



Datchet Parish Council

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DATCHET PARISH COUNCIL MEETING NOTES FOR THE PUBLIC CONSULTATION ON HIGHWAYS HELD IN THE VILLAGE HALL ON MONDAY 19TH JAN 2026 AT 6.30PM

Present: Cllr. D. Buckley (Chairman), Cllr A. Whelan (Highways Lead) Cllr B. Picot (Highways Deputy)

In attendance: Clerk - Mrs. M. Masikito

Public: There were 40 members of the public present

Audio Recording of the Meeting is in the Parish Council Website.

Welcome

The Chair welcomed residents and thanked them for attending. Fire exits and general housekeeping arrangements were outlined.

Why We're Here & How the Session Works

Cllr Picot explained that the slides presented during the meeting were not formal proposals but discussion points and ideas previously raised. Their purpose is to act as a starting point for conversation.

Following this meeting, a phased consultation process will begin. The intention is to gather further ideas, build consensus where possible, and develop a unified position to present to the Borough Council.

The purpose of the meeting is to:

- Identify key issues affecting residents ("pain points").
- Discuss potential solutions.
- Consider both current and future challenges.

Cllr Picot highlighted that discussions should consider not only current concerns but also anticipated future developments, including:

- The potential construction of a third runway at Heathrow.

- New housing developments within the Borough (noting that at least one proposal has already been submitted, with the likelihood of more to follow).

He stressed the importance of putting forward proposals that address both present and future needs.

Issues raised by residents and commonly reported concerns include:

- Anti-social parking.
- Traffic congestion.
- Level crossing delays.
- Speeding and road safety.
- Incidents caused by careless or drink driving.

CLlr Picot acknowledged that while the Parish Council has limited direct authority over highways matters, it can play an important role in gathering evidence and representing residents collectively. A unified voice strengthens the Parish Council's position when engaging with the Borough Council.

He also noted that several relevant issues were identified in the existing Datchet Plan. The intention is not to amend agreed elements of that plan, but to review and progress those priorities where appropriate.

CLlr Whelan made the following points:

Any decisions taken should reflect the kind of community we want Datchet to be. Our approach must align with our identity as residents, respecting the village's heritage while considering its future direction.

While recognising that Datchet has evolved over time—and that returning to the past is neither realistic nor desirable—the focus should be on moving forward in a way that protects the village's character and natural beauty.

Traffic will always be a reality, but the priority should be managing it effectively and responsibly. This requires collaboration with local businesses, residents, schools, and parents.

Above all, decisions must prioritise the wellbeing and needs of the community, ensuring that people remain at the heart of any future plans.

Neighbourhood Plan – Quick Update

A brief update was provided on the Neighbourhood Plan and its relevance to highways and traffic matters.

Key Highways Issues Raised So Far

A summary of the main concerns residents raised.

- **Parking** - Discussion about parking challenges in the village and possible ideas.
- **Traffic** - Looking at traffic flow, congestion, and areas where improvements may be needed.
- **Low Traffic Neighbourhood (LTN)** - A simple explanation of what LTNs are and how they might relate to Datchet.

Public Comments and Concerns

Low Traffic Neighbourhood (LTN)

Resident 1 raised concerns about the potential impact of LTNs on small businesses, particularly the administrative burden of registering ad hoc clients. They reiterated that this additional workload could deter customers and place further pressure on already-stretched local traders.

ClIr Whelan outlined how LTNs operate, including the predictability they can offer and the registration processes for regular users.

Resident 2 expressed similar worries, highlighting the effect LTNs could have on drive-by businesses such as petrol stations and cafés, and emphasised the need to protect local businesses from any unintended negative consequences. They also stressed the importance of protecting local businesses and the potential negative effects of LTNs.

ClIr Picot noted the importance of undertaking a comprehensive traffic survey to understand existing traffic flows and provide an evidence base for any future recommendations.

ClIr Whelan referred to trials where LTNs had resulted in increased local footfall.

Resident 3 Resident since 1972 stated that Datchet has historically been used as a rat run and felt an LTN could be beneficial, provided careful consideration is given to impacts on local businesses. They also requested assurances that residents would not be charged permit fees.

ClIr Picot Outlined that the negatives and positives are thought through

Resident 4 asked that any future LTN proposal should cover the outer parts of the village as well as the centre. They highlighted ongoing rat-running along Horton Road and Ditton Road and noted that, if these areas were excluded, traffic could simply be pushed elsewhere rather than reduced. They also reported what they felt was an increase in airport-related parking on residential streets since Christmas. While recognising the importance of supporting genuine local businesses, they felt the Council should ensure village roads are not being used inappropriately where no parking restrictions exist. They emphasised the need for a joined-up and enforceable approach to avoid unintended consequences.

Resident 5 stated that Datchet has two bridges and that travel between the two sides of the river generally requires passing through the village, making it difficult to prevent through-traffic.

Reference was made to the proposal's statement that main roads would remain open. The member observed that many resident concerns, particularly regarding speeding, relate to these main roads and may therefore remain unaddressed.

It was further noted that not all residential roads are used as cut-throughs. Specific roads have been identified as problem areas, and it was suggested that targeted measures, such as traffic calming,

could be considered as an alternative to implementing a full LTN. There would also be a cost attached to it, it's not cost free.

Historically the two bridges have always made the village an important crossing point. They questioned how an LTN would work in this context, as discouraging through-traffic could be difficult given Datchet's position and the fact that both bridges feed directly into the village.

Cllr Whelan noted that implementing an LTN would involve a cost to residents; however, grant funding is available, and over time the scheme could become cost-neutral.

Cllr Picot acknowledged that an LTN would involve significant cost but advised that it was too early in the process to focus on financial implications. He added that some ideas currently being explored may not progress once they have been examined in more detail.

Resident 6, a long-term resident, felt an LTN could be worthwhile if impacts on businesses were fully considered. They highlighted speeding, poor parking enforcement, and pedestrian safety concerns. Concerns were raised about the lack of a zebra crossing near Churchmead School and the need for a crossing on the High Street. A 20mph speed limit was suggested to improve safety.

Resident 7, a long-term resident, raised concerns about the impact of utility company roadworks, noting prolonged closures and poor coordination that cause significant traffic disruption and end up costing a considerable amount of money. They described difficulties when reporting issues, often being passed back and forth between utility companies and RBWM. They also highlighted a recent incident where a pedestrian crossing was closed without any safe alternative route being provided, which they felt was extremely dangerous.

Resident 8 stated that an LTN would not work. Concerns were raised about train barriers being closed too long, support for a 20mph speed limit, and the lack of action on illegal parking. It was suggested the Council could generate income through enforcement. The station car park was noted as being largely unused.

Resident 9, who has lived in the village for 29 years, raised concerns about the mini-roundabout near Eton Road, describing it as dangerous due to the speed of approaching vehicles. They felt it was "an accident waiting to happen" and suggested that a zebra crossing near Churchmead School would help improve safety.

Cllr Picot – The alternative to the LTN is a one-way system – This is just one idea.

One-Way System Proposal

Allen Corcoran presented a one-way system proposal which he prepared 7.5 years ago. The following points were raised by residents:

Resident 10 stated the proposal would not work east to west if you were traveling on the London road or the Horton Road and would be required crossing the railway line twice in order to get to Slough.

Resident 11 raised concerns about delays caused by being stopped twice at the level crossings. They also noted that traffic volumes increase significantly during events such as the horse and dog shows in Windsor, creating a constant flow of vehicles in one direction. They felt this could lead to even longer delays for residents.

Allen Corcoran - responded

Resident 12 Resident for 9 years felt a one-way system and a 20mph speed limit would not be effective, stating that drivers who speed will continue to do so. Emphasis was placed on pedestrian safety.

Cllr Buckley – Cllr Buckley noted that a previous study had been carried out on introducing a 20mph limit through the village, and confirmed that this could be revisited

Resident 13 referred to data suggesting that slower-moving traffic can contribute to increased air pollution. They noted that the level crossing comes down four times an hour and that the 10-carriage trains are too long for the platform. They suggested that the Parish Council could consider collecting air-quality data along Slough Road, Horton Road and the High Street to better understand the local impact.

Resident 14 highlighted dangerous overtaking at the roundabout near the War Memorial when barriers are down and raised concerns about the lack of enforcement and cameras.

Resident 15 - Is there a budget how much is there?

Cllr Buckley noted that no budget is currently allocated for this project. He added that the Parish Council is developing its strategic plan, and this matter can be considered within that process to enable appropriate budget allocation.

Resident 16 raised concerns about cyclists and e-scooters on London Road, describing it as an accident waiting to happen.

Resident 17 raised concerns about Ditton Park Road, relief roads, and the volume of east–west through traffic.

Resident 18, who lives opposite the library, stated that an LTN was the only solution to the ongoing problems. They raised concerns about speeding, noise, loud music, anti-social behaviour, and the impact on their quality of life. They reported repeated damage to boundary walls caused by traffic and expressed concern about future increases in traffic linked to nearby bus stops and new developments. They commented that Datchet is supposed to be a conservation village and felt that, with the AL39 development, the situation is likely to worsen, adding that they now consider Datchet a very difficult place to live

Cllr Whelan asked whether the pedestrian crossings could be progressed separately from the wider traffic-management system. Cllr Buckley confirmed that this can be explored.

Members noted the importance of future-proofing Datchet, taking into account issues such as the Third Runway, the 500 homes being built locally, and the impacts of climate change. These wider factors need to form part of the discussion.

What Happens Next

The Parish Council will gather all feedback and evidence, including traffic and speed surveys, and prepare a report to be shared with RBWM. Proposals will then be presented back to residents for further discussion. The Council will also contact Thames Valley Police regarding the potential for speed-enforcement cameras and will seek volunteers to assist with community engagement.

Members noted the importance of future-proofing Datchet, taking into account issues such as the Third Runway, the 500 homes being built locally, and the impacts of climate change. These wider factors need to form part of the discussion.

Summary and Close

The Chair thanked everyone for attending and contributing to the discussion.
The meeting closed at 7.45pm.

DRAFT