

CYCLE FORUM

29 October 2012

PRESENT: Councillors James Evans (Chairman), Councillor Malcolm Beer and Councillor Derek Wilson.

Karl Benz (Guards Club Residents Association), Peter England (CTC), Roy Fabry (Sustrans), David Lambourne (Thames Velo), David Layzell (Maidenhead Cyclists Action Group), Andrew Payne (Maidenhead and District Cycle Club), Mark Powell (Resident), Susy Shearer (Windsor & Eton Society) and Andrew Small (Resident).

Officers: Gordon Oliver and Karen Williams.

PART I

14/12 APOLOGIES FOR ABSENCE

An Apology for Absence was received from Ian Taplin.

15/12 DECLARATIONS OF INTEREST

There were no declarations of interest.

16/12 MINUTES

RESOLVED: That the minutes of the meeting of the Forum held on 2 July 2012, be approved, subject to the following amendments:

- **The addition of Susy Shearer to the apologies**
- **10/12 to read ‘...The only location in the Borough with a significant casualty record is the junction of *Pococks Lane* and *Slough Road*....’**
- **11/12 to read ‘....In *France* people made seven times more cycle journeys but they had a quarter of the amount of injuries that had occurred in *Great Britain*’.**

17/12 CYCLING CAPITAL PROGRAMME 2012/13

The Forum considered a progress update on the 2012/13 cycling capital programme.

A4 Knowl Hill – A scheme had now been designed to alleviate the problem of the current lack of a proper crossing. The splitter island would be relocated and a wider space created for cyclists to wait in. Additional works would be required to infill the deceleration lane. Works were due to commence in November 2012.

Star Lane, Knowl Hill – Surface improvements were now complete. Feedback so far from cyclists had been good.

Kidwells Park, Maidenhead – Leisure services had requested improvements to the original scheme to allow for HGV access. Further options had been developed and the Kidwells Park User Group was to be consulted.

A4 Maidenhead Bridge to Town Centre – The design of a cycle route was to be progressed as part of the Stafferton Way Link Road. Unfortunately the bid to the Local Sustainable Transport Fund had been unsuccessful in securing funding for the link road scheme. Alternative funding sources were being investigated.

Town Moor to Moorbridge Road, Maidenhead – Results of a consultation on the Town Moor Master Plan, to include a cycle route, were awaited.

Cox Green School – Two cycle parking compounds were now in place.

Ferry Road / Mill Lane, Bray – The cycle gate had been put in place prior to the Olympics.

Clarence Road to central Windsor cycle route – The scheme had been designed; consultation on additional measures in subways was underway.

Windsor Boys School – Work on replacement cycle compounds had been scheduled for October half-term.

Sunningdale Station to Dry Arch Road cycle route – The feasibility study had demonstrated that the scheme could not be progressed. Problems had arisen in relation to trees, gradients and a replacement bridge. It was therefore noted that £48,000 of funding was available for reserve schemes.

The Forum noted that the following reserve schemes were proposed to be brought forward:

- Woodlands Park to Grove Park – cycle route feasibility study: Some funding was available from the Safer Route to Schools and Footway Maintenance programmes
- Furze Platt Infants/Junior Schools – cycle/scooter parking: An alternative funding stream is available for which bids can be made
- King's Road, Windsor – cycle route extension: A scheme had been designed to bypass the roundabout and address local residents' concerns. It was confirmed that the scheme could not be further extended as the land further along the road was Crown Estate. Consultation would take place with ward Councillors and the Parish Council.
- Trinity Place, Windsor – cycle gate: The dead-end road would be opened up to cyclist only. Bollards and a dropped kerb would be installed.

- Peascod Street, Windsor – Traffic Regulation Order: An experimental order would be implemented allowing cycling between Oxford Road East and William Street.

Members noted that the cost of the reserve schemes as detailed in the report did not total £48,000. It was agreed that any residual funding could be put towards the Woodland Park to Grove Park scheme. Mark Powell commented that it would be beneficial to both cyclists and motorists. It was confirmed that the scheme would involve widening of the footpath by the airfield. It would not be possible to link the route to National Cycle Route 4.

Susy Shearer expressed her concern at the impact of the proposed Tesco store at the site of the former Three Elms Pub at the Clarence Road / Hatch Lane junction. She explained that the shared use route would not be continued around the footway because of the potential conflict with cars / lorries turning in / out of the Tesco car park. It would be helpful to have a cycle lane indicated on the road surface. She would also like the small strip of double yellow lines on Hatch Lane to be extended beyond St Johns Road as egress was very difficult for residents. Opportunistic parking for the supermarket would exacerbate the problem. Susy Shearer stated that Councillor Mrs Quick, Ward Councillor, was supportive of the proposal to extend the yellow lines. Councillor Beer commented that appropriate signage should be put up to warn both motorists and cyclists. The Forum agreed to support the proposal to extend the double yellow lines. The Principal Transport Policy Officer agreed to modify the proposals in light of the concerns and discuss with the Lead Member for Highways, Transport and Environment and Ward Councillors.

RESOLVED: That:

- i) **Progress on 2012/13 schemes be noted**
- ii) **The proposed reserve schemes as detailed in section 2.2 of the report be brought forward**
- iii) **Residual funding from the unviable Sunningdale Station to Dry Arch Road cycle route be put towards the Woodlands Park to Grove Park Scheme**
- iv) **Support be given to the proposal to extend double yellow lines on Hatch Lane, Windsor**

18/12 CYCLING CAPITAL PROGRAMME 2013/14

The Forum considered priorities for the 2013/14 capital programme. The Principal Transport Policy Officer explained that a bid for up to £150,000 would be submitted. It was likely that funding would include a significant component of Section 106 funding. Existing schemes in the S106 SPD would automatically go forward for consideration. The Principal Transport Policy Officer had already received requests for cycle routes on the A4 and in the Wraysbury/Hythe End area.

David Layzell suggested additional cycle racks at Maidenhead station would be beneficial. The station manager had said that the current racks were full by 7.20am. It had been calculated that an extra 50 racks were needed. Cycling to and from the station already saved nearly 400 car journeys per day on Maidenhead roads. Councillor Wilson commented that the aspiration was to remove all cars from the station forecourt as part of the Crossrail development and create a transport hub. More covered cycle parking would be desirable, along with a bike hire facility. The Principal Transport Policy Officer commented that funding for cycle facilities would not be available as part of the Crossrail development, but additional bids for funding could be made. Susy Shearer commented that additional cycle parking was also needed in the Windsor coach park.

Mark Powell suggested that there was sufficient land to connect national route 4 at Breadcroft Lane. He also commented that there were insufficient links near Bisham Abbey. He would email details of both suggestions to the Principal Transport Policy Officer. David Lambourne suggested the Bottle Lane junction should be considered as cyclists were very vulnerable when making a right hand turn.

It was noted that the east-west route through Oaken Grove Park to the north of Courthouse School was currently used by cyclists but was not an official cycle path. Leisure Services had requested that the path be widened and diverted away from the pavilion. David Layzell commented that a separate access to the children's playground would be sensible, to avoid potential collisions.

In relation to the roundabout at Bisham, it was noted that the Highways Agency had proposed converting the existing roundabout to a signal-controlled junction, with crossing facilities. David Lambourne highlighted that at the last meeting he had raised concerns over the borough's policy on removal of traffic lights. He believed this to be an ill-conceived policy. Members agreed that both the A308 and the roundabout at Bisham were very difficult for cyclists. Andrew Payne suggested that cyclists should be encouraged to use other routes. David Lambourne disagreed; he felt that if problems were identified they should be addressed rather than advising cyclists to use other routes.

Councillor Beer wished for roadside drainage gullies on the A308 to be converted to kerb inlet gullies as they caused cyclists to position themselves two metres out from the kerb. David Lambourne stated that he advised cyclists to cycle in this position to reduce collisions. He also encouraged cyclists to ride two abreast when cycling in groups as single file cyclist were more vulnerable.

David Lambourne also commented on the bad condition of speed bumps in Burchetts Green. Susy Shearer commented that this was also a problem in Windsor and Eton.

19/12 HIGHWAY MAINTENANCE PROGRAMME FOR CYCLISTS

The Forum noted that £7000 was available for maintenance in the current year and suggested the following areas for consideration:

David Layzell commented that on street car parking in Windsor was on the wrong side of Barry Avenue as cars opened their doors into the path of cyclists and pedestrians.

Karl Benz reported that the road surface around manhole covers on Bray Road between Bray and Maidenhead was in a poor state of repair. He felt that surfacing had not been correctly done in the first place.

Susy Shearer explained that despite a number of major developments in the Hatch Lane area there had been no attempt to improve the infrastructure. In particular speed humps were in a state of disrepair.

20/12 PARTICIPATORY BUDGET

The Forum noted the funding allocations as a result of the Participatory Budget survey 2012:

Borough wide: - Highway and pothole repairs - £75,000
- Reducing anti-social behaviour - £25,000

Maidenhead: - Improved roads and pavements - £15,000
- Contribution to the Thames Path - £10,000
- Projects to encourage new businesses - £9,000
- Contribution to the Waterways project - £8000
- Improved cycling facilities - £8000

Ascot and the Sunnings: - Road maintenance - £10,000
- Pavement repairs and maintenance - £5,000
- Improve appearance/environment - £5,000
- Improved cycling facilities - £5000

Windsor: - Contribution to Legacy Bridge - £25,000
- Pavement repairs and maintenance - £15,000
- Better cycle facilities - £10,000

The Chairman suggested funding for Windsor could be used to link the Goslar Way underpass to Alma Road and Trinity Place. Susy Shearer agreed this would provide a good alternative route into the town. It was noted that East Berkshire College provided little cycle storage.

21/12 LOCAL SUSTAINABLE TRANSPORT FUND

The Principal Transport Policy Officer explained that Full Council approval was required to agree spending and hence a decision had been delayed until

September 2012. Authority had been delegated to the Lead Member for Highways Transport & Environment to agree projects to be funded. Two initiatives have already been approved and were being progressed:

- A Bike It Officer had been appointed and was due to start in November 2012.
- The workplace cycle challenge would involve representatives from CTC visiting workplaces in the Borough to encourage a greater proportion of staff to cycle. Any journey of at least ten minutes was valid for the scheme.

It was also hoped that the following schemes could be progressed:

- Extended Bikeability training
- Sky Ride Local
- A Travel Incentive Scheme for journeys within the Borough
- New/upgraded cycle parking
- New/upgraded town centre routes

22/12 CYCLING IN THE NETHERLANDS

The Forum received a presentation on the Principal Transport Policy Officer's cycle tour to the Netherlands. Two towns had been visited as part of the tour:

Assen, with a population of 67,000, had a transport network including access to motorways, a direct rail link to the capital, waterways and an extensive cycle route network. Overall, 41% of all local trips were taken by bike. A new suburb (Kloosterveen) had recently been developed.

Groningen, with a population of 190,000 including 50,000 students had a transport network including motorways, a direct rail link to the capital, waterways and an extensive cycle route network. Overall, 60% of all local trips were taken by bike. Groningen was considered to be the cycle capital of the Netherlands.

Members noted the key principles of cycling in the Netherlands:

- A dense network of cycle routes
- 'Filtered permeability' - through routes for cyclists not motorists
- Segregation from motor traffic wherever possible
- Continuity of cycle routes at side roads / through junctions
- Slow traffic speeds in residential areas / town centres (as low as 10 km /h)
- High quality cycle parking at destinations
- Integration with public transport

Segregated facilities included cyclists being separated from motorists wherever possible. This achieved a high degree of actual and subjective safety. Cycle lanes were wide and well-maintained. On average, children

cycled to school unaccompanied from 8½ years old. Cycle routes usually had priority over minor side roads. Ideally, cycle routes were bent out to give a motorist space to stop when turning off the main road. Cycle routes often crossed side roads on raised tables. Dragon's teeth markings represented 'give way'.

On quiet roads, cycle lanes could be inside the car parking. On busier roads, cycle lanes were outside to achieve segregation from traffic. In all cases, cycle lanes were wide to prevent door conflicts. Drivers were also trained to look for cyclists when opening doors.

Cycle routes were continuous at junctions. Cyclists were still segregated from other traffic. Cycle paths were aligned to help cyclists cross at right angles. Motorists on roundabouts often had to give way to cyclists on entry and exit. A narrow carriageway and large deflection resulted in low vehicle speeds. On-carriageway peripheral cycle lanes did not work. At signal controlled junctions, pedestrian and cycle crossings were often side by side. Cyclists generally crossed dual carriageways in one movement; pedestrians may have to cross in two. Some junctions had all-green phases for cyclists. Cycle routes often crossed busy main roads via subways, which were linear with no sharp or blind corners. When Kloosterveen was built, Assen's ring-road was elevated to allow cyclists to pass underneath. In older residential streets, a 30km/h limit was in place with raised junctions and street trees. All streets were one-way except for cyclists. This allowed for on-street parking and trees and removed through traffic. Home Zones, built in the 1970s and 1980s were designed to put people first. Homes were built around small greens with play equipment. The speed limit was effectively walking pace. Narrow carriageways often had shared surfaces.

The Forum noted that Kloosterveen was a planned urban extension of Assen with 9,000 households. It had been developed around a large purpose-built district centre with shops, schools, healthcare and other services. There were also separate clusters of schools, childcare and community facilities. Cycle routes through the area were direct, as opposed to circuitous road routes.

Many bus stops in villages and suburbs had cycle parking provided. Cycling to rail stations was also very popular. Carriage on trains was allowed at cost. Bike shops and hire services were often available at railway stations. Many new developments had integral, covered, secured cycle parking. On street parking was also provided. Most people simply propped their bike and used a horseshoe lock.

Assen was being promoted as a waterways tourist destination. There were wide cycle routes alongside most canals. The canal into the centre of Assen was dug out and widened and moved 2 metres to accommodate a new cycle way. A former car park was dug out to create a mooring / turning area for boats. There was a main road and cycleway on one side and an access road with priority for cyclists on the other.

Road layouts were designed to keep traffic speeds low. Village gateways were used to ensure compliance. Bus gates were used to provide priority for buses and cycles. Special measures included vertical traffic calming to reduce motor-scooter speeds on cycle routes.

Towns and villages were connected by a comprehensive network of utility cycle routes. There was no home to school bus transport (apart from SEN) hence secondary school children cycled up to 20km each way on safe, segregated routes. There was also a comprehensive network of leisure cycle routes, often accompanied by equestrian routes.

The Dutch had not been afraid to experiment. It had been found that peripheral cycle lanes on a roundabout's circulatory carriageway created confusion and conflict. Complex junctions needed signal control to ensure safety for users.

In response to questions it was confirmed that:

- Many commuters went by rail
- Every village had a cycle route
- Children cycled from an early age; no formal training was provided

David Lambourne commented that cyclists in the Netherlands felt safe because of the legal situation. Susy Shearer said that a culture change was needed in Britain to ensure the most vulnerable road users were respected.

Karl Benz commented that developments in European countries were built with integral community facilities. In the UK, they were added on afterwards. Councillor Beer commented that many towns in Europe that were destroyed in the war were then re-developed with better layouts. The UK had to deal with Victorian- layouts that were not conducive to cycling.

The Forum thanked the Principal Transport Policy Officer for his excellent presentation.

23/12 ANY OTHER BUSINESS

Mark Powell commented that the online forum did not seem to be very active. The Chairman responded that it was an excellent place to communicate between meetings and for plans to be uploaded. He encouraged attendees to use it also for discussions.

David Lambourne raised the issue of road standards. He felt that since the petition had been presented to Cabinet, little progress had been made. A meeting had been held to identify specific problem areas, but he highlighted that the petition had specifically asked for the standard of checking to be improved. The national standards were set for motorists rather than cyclists. He was aware of numerous examples that did not meet the current standards but despite being checked on a monthly basis, were not addressed. He knew

that if a specific problem was reported to Streetcare it would be quickly dealt with, but he was concerned that the checking regime was not sufficient.

Karl Benz commented that officers were willing to improve the situation, but were restrained by budget issues. Roy Fabry commented that an evidence base should be created and all problems reported as soon as possible.

The Chairman concluded that awareness of problems should be raised through reporting, and there was also a need in the future for a meeting to assess the effectiveness of the checking regime. Concrete examples to illustrate the problems would be useful. All were asked to forward details to the Chairman to enable him to take the issue forward. It was noted that any decision on spending would require Cabinet approval.

24/12 MEETING

The meeting, which began at 7.00pm, ended at 9.30pm.

Chairman.....

Date.....