of incidence of speed related collisions, using the most recent 3-year period for which validated data is available.
- Data on vehicle speeds, recorded through desktop study through CrashMap speed data analysis

Where evidence in Stage 1 indicates an issue, this will lead to stage 2.

Where evidence in Stage 1 indicates no evidence to support the request, no further action will be taken. The resident requesting the action will be updated of the outcome.

Stage 2:

Further, focused investigation

- Automated Traffic Counters will be installed. The commissioning of average speed surveys (at times

	<p>when the road is free-flowing) will be commissioned quarterly throughout the year in mid -March, June, September and December.</p> <p>Where evidence in Stage 2 indicates an issue, this will lead to stage 3.</p> <p>Where evidence in Stage 2 indicates no evidence to support the request, no further action will be taken. The resident requesting the action will be updated of the outcome.</p> <p>However, high level information which progressed to Stage 2 and is not progressed to Stage 3 will be made available online and will include information on location, average speed and date of study.</p> <p>Stage 3:</p> <p>Prioritisation of future work</p> <ul style="list-style-type: none"> • Where evidence indicates Stage 2 speed and accident data is an issue, the area will be added to the annual prioritisation database and weighted against policy objectives and the number and severity of accidents. • Future traffic calming engineering schemes will be determined by the prioritisation database and evaluated in December for delivery in the upcoming financial year. • The number of schemes implemented will be funding dependent. Any schemes that are taken forward may include a combination of interventions tailored to specific routes. Implementation of schemes will be dependent on positive consultation with residents and statutory consultees including the police and emergency services. <p>For completeness, the revised process will also include a review of speed limits across the Borough in Q4, utilising CrashMap speed data to establish if any work needs to be targeted in specific areas where a complaint has not been received.</p>
Reasons for taking decision	As detailed above
Options considered	N/A
Details of any conflict of interest, disclosable pecuniary interest or non-statutory	None.

disclosable interest declared	
Reports considered	N/A

Ref	2021/04
Title of decision	Bus lane introduction along A4 with supporting cycling measures
Date decision taken	15 th May 2020
Decision maker	Interim Director Regeneration Service Lead Major Infrastructure Projects
Portfolio	Sustainable Transport & Environmental Services
Details of decision taken	<p>Purpose of Significant Decision:</p> <p>To seek approval to implement a shared bus and cycle lane under a temporary traffic order, Post Covid, to support public transport users, cyclists and pedestrians as part of social distancing.</p> <p>Introduction</p> <p>The Council has during the Covid-19 lockdown recorded, like many other authorities, a significant drop in traffic flows and measurable improvement to air quality. There has also been an increase in cycling and walking levels. Emerging evidence suggests that once restrictions start to ease, there will be an upturn in car use and decrease in public transport use.</p> <p>We know that active travel is affordable, delivers significant health benefits, can improve wellbeing and improves air quality. Similarly, we also know that local bus services provide a vital means of accessing services for many of our residents. Within Slough, over a quarter of households do not have access to a car, this ranges from 10% of households in Cippenham, Colnbrook and Langley to over 40% in Upton, Chalvey and Burnham. (Local Transport Plan 3)</p> <p>We need to lock in the benefits that have been realised during this lockdown period and therefore; a dedicated bus lane with supporting cycling infrastructure along the A4 is proposed. The A4 bus lane will be designed to reflect better cycling infrastructure, enabling cyclists to be separated in the short/medium term from pedestrians. In addition, public transport users will have more room near bus stops and other parts of street furniture. Pedestrians will have additional space which was used by cyclists.</p> <p>We recognise that adapting road space can influence modal choice. Where Government has indicated that additional funding will be released to support walking and cycling aspirations, there may be scope, at a later stage to introduce segregated cycle lanes, dependent on feasibility studies and</p>

funding coming forward.

Background

The current status on traffic flows are included in the attached appendices and report that approximately 70% traffic reduction around the Huntercombe Spur junction and around a 50% reduction near to Brands Hill/Junction 5. This reduction has then been compared to the air quality modelling undertaken looking at the five AQMA's.

The five AQMA's have indicated that in terms of NO₂ there has been a reduction of between 30%-41% and in respect of NO_x there has been a reduction of between 45%-59% these are modelled scenarios based on data available to the environmental quality team.

The rise in numbers cycling and walking locally has not been included here. We have four permanent cycle counters located in the borough along the Bath Road, Salt Hill Park, Cinder Track near and the Footpath near Kedermiser Park however these locations would not pick up the local journeys to services/shops undertaken by cyclists during this lockdown period. Walking numbers are not monitored.

Government Guidance Covid 19

A primary aim is to support social distancing as per the current legislation (of 2m distance). The proposed changes to the A4 are designed to help residents make trips by bicycle or foot while maintaining social distancing and to support bus services.

The scheme is proposed under the new legislation for introducing traffic orders. A temporary traffic order will be introduced, which can remain in place for up to 18 months. Where this will be introduced to put the proposed measure in place, it will also allow us to monitor both positive and negative impacts and adjust the scheme accordingly. Traffic signs will be needed to inform users of the changes to road layouts.

Officers are working on surveys and designs to help support this undertaking and will be engaging with stakeholders over the design process. Large stretches of the A4 already have bus lanes.

Proposal

The new bus/cycle lanes are proposed from east of the Huntercombe Roundabout through to the Sainsbury's roundabout both on the east and westbound carriageways. A small section east of the Sainsbury's roundabout to Lynwood Avenue will not have new bus lanes due to the single lane approach after which the bus lanes will connect with the existing SMaRT bus lanes which were implemented two years ago.

In respect of cycling along the A4 there have been concerns raised by residents about social distancing with pedestrians on shared-use paths. By introducing bus /cycle lanes we will be able to reduce the conflict by providing cyclists an on-road facility which will have less traffic and no interaction with pedestrians except at junctions. This will also mean that cyclists will have less interaction with street furniture on the footways such as bus stops (with passengers boarding/alighting), streetlighting columns/sign poles etc.

Risks

It should be noted that although we are introducing public transport improvements, capacity on buses will be reduced up to potentially only one tenth of previous capacity being available, when social distancing rules are applied. Within Slough, it's recognised that many residents are reliant on bus services. We will work with operators to maintain bus services. It should be noted however that certain routes may be considered unprofitable and no longer provided. Should this occur, an additional cost to the Council may be incurred.

It is anticipated that the proposed infrastructure will have a negative impact on private vehicle journey times and may increase congestion along some points. Due to the urgency of this work to introduce protective measures in response to Covid-19, there will be limited mitigation packages that will alleviate congestion on the highway although work is being undertaken to adjust signal timings where possible.

Businesses have already responded quickly to establishing working from home practices. It is considered likely that this will continue to be maintained even after the lockdown eases. In addition, in order to manage social distancing within the workplace, it is unlikely that a business as usual model will be reinstated in the short term. The negative impact of increased congestion is therefore unlikely to be felt immediately and will permit an incremental 'bedding in' period.

A safety audit will be undertaken to ensure the A4 bus lane with cycling improvements meets the necessary requirements.

It is likely that increased rat-running will occur, as drivers attempt to avoid the A4. We are reviewing known sites where this may happen and will seek to introduce supportive measures to address this issue. This may be cost prohibitive and we may have to implement a capped offer to reduce negative impacts, if we unable to remove them.

Local businesses may be impacted with concerns raised that their staff are unable to travel to work easily, or that their deliveries to site have been negatively impacted.

Not all cyclists will be confident sharing a lane with a bus. The bus lane will be introduced which may improve bus movements, it may not support cycling growth. A phased approach is recommended which builds in the option of creating a segregated cycle lane as funding comes forward. It is unlikely that there will be significant increase in cycling until a segregated option is built.

Monitoring

Although supporting social distancing is central to this proposal, we will not be reporting on this - as guidance changes from central government we will need to respond accordingly. However, the Council do need to demonstrate that these proposed measures are worthwhile. An aim of this work is to ensure we do not return to pre-covid air quality measures. We will therefore continue to assess the impact of the proposed measure has on air quality and local pollution levels through monitoring and modelling.

Journey times will be reviewed periodically during this period to measure impacts. We will also be speaking to local businesses to collect qualitative data.

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 making journey times more reliable and safer.

1. 4. Build on success in making Slough safer - by incorporating road safety measures into all engineering schemes delivered across the Council.

5.1 Enable children and young people to lead emotionally and physically healthy lives – by improving air quality through schemes that reduce congestion and improve safety at key locations

Financial Implications

- Dedicated bus lane and markings for cyclists.
- Advance stop lines to be introduced along the entire route to accommodate cyclists at junctions.
- Review of traffic signals to reduce journey times for drivers.
- Review of areas to prevent rat running with supporting measures

The cost of undertaking this work is expected to be in the region of £60k subject to level of signal modifications that are required and the amount of traffic management required. This cost will be met through the existing LTP capital budget and Highway Maintenance capital budget.

Supporting measures to prevent rat running will be reviewed in line with the total budget of £60k.

Equalities Impact Assessment

An equalities impact assessment has not been undertaken. However, the expectation is that there will be no negative impacts for any specific group. Positive impacts are expected in terms of reduced pollution, controlled social distancing and improvements to passenger transport.

Legal Implications

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). The guidance on social distancing and the expectation that pedestrians/cyclists and public transport users will come into closer proximity helps support the councils position to provide this new infrastructure.

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

In line with support from the political administration and in view of the potential benefits that are expected to arise from the implementation of bus lanes in the forms of better social distancing, better cycling facilities, improved journey times for public transport users and improvements to air quality it is proposed that bus lanes are introduced along the A4 from Huntercombe Rbt to east of the Sainsbury's roundabout, starting first with the deployment in the town centre.

Decision

That the following proposals are approved:

- That new bus lanes on the eastbound carriageway from east of the Huntercombe Rbt to east of the Sainsbury's Rbt. be implemented
- That new bus lanes on the westbound carriageway from east of the Sainsbury's rbt to east of

	<p>Huntercombe Rbt. be implemented</p> <ul style="list-style-type: none"> • That Cycle provision be included within the design including advanced stop lines and future proofed to accommodate segregated cycle lanes where possible. • That signal timings are adjusted to help reduce congestion where possible. • That Temporary Orders are implemented to ensure that the bus lanes are enforceable. • That air quality monitoring/assessment be undertaken following the implementation. • Reviews are undertaken after an initial three month period but also as and when circumstances change.
Reasons for taking decision	As detailed above.
Options considered	As detailed above.
Details of any conflict of interest, disclosable pecuniary interest or non-statutory disclosable interest declared	None.
Reports considered	N/A

Ref	2021/05
Title of decision	Formal Approval of the Transport for the South East final proposal to Government
Date decision taken	27 th May 2020
Decision maker	Service Lead Major Infrastructure Projects
Portfolio	Sustainable Transport & Environmental Services
Details of decision taken	<p>That:</p> <ol style="list-style-type: none"> 1. Slough Borough Council formally support TFSE in its proposal to government to become a fully ratified sub-national body. 2. Slough Borough Council formally endorse the TFSE document titled Proposal to Government, dated September 2019, for the above specific purpose. 3. Slough Borough Council formally endorse the TFSE Strategy and the plans to engage in further, related study areas. 4. The SBC Major Infrastructure Projects Service continue to lead in the Council's commitment to playing an active role in the further development of TFSE as a formal sub-national body, in order to realise the vision, engage in the further development of the strategy, implement the plans and policies, and otherwise contribute fully in all ways appropriate to the realisation of the objectives of Transport for the South East.
Reasons for taking decision	<p>Background:</p> <p>TFSE has existed as a shadow body since 2017. Since then, TFSE has undertaken extensive research, consultation and strategy development work in partnership with all constituent and group members. Slough Borough Council is both constituent member of TFSE, and a member of the Berkshire Local Transport Body (BLTB) sub-group of TFSE as administrated via the Thames Valley Berkshire Local Enterprise Partnership (TVB LEP). SBC has attended the TFSE Senior Office Group meetings, workshops, launches and all the BLTB meetings where TFSE matters have been discussed. BLTB has been represented at TFSE board meetings by Cllr. Page of Reading Borough Council, on behalf of the group.</p> <p>SBC has been fully apprised of all significant developments, and has responded in detail to all of the consultations. It is clear from the TFSE full Strategy document that Slough's comments have been responded to in the development of TFSE plans. As would be expected, as TFSE develops,</p>

there will be a number of areas for further discussion, including greater recognition and consideration of Slough's interests, and those of the BLTB. This is acknowledged by TFSE, and is to be expected within any wide-ranging partnership organisation with many stakeholders across the region. There is also a clear commitment to the interest of all parties, and an evident spirit of cooperation. In addition, through the various policy documents already issued, there is strong evidence that TFSE shares SBC's values and objectives in promoting a thriving, sustainable, integrated transport solution, with an emphasis on 'growth, but not at any cost'. Social inclusion and environmental concerns, alongside economic growth, are vital elements of the sustainable future scenario being championed by TFSE.

The consultation process and the SBC responses have included the following:

- TFSE 'Draft proposal to Government' – informal engagement (Feb 2019). SBC response submitted and corresponding SBC Cabinet report approved. See Appendix B.
- TFSE 'Draft proposal to Government' Consultation questionnaire (June 2019). SBC response submitted and corresponding SBC Cabinet report approved. See Appendix C.
- TFSE Strategy (suite of documents) (Summer 2019). SBC response submitted and lead SBC members briefed in writing in January 2020.
- TFSE 'Proposal to Government' (September 2019). The document under consideration in this SD. The Major Infrastructure Team has received written assurance from TFSE that the document presented in September 2019, and included here as Appendix A), will essentially be the version to be submitted to Government, with potentially very minor changes only, for ratification purposes.

Supporting Local Policies

TFSE is by nature a regional body, with regional objectives. However, SBC's presence within this regional context will also lead to developments and improvements within Slough and across boundaries with neighbouring authorities, as well as promoting a partnership approach with all major stakeholders across and adjacent to the borough, with shared interests, needs and opportunities.

Membership of TFSE will therefore help the Council deliver the following key actions in the Five Year Plan outcomes.

- Slough children will grow up to be happy, healthy and successful

Increased levels of public transport and cycling will lead to fewer cars on the road providing safer, cleaner environment for Slough's children.

- Our people will be healthier and manage their own care needs.
- Cycling, walking and multi-modal journeys including public transport will contribute to maintaining physical and mental health.
- Slough will be an attractive place where people choose to live, work and stay. Reduced traffic congestion through greater regional connectivity and increased public transport services will result in improved air quality and safer roads, making Slough a place where people want to live, work and visit
- Our residents will live in good quality homes
- Improved integrated transport links across the region but specifically in the town, giving greater choices for residents as to where they can live and access work and facilities
- Slough will attract, retain and grow businesses and investment to provide opportunities for our residents
- Continuing to work with businesses to reduce congestion on Slough's roads and provide integrated transport options will reduce employee's travel time, and provide reliable travel times. Investment will be further supported by regional major projects and schemes

Membership of TFSE will also support the delivery measures to address the Slough Joint Wellbeing Strategy priorities, as follows:

- Increasing life expectancy by focusing on inequalities – providing better and more connected public transport services across the South East region, but with specific benefit to the town of Slough, its leisure facilities and places of work, enabling better air quality and helping our residents to stay active.
- Improving mental health and wellbeing – With increased support and influence at regional level, cycling can contribute to maintaining physical and mental health. Switching more journeys to active travel will improve health, quality of life and the environment
- Housing – Improving integrated transport links in the area and giving greater choices for residents as to where they can live by improving access to work and facilities. Membership of TFSE will contribute still

further to opportunities at a regional and borough level.

Financial Implications

There are no financial risks. There is, however, a financial obligation in being a member of TFSE. As a constituent member of the collective BLTB group, the current charge per member authority is £9,667 per annum for each of the six authorities.

The standard membership charge for individual unitary authority members (i.e. not part of the BLTB sub-group or similar) is currently £30,000 per annum. The current rate for county councils is £58,000 per annum. However, there are no plans for Slough to seek to change its membership status, and this is not currently under consideration.

Once formally ratified, as part of the ongoing development as a subnational body. TFSE will establish funding opportunities and methods for allocating resources. Within this context, working alongside regional partners and within the overall subnational jurisdiction, Slough will seek to develop a method of securing significant funds from national government and other sources for developments that will help to realise the Slough Transport Vision.

Equalities Impact Assessment

An equalities impact assessment has not been undertaken. However, the expectation is that there will be no negative impacts for any specific group. Positive impacts are expected from TFSE's extensive sustainable approach to the development of a region-wide Transport body. This is designed to cover all three of the core pillars of sustainability: economic, environmental and social. This specifically includes environmental benefits, improved air quality, increased connectivity, improved accessibility, greater social inclusion and better public transport links as well as economic growth.

Timescales

The shadow TFSE board is seeking sign off of the Proposal to Government and the strategy at the next board meeting on 16th July 2020. Subject to approval, the proposal will then be submitted to Government shortly afterwards. The Government has not indicated yet when a decision will be made, however it is considered appropriate and in TFSE's best interests to submit the proposal at this time, with a decision expected in due course.

Legal Implications

There are no specific legal requirements of SBC as a member of TFSE.

However, as a TFSE member, Slough is committed to the governance structure, operating procedures and guiding principles of the sub-national body. The main features here are as follows:

- TFSE will have legal powers and responsibilities that are complementary to the existing powers and responsibilities of Local Authorities.
- These powers will be only those outlined by existing legislation and necessary to realise the TFSE objectives/vision.
- Slough Borough Council will continue to be represented on the TFSE board by the Berkshire Local Transport Body group representative to the board.
- Decision making will be by consensus within TFSE, but any decision impacting a local authority will ultimately require approval by that local authority.

Conclusion

The SBC Major Infrastructure Projects service has determined that:

- SBC is currently a member of TFSE (in its existing form as a shadow body), as approved by Cabinet in June 2019 and again in February 2019. This significant decision is therefore essentially a confirmation of the commitment to TFSE already made by the Council.
- The proposed establishment of TFSE as a fully ratified sub-national body is in all material ways a natural progression from its current status as a shadow body. The objectives, core strategy, governance, policy operating procedures and other guiding principles remain the same as for the shadow body.
- Approving the TFSE Final Proposal to Government is therefore recognition that the proposal is consistent with the previous proposals, strategies and consultations provided/engaged in by TFSE. Slough Borough Council has contributed significantly to this process, and is satisfied with the various outcomes.
- Formal ratification of TFSE is expected to be of benefit to all parties concerned, especially SBC, TFSE, all fellow members of TFSE, residents, transport users and all other relevant stake holders in the South East.

	<ul style="list-style-type: none"> • Membership of TFSE as a fully ratified sub-national body will provide the opportunity to establish ways to further improve a sustainable integrated transport solution both across the South East region and in the borough of Slough. • Any decision not to endorse formal ratification of TFSE would jeopardise the very existence of TFSE, since all local authorities within the region are required to be members for the body to gain full status. • For all of the above reasons, endorsing the TFSE Proposal to Government is a necessary and appropriate action in order to facilitate the ratification of TFSE as a sub-national body.
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	2021/06
Title of decision	Acknowledgment of the Local Cycling and Walking Infrastructure Plan
Date decision taken	7 th July 2020
Decision maker	Service Lead Major Infrastructure Projects
Portfolio	Sustainable Transport & Environmental Services
Details of decision taken	<p>That:</p> <ol style="list-style-type: none"> 1. The LCWIP be formally acknowledged as an authoritative plan to introduce new and better cycling and walking infrastructure across the borough. 2. The LCWIP be circulated within the Major Infrastructure Projects and Transport and Planning services, for active reference and guidance purposes and for the development of schemes. 3. LCWIP schemes be actively considered and developed subject to all necessary tests being met, and all circumstances being favourable. 4. The LCWIP be recognised as an important contribution to the Council's commitment to the promotion of active travel and a fully sustainable, integrated transport solution. 5. The LCWIP be reviewed and developed on a regular basis. This includes ongoing ownership of the plan, and possible further consultation.
Reasons for taking decision	<p>Background:</p> <p>The Slough LCWIP was produced in response to the Department for Transport's (DfT's) commitment to cycling and walking, as set out in its Cycling and Walking Investment Strategy (CWIS).</p> <p>Objectives and Targets</p> <p>The Government's overall objective in the CWIS is to "make cycling and walking and walking the natural choice for short journeys, or as part of a longer journey (by 2040)." This is backed up by the following specific targets:</p> <ul style="list-style-type: none"> • To double the current level of cycling measured in number of stages made by 2025 (baseline 2013) • To reduce cyclist KSIs in England • To increase walking activity to 300 stages per person per year by 2025

- To “increase the percentage of children walking to school from 49% to 55% by 2025

Slough Borough Council shares the Government’s overall objective and values stated in the CWIS and is fully committed to increasing the level of active travel and to improving road safety in the borough.

As part of their commitment, the DfT established a national project, offering local authorities support in developing local cycling and walking infrastructure plans. SBC submitted an expression of interest in 2017, and was subsequently selected for inclusion in the first phase of the project, as one of approximately forty local authorities being included in the DfT programme.

The DfT support comprised technical and strategic support in the development of the LCWIP. This was delivered via a consortium which included the DfT, Mott MacDonald and Cycling UK, with SBC responsible for the creation and ownership of the plan. Extensive reference was made to the DfT’s Technical Guidelines document and to the various related documents and tools provided by the consortium. At the outset of the project, the SBC Transport team hosted a workshop for all internal stakeholders to contribute with comments on the existing cycling and walking networks and aspirations for future routes.

The active development of Slough’s LCWIP commenced in late 2018 and was completed in the autumn of 2019. The plan was then submitted to the DfT for their consideration. A positive response to the SBC plan was received from the DfT in March 2020, recognising the opportunities and challenges for the borough, and particularly endorsing the links with existing transport strategy. A copy of the DfT’s response is included as Appendix B at the end of this document.

Funding opportunities

No new funding opportunities were presented by the DfT at the outset of the project.

For further information and comment, see the section on Financial Implications on page 4.

LCWIP Contents

In accordance with DfT guidelines, the SBC LCWIP contains three main elements:

- Details and plans of the existing cycling and walking networks in Slough
- A proposed list of prioritised schemes (one for each mode of travel)

- A narrative report, specifying links to existing Council policy, strategies and initiatives, and related contextual information.

The LCWIP also contains a section on Cycling and Walking Standards, which contains guidelines and recommendations for constructing/installing relevant infrastructure on the highway in Slough.

Level of Ambition

As urged by the DfT, the Council has endeavoured to adopt an ambitious approach in the LCWIP. This includes a variety of infrastructure proposals and associated levels of engineering complexity. The ultimate aspiration of a network of full segregated cycle ways is not currently considered possible, given the existing road and transport network in Slough. However, a number of the schemes include segregation measures, potentially in the form of pilot schemes. Other proposals include better demarcation of cycle ways, improved signage and lining, and a 'healthier streets' approach (designed to create safer, more attractive routes for cyclists and walkers in a variety of ways).

Considerable thought went into exactly how ambitious to be. The conclusions were that the LCWIP must be deliverable, i.e. physically possible, in line with political commitments and expected to receive support, and likely to be welcomed in the community.

Noting the Council's commitment to environmental concerns and targets, there is potentially scope for a much greater level of ambition. It can be expected, then, that the LCWIP, as a living document, will evolve and will introduce proposals for schemes of a more extensive nature in the future. It must be stressed, again, that that current LCWIP is the first version of the plan, and that an iterative approach to revising this plan, taking into account all the above concerns and aspirations, will be both necessary and inevitable.

Proposed delivery path

The intention of the Major Infrastructure Projects service is to seek to deliver the plan, or at least all schemes in the plan that meet further service led criteria and prioritisation, as far as reasonably possible given the various opportunities and constraints. All scheme proposals will be subject to the standard service project prioritisation and scoring system. Further, all schemes will be subject to available funding, and the appropriate level of project and procurement procedures.

The LCWIP is essentially an infrastructure plan, and it will therefore be necessary to advance the plan in combination with behavioural change programmes. This will therefore involve close working with the SBC Access Team as well as highways engineers, technicians and other teams / departments with an interest in the advancement of active

travel. This includes (but is not limited to) the DSO, the Transport and Planning service, Public Health and Active Slough teams. Depending on the scale and scope of the schemes, the Project Management Office will also be consulted.

Clear ownership of the LCWIP and all relevant proposals / procedures will be necessary. Ideally, a cycling and walking champion will be appointed within the Major Infrastructure Projects service, in addition to the existing shared commitment to active travel and healthy living.

Supporting Local Policies

The LCWIP is essentially a plan, rather than a strategy. However, this plan makes extensive reference to the Council's over-arching policies and the Transport specific policies maintained by the Major Infrastructure Projects service.

The LCWIP will help the Council deliver the following key actions in the Five Year Plan outcomes.

- Slough children will grow up to be happy, healthy and successful

Increased levels of active travel will lead to fewer cars on the road providing safer, cleaner environment for Slough's children.

- Our people will be healthier and manage their own care needs.

Cycling, walking and multi-modal journeys involving active travel will contribute to maintaining physical and mental health.

- Slough will be an attractive place where people choose to live, work and stay. Reduced traffic congestion through uptake of active travel in response to better cycling and walking infrastructure will result in improved air quality and safer roads, making Slough a place where people want to live, work and visit.
- Our residents will live in good quality homes

Improved integrated transport links within and across the borough, giving greater choices for residents as to where they can live and access work and facilities, and how they can travel between them.

- Slough will attract, retain and grow businesses and investment to provide opportunities for our residents

Continuing to work with businesses, especially with travel planning initiatives, to reduce congestion on Slough's roads and provide integrated transport options will reduce

employee's travel time, and provide reliable travel times.

The LCWIP will also support the delivery measures to address the Slough Joint Wellbeing

Strategy priorities:

- Increasing life expectancy by focusing on inequalities – providing better and more connected cycling and walking infrastructure, to benefit of the whole of the borough, including (but not limited to) its leisure facilities and places of work, enabling better air quality and helping our residents to stay active.
- Improving mental health and wellbeing – With increased support and influence at regional level, cycling and walking can contribute to maintaining physical and mental health. Switching more journeys to active travel will improve health, quality of life and the environment.
- Housing – Improving integrated transport links in the area and giving greater choices for residents as to where they can live by improving access to work and facilities.

The LCWIP will also support the vision and objectives established in Slough's Local Transport Plan (LTP), which is committed to a sustainable, integrated transport solution for the borough. This includes the core LTP strategy and also the LTP Cycling and Walking sub-strategies. The current, third LTP (LTP3) is currently being revised, and will be re-issued as LTP4 in due course. This will include cross-references to the LCWIP and all related plans.

Further, the LCWIP will be referenced in the Strategic Transport Delivery Plan, which again is being prepared for release later in 2020.

Access Fund

The Access Fund team in the Major Infrastructure Projects service is already working hard to promote behavioural change through increased uptake of active travel in Slough. The LCWIP will again both inform and be informed by this programme, in order to maximise the shared benefits. This will involve an iterative process, designed to promote continuous improvement in cycling and walking infrastructure, services and level of travel by these modes.

Financial Implications

There are no financial risks in the presentation and approval of the LCWIP.

The plan does, however, contain lists of possible schemes, one for cycling infrastructure, the other for walking infrastructure. All schemes included in these lists have been provisionally prioritised in terms of the expected level of positive outcomes, and have been given a rough estimate of

cost for their delivery. The approximate total estimated cost for developing and implementing all of these proposed priority schemes in the LCWIP as presented is £47m, comprising £33m for cycling and

£14m for walking. This represents only a fraction of the cost of the investment that would be required to deliver the overall, ambitious changes that would be necessary to meet the Government targets at local level.

There is no actual, mandatory commitment to delivering any of these schemes. Nevertheless, the plan has been developed in order to contribute to meet the stated objectives and to realise the vision of a sustainable transport solution for Slough. Hence, the expectation is that at least some

of these schemes will be delivered. This will be subject to the usual protocols and tests associated with any potential scheme proposed by the Major Infrastructure Projects team.

At the outset of the project, it was made clear by the DfT that beyond the existing funds granted for the Access programme, there was no specific funding stream provided for LCWIP schemes. Nevertheless, the DfT also stated it wished to get a good understanding of the scheme proposals put forward through this process, with a view to considering appropriate funding opportunities in due course. There is still no LCWIP specific fund, but it is reasonable to expect that national government funding will become available for cycling and walking infrastructure projects at local level within the foreseeable future.

In the meantime, the Major Infrastructure Projects service will continue to monitor and assess all relevant funding opportunities, including, for example, funds similar to the Local Growth Fund via the Local Enterprise Partnership, public transport funding (active travel inevitably forms part of multi-modal journeys), developer contributions and other local sources of funds. In some cases, the LCWIP schemes may form part of the concept or preliminary designs that are provided in bids for much larger infrastructure schemes.

Equalities Impact Assessment

An equalities impact assessment has not been undertaken as part of the preparation of the LCWIP. The general expectation is that there will be no negative impacts for any specific group. Positive impacts are expected from the promotion of active travel. It is noted that some cycling and walking infrastructure developments will be of less benefit to people with disabilities or in other groups that may find active travel difficult for any other reason. However, the general principle is to improve the quality of the infrastructure as far as reasonably possible for all network users.

Impact assessments will be recommended for LCWIP schemes (or schemes containing LCWIP

features) where the scale and scope is considered appropriate to such a level of scrutiny.

Timescales

The LCWIP is ready and available now in its current form.

The DfT provided its formal response to this first version of the LCWIP in December 2019.

No further formal DfT review is expected at this point, but the Department has asked to be kept informed at regular intervals of the latest LCWIP related developments and plans for Slough.

The main plan at present is to for the Major Infrastructure Service to refer to the LCWIP wherever considered appropriate. This includes all opportunities to actively promote cycling and walking infrastructure schemes, or to include these elements within larger schemes, specifically where such developments have already been included in the proposed LCWIP scheme lists. To assist in this process, on approval of this significant decision, the LCWIP will be rolled out to all relevant officers/teams within the Major Infrastructure Projects and Transport and Planning services.

For review purposes, the LCWIP will be re-visited and updated at regular intervals. It is proposed that the first formal review will take place by the end of the 2020/21 financial year and subsequently on a three yearly basis. In the meantime, preparations may be undertaken at any point to draw from or to adapt the LCWIP to assist in the delivery of active travel related infrastructure and behavioural change programmes or projects. The LCWIP is intended to be a 'live' document.

Legal Implications

There are no specific legal implications relating to the LCWIP.

The LCWIP does contain a section on cycling and walking infrastructure guidelines relating to engineering and design matters, but these are, as stated, guidelines and recommendations rather than legally binding obligations. In addition to any locally specific guidance, the general advice is to refer to industry standard guidance, and specifically to the DfT's Manual for Streets, and to Cycle Design Standards provided by Transport for London (widely applicable outside of London).

Further, all technical aspects of construction schemes are subject to the usual highway legislation and health and safety laws, and these will be adhered to as standard.

	<p>Conclusion</p> <p>The Major Infrastructure Projects service has determined that:</p> <ul style="list-style-type: none"> • The LCWIP presents an initial, provisionally prioritised, proposed list of new cycling and walking infrastructure schemes. • The LCWIP contains preliminary concepts, but not advances designs. The plan also contains rough estimate of costings. • For the LCWIP to be successful, it needs commitment from all stakeholders involved. • The LCWIP will be subject to further development in terms of how it will be owned, consulted on, and used as a source for new scheme development of all levels of complexity. • Funding opportunities are necessary to assist in the delivery of the proposed schemes. <p>Such opportunities can reasonably be expected from a variety of national, regional and local sources.</p> <ul style="list-style-type: none"> • The LCWIP will both inform and be informed by all relevant SBC transport policy documents and commitments. • There are natural links between the LCWIP and the Access Fund programme / behavioural change campaign. A sustainable, integrated transport solution is at the heart of this shared commitment. • There are also essential links between the aims stated in and opportunities provided by the LCWIP with the SBC Public Health team and all other relevant departments and initiatives. • Formally acknowledging the status and content of the LCWIP via the significant decision process will give the LCWIP the necessary status and backing to help realise the benefits proposed within the plan.
<p>Options considered</p>	<p>N/A</p>
<p>Details of any conflict of interest, disclosable pecuniary interest or non-statutory disclosable interest declared</p>	<p>None.</p>

Reports considered	N/A
---------------------------	-----

Ref	2021/07
Title of decision	Approval of 3 new street names & 6 new building names
Date decision taken	26 th June 2020
Decision maker	Service Lead Planning & Transport
Portfolio	Regeneration
Details of decision taken	To approve proposed building and street names in respect of Phase 1 of the Horlicks redevelopment.
Reasons for taking decision	The developer, Berkeley Homes, wished to retain some form of an historical link with the Horlick's site's previous uses and has therefore chose the following for the three new streets being created: Memorial Avenue, Heritage Walk and Exploration Way and the proposed new building names are The Warehouse, Darjeeling House, The Factory, Artesian House, Aquifer House and The Workshops.
Options considered	N/A
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

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.