

CYCLE FORUM

9 JULY 2014

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

Miles Gripton, Nicky Frobisher, Holly Seear, David Lambourne, Mark Powell, David Layzell, Andrew Payne, Mark Powell, and Susy Shearer.

Officers: Gordon Oliver, Patrick Romaya and David Cook

PART I

01/14 APOLOGIES FOR ABSENCE

Apologies received from Peter England and Peter Wilkinson.

02/14 DECLARATIONS OF INTEREST

There were no declarations of interest.

03/14 MINUTES

RESOLVED: That the minutes of the meeting of the Forum held on 5 March 2014 be approved subject to 'South West Trains' changed to Great Western.

04/14 CAPITAL PROGRAMME

Gordon Oliver, Principal Transport Policy Officer, introduced the report that summarised the schemes approved in the 2014/15 Cycling Capital Programme.

The proposed schemes on the list were identified through consultation via the recent cycle workshops held in Maidenhead and Windsor. It was noted that the programme was largely unchanged with the exception of the Trevelyan Middle School being dropped in favour of the Highfield Lane scheme after local consultation and that the school cycle parking programme had been cut from £50k to £25k.

It was questioned that when National Rail were undertaking bridge repairs / replacement schemes if it would be possible to add independent bridges next to them for cyclists. The Forum were informed that it was the responsibility of Crossrail, and not the Councils' as reported in the press, to upgrade bridges as part of the service extension plans from Maidenhead to Reading. It was noted that the cost of building a new bridge would be unfeasible for this capital programme due to the costs.

RESOLVED: That the Cycle Forum note the agreed capital programme.

05/14 LSTF UPDATE

Gordon Oliver, Principal Transport Policy Officer, introduced the report that summarised the Council's progress with delivering the Local Sustainable Transport Fund programme.

The Forum were informed that the borough had been successful in securing nearly £2 million of grant from the Local Sustainable Transport Fund for initiatives to tackle congestion and reduce carbon emissions. In terms of cycling much of the emphasis had come under the Promoting Sustainable Transport theme with the following three main projects being progressed; Bike It, Sky Ride Local and Workplace Cycle Challenge.

The report highlighted the progress being made under these three projects and included successes such as 225 sessions being held under Bike It, 20 ride with 167 participants under Sky Ride Local and over 231 people from 20 organisations taking part in the Workplace Cycle Challenge.

It was noted that the Council would also be attending the Maidenhead Festival to offer attractions such as Dr Bike, free bike trial out sessions and an extreme mountain bike display team.

RESOLVED: That the Cycle Forum note the progress being made under the LSTF programme.

06/14 A4 CYCLE ROUTE / STAFFERTON WAY UPDATE

Gordon Oliver, Principal Transport Policy Officer, gave a presentation updating the Forum on the A4 Cycle Route. The Forum were informed that the Stafferton way planning application had been approved in April 2014 and the contract was currently out to tender. It was expected that the contract would be awarded in September 2014 with work commencing October 2014.

The presentation showed in detail how the scheme looked to support the Council's proposal for a future east/west off carriageway cycle route on the A4 Bridge Road, how it was intended to connect Moorbridge Road to Ray Mead Road and how existing signal controlled crossings would be upgraded. It was noted that widening existing subways had not been included due to cost.

During discussion on the presentation it was recommended that as landowners had indicated that they would be willing to give up land along the link between Stafferton Way to Oldfield Road, if the ditches were filled with drainage pipes, to help widen the route.

RESOLVED: That the Cycle Forum note the presentation.

07/14 MAIDENHEAD TO FIFIELD CYCLE ROUTE

Gordon Oliver, Principal Transport Policy Officer, introduced the report that assessed the current difficulties affecting the cycle route between Maidenhead and Fifield along the A308 and evaluate the alternative route via Bray.

The Forum were informed that the A308 was a major transport corridor between Maidenhead and Windsor and was very narrow in places with poor visibility. The cycle route passed numerous side roads where visibility was poor especially when restricted by hedges and walls. There had also been a number of complaints from residents about near misses and minor damage especially in relation to the Canon Hill Way junction.

In response to the concerns raised by residents and cyclists the Council has looked at alleviating the problems by looking at an alternative route along the NCN4 that could include a possible alternative route along the unlit Causeway public footpath and improving the route until it re-joins the A308. Despite existing improvements there were still issues with the route as there were no street lighting along Monkey Island Lane and there were speed humps in the vicinity of the Summerleaze access that could be a hazard at night.

It was noted that the A308 route was more direct however the existing shared use path did not comply with current design standards and was considered to be unfit for purpose.

The Forum supported the alternative route and suggested that if street lighting could not be installed reflective marker post be used as an alternative. It was mentioned that there had been issues along Bray Road heading West to Hibbert Road as you approached the school due to the narrow road and it was suggested that a give way sign be installed. It was also recommended that if feasible the Causeway be joined to Hibbert Road.

RESOLVED: That the Cycle Forum:

- **Noted the contents of the report.**
- **Endorsed the rescinding of the A308 cycle route between Monkey Island Lane and Hibbert Road**
- **Endorse extension of the traffic calming and 20 mph zone along Hibbert Road as an interim measure, with a long-term goal of permitting cycle access to The Causeway.**

08/14 DESIGN GUIDANCE

Gordon Oliver, Principal Transport Policy Officer, introduced the report that summarised the recent cycling design guidance documents published by Cyclenation and Sustrans.

The Forum were informed that during May there had been two new cycle design guides published; Making Space for Cycling (Cyclenation) and Handbook for Cycle Friendly Design (Sustrans). The guides had been produced independently of each other and were not endorsed by the DfT.

The Making Space for Cycling had been published as a guide for new developments and street renewals and was heavily influenced by best practice in the Netherlands. The report outlined 3 core design principles that were; directness, convenience and speed and recommended that pedestrians, cyclists and motorists all had separate networks.

The Handbook for Cycle Friendly Design had been published as an aid for technical guidance in relation to cycling and contained five core principles; coherence, directness, safety, comfort and attractiveness.

In response to questions the Forum were informed that 'shared spaces' was becoming less popular as it was felt they were still dominated by motor vehicles and that the DfT had appointed a new cycle expert to produce draft guidance that would be available for consultation.

RESOLVED: That the Cycle Forum noted that the reports had been produced.

09/14 CHANGING ATTITUDES TOWARDS CYCLING

Gordon Oliver, Principal Transport Policy Officer, informed the Forum that the Cycle Forum Chairman had asked if there was anything that could be done to persuade more people to take up cycling. The report before the Panel considered factors that currently affected people's attitudes towards cycling.

The report highlighted that there had been a number of research projects looking into this issue and the key findings from a number of studies were that the public's attitude towards walking and cycling were mostly positive. Many people indicated that they would like to take up more active modes of transport but they were concerned about the physical environment and its impact on safety, the difficulty in fitting walking and cycling into a family's routine and that the perception that walking and cycling were in some way abnormal activities in modern life.

Using the British Social Attitudes Survey it was noted that with regards to transport in 2012 44% of respondents drove a car nearly every day whilst only 4% travelled by bike. Over 60% of respondents had said that they had not used a bike in the previous 12 months. It was also noted that drivers were

less concerned about cycling safety as a barrier to cycling than those who did not drive, although safety for cyclists remained a key barrier to participation.

The Forum discussed the lack of funding for cycling as a problem with the Government only investing £1 per head of population to cycling whilst in Sweden £30 per head was invested. It was suggested that the Forum should be more active / vocal in encouraging politicians from all parties to take cycling more seriously. It was recommended that the Forum should lobby both national government and the RBWM administration, perhaps with a motion to Council.

It was noted that at RBWM Development Control Panels and at other Panel meetings there had been an increased awareness of cycling. The authority had been successful in raising funds for cycle projects via S106 contributions; however this may decline when the Community Infrastructure Levy was introduced.

The Chairman said he would be happy to raise the Forum's concerns with Cabinet; however the Forum needed to be mindful that they had been successful in gaining financial support for projects and he did not wish to lose the support they currently have. The Chairman agreed to investigate the best route in getting the Forum's views heard.

RESOLVED: That the Cycle Forum note the report.

10/14 ANY OTHER BUSINESS

Councillor Beer informed the Forum that at a recent meeting of a Local Access Forum concern was raised that the Woodlands Trust may have to close access to Bisham Woods due to local youths damaging the woods and building ramps for off road cycling. The Chairman agreed to raise the issue with Andrew Fletcher to see if a solution could be found.

Susy Shearer referred the Forum to an email received by Peter Wilkinson who raised concern that cycle tracks were not being kept clear in particular he had raised concern at a previous Forum meeting that the joint cycle and pedestrian path along Imperial Road was overgrown. Nothing had been done since then and brambles covered almost the entire width of the path. It was noted that the cycle path towards Old Windsor had been cleared.

Peter also felt that there needed to be increased cycle rack provision in Windsor and that a cycle route from Windsor to Ascot could be introduced by using the NCP 4 from Windsor to the Great Park using Prince Consort's drive and then Duke's Lane exiting on the B383. A crossing to Watersplash Lane and then Cheapside Road would take a cyclist to Ascot.

It was noted that during the winter month's cyclists were not allowed through the Great Park, the Chairman had raised this issue but had been informed they would be keeping the current policy.

David Layzell raised concern that he had been informed that officers were instructing contractors to fill pot holes up to one metre from the curb to aid cyclists, as cyclists should cycle one metre away from a curb this activity seemed pointless. He also raised concern about the effectiveness of Streetcare.

11/14 DATES OF FUTURE MEETINGS

Future meetings dates were noted:

- 07/10/14, Town Hall Maidenhead.
- 20/01/15, Town Hall Maidenhead.
- 31/04/15, Town Hall Maidenhead.

12/14 MEETING

The meeting, which began at 7.00pm, ended at 9.25pm.

Chairman.....

Date.....